



APPENDIX B: LTP2 SEA Baseline Data

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Air

Southampton City Council Local Transport Plan 2

Strategic Environmental Assessment

-- Baseline Data --

Air Quality

Which areas are suffering from poor air quality?

Baseline Data

Until recently, there were no Air Quality Management Areas (AQMAs) within the Southampton City Boundary. Ongoing monitoring and review have led to the declaration of six AQMAs, concentrated around major road intersections, largely as a result of increasing levels of nitrous oxides. The Action Plans to address the problem are currently being prepared.

Southampton lies in the Solent Zone of Industrial Pollution Sources (ZIPS) defined by the Environment Agency (there are 11 in England). The ZIPS are declared due to the presence of a petrochemical plant, incinerators and a power station on the other side of Southampton Water at Fawley and Hamble (28 point sources of pollution identified from 9 Integrated Pollution Control authorisations). (Fawley and Hamble lie outside the Southampton City Council Boundary)

Trends

Some pollutants including carbon monoxide and PM10 have declined recently; nitrogen dioxides and volatile organic compounds have increased. Many of these are associated with road transport.

Air pollution is likely to increase in Europe as a combined result of climate change (high temperatures increasing concentrations of pollutants) and the failure to reduce emissions levels of major pollutants (currently projections are that the UK will not meet 2010 air quality standards set by the EU). <http://www.newscientist.com/news/print.jsp?id=ns99996364>

Proposed Indicator

- Levels of key air pollutants.

Targets

Air Quality Standards are set down in Air Quality Regulations 2000 and the Air Quality (England) Amendment Regulations 2002.

Pollutant reduction targets will be set for Southampton if Air Quality Management Areas are declared.

Data Sources

'Climate Change & Air Quality Strategy 2004-2009' (Southampton City Council, <http://www.southampton.gov.uk/environment/climate-change/>)

'Southampton City Council Air Quality Updating and Screening Assessment 2003' (Southampton City Council, www.southampton.gov.uk/environment/environmentalhealth/pollution/airquality.asp#0)

Air quality summary reports can be found on each Local Authority website or www.airquality.co.uk/archive/index.php

Emissions mapping data can be found on: http://www.naei.org.uk/data_warehouse.php

Air Pollutants

What are existing levels of major pollutants in the City? (interrelated to climatic factors and human health)

Baseline Data

Air pollution has been monitored in Southampton since 1994. There are currently three monitoring stations and a further one is planned. Diffusion tubes have also been deployed at various locations around the City to monitor nitrogen dioxide (NO₂).

There were 48 days of moderate or high air pollution in the City in 2003, an increase from 11 in 2002 and 18 in 2001. (Southampton Sustainability Indicator).

Monthly statistics are published on the Southampton City Council website and detailed analysis is included in the *Southampton City Council Air Quality Updating and Screening Assessment 2003*.

Southampton is expected to meet National Air Quality Standards and Objectives for all pollutants except nitrogen dioxide. (NO₂).

Trends

Some pollutants including carbon monoxide and PM10 have declined recently; nitrogen dioxides and volatile organic compounds have increased. Many of these are associated with road transport.

Air pollution is likely to increase in Europe as a combined result of climate change (high temperatures increasing concentrations of pollutants) and the failure to reduce emissions levels of major pollutants (currently projections are that the UK will not meet 2010 air quality standards set by the EU). <http://www.newscientist.com/news/print.jsp?id=ns99996364>

Targets

Air Quality Standards are set down in Air Quality Regulations 2000 and the Air Quality (England) Amendment Regulations 2002.

Pollutant reduction targets will be set for Southampton if Air Quality Management Areas are declared.

Data Sources

See *Southampton City Council Sustainability indicator - Air Pollution* (Southampton City Council, www.southampton.gov.uk/environment/conservation/sustainability-indicators.asp)

Southampton City Centre Health Check (in prep.).

Regulated and Permitted Emissions

Where are the regulated pollution processes in the City?

Baseline Data

There are three Integrated Pollution Prevention and Control – Part A authorised processes in Southampton (Morgan Matroc Limited of Burseldon Road, GEC Marconi Infra-Red Limited of Millbrook Industrial Estate and A&P Southampton Limited of Western Docks). There are 48 Integrated Pollution Control – Part B processes in Southampton, including petrol service stations, coating processes and concrete batching.

Between June 2001 and September 2004, there were 230 incidents related to air pollution in the Southampton Environment Agency area. Of these, 37 were classified as 'minor', the remainder unclassified or considered to have no impact on the environment.

Trends

Not known.

Targets

Each process is subject to regulation relating to the specific emissions generated as part of the process. There are no targets relating to pollution incidents.

Data Sources

Based on information provided by the Southampton City Council
<http://www.southampton.gov.uk/environment/environmentalhealth/pollution/authorising-industrial-processes.asp#0>

Information relating to pollution incidents provided by the Environment Agency dated 27 January 2005.

Biodiversity, Flora and Fauna

Southampton City Council Local Transport Plan 2

Strategic Environmental Assessment

-- Baseline Data --

Habitats

What Biodiversity Action Plan Habitats are Present Within the City?

Baseline Data

Eight UK Biodiversity Action Plan (BAP) habitats occur in Southampton: chalk rivers; coastal vegetated shingle; lowland dry grassland; lowland heathland; lowland meadows; mudflats; reedbeds; and wet woodland.

Seven habitats listed in the Hampshire BAP are present in the city: ancient semi-natural woodland; fen, carr, marsh, swamp, reedbeds; heathland, acid grassland, bog, lowland wet grassland; neutral grassland; open standing water.

Broadleaved woodland and grassland (some of it species-rich) habitats are well distributed in the City along eight stream valleys (formerly called 'greenways' by SCC). These form essential wildlife corridors through the City, and are recognised as locally important in the Southampton Local Plan and – make up 4% area of the City (Southampton Greenspace Survey 1990). Some of these woodlands are ancient in origin, incorporated into the City as it expanded. Significant areas of woodland remain on the fringes of the City or just outside the City to the north-west.

Two chalk rivers, the Itchen and Test, flow through the City. These rivers and associated habitats are of national importance; the River Itchen is of international importance. Both rivers are important for a number of fish species, including migratory Atlantic salmon and sea lamprey. Unimproved grassland, fen and floodplain grazing marsh are restricted in the City to the outer fringes, particularly in these two river valleys.

Southampton Common is a diverse and botanically rich mosaic of grassland, heathland and woodland habitats with several ponds. It is of national importance. It is a remnant of former countryside and forms an important biodiversity landscape and amenity feature in the City. Southampton's other commons and parks are also important to biodiversity.

Southampton has some 34 km of shoreline alongside Southampton Water. Tidal mudflats are particularly important, and approximately 10 km are afforded international nature conservation protection. The open and accessible character of the banks makes this a valuable recreational space. Urban habitats: Southampton contains habitats that have developed alongside industrial landscapes such as railway embankments or vacant lots. Other green areas such as urban parks, greenways and nature parks, have been specifically created to provide open space. Private gardens also make a significant contribution to urban habitats.

Habitat statistics from Hampshire Phase 1 map:

Mudflats/Seagrass Beds (114.4 ha)
Lowland Mixed Deciduous Woodland (85.7 ha)
Lowland Wood-Pasture and Parkland (59.7 ha)
Lowland Meadows (11.1 ha)
Coastal Vegetated Shingle (8.5 ha)
Coastal Saltmarsh (6.5 ha)
Fens/Reedbeds (5.3 ha)
Lowland Heathland (3.7 ha)
Chalk Rivers (3.4 ha)
Floodplain Grazing Marsh (1.3 ha)

SEE FIGURE 2 FOR LOCATIONS OF BIODIVERSITY ACTION PLAN HABITATS

Trends

BAP habitats continue to be lost as a result of the provision of transport infrastructure. Landscape proposals for transport schemes may not reflect BAP habitats characteristic of the local area.

Proposed Indicator

- Condition of nature conservation designated areas.

Targets

No targets or comparators are currently available. Southampton City Council is currently drafting a Biodiversity Action Plan for the City. This should form the basis for setting targets to monitor biodiversity.

The Environment Group at Hampshire County Council is in the process of establishing a 3yr pilot project to provide statistics on changes to the County's biodiversity.

Data Sources

Biodiversity Action Plan for Hampshire. (Hampshire Biodiversity Partnership, 1998 www.hampshirebiodiversity.org.uk/action.html)

Information produced by Halcrow Group Limited September 2004 from the Hampshire Phase 1 map supplied by the Hampshire Biodiversity Information Centre. map.

Southampton City Council's Biodiversity Action Plan: an update of the 1992 Nature Conservation Strategy (2005 draft, Southampton City Council).b

Statutory and non-statutory nature conservation designations

Which Habitats are Locally, Regionally and Nationally Important and what Condition are they in?

Baseline Data

Habitats designated for their International, National or Local importance occupy 8.6% of Southampton's area.

Sites of International Importance

(17.8 ha special area for conversation SAC, 6.92 ha (Special Protection Area SPA) and Ramsar)

Southampton has four areas of international importance for wildlife:

- part of the Solent Maritime SAC;
- part of the Solent and Southampton Water SPA;
- part of the Solent and Southampton Water Ramsar site; and
- part of the River Itchen candidate Special Area of Conservation SAC.

Sites of National Importance (111.5 ha)

Southampton has four areas of national importance for wildlife, designated as Sites of Special Scientific Interest: (SSSIs)

- Southampton Common SSSI -Parkland comprising woodland, ponds, grassland and heath in the centre of the City;
- part of Lower Test Valley SSSI. A patchwork of saltmarsh, grazing marsh, reedbeds, and hay meadows;
- part of Lee-on-Solent to Itchen Estuary SSSI - includes the Weston Shore and River Itchen inter-tidal mudflats with some fringing woodland. Part of this is designated as Chessel Bay Local Nature Reserve; and
- part of the River Itchen SSSI. Watermeadows and non-tidal stretch of the river north of Woodmill. Part of this is within the Itchen Valley Country Park owned and managed by Eastleigh Borough Council.

Note: the latter three SSSIs are also afforded international protection as cSAC, SPA or Ramsar sites.

Regional / Local Importance (370.6 ha)

Thirty-six Sites of Importance for Nature Conservation (SINCs) were proposed in the Local Plan. The majority of these are the open spaces previously designated as 'Greenways'. These are defined against recognised criteria for the quality of their habitats and/or the presence of notable habitats and species. Furthermore, 21 of the 36 SINCs are recognised for their importance to local communities (eight proposed solely for this reason).

The proportion of land designated for its international, national or local interest is significantly less than that for the county of Hampshire. 13% of land in Hampshire is of national or international importance, and a further 6% are SINCS.

SEE FIGURE 3 FOR LOCATIONS OF NATURE CONSERVATION DESIGNATIONS (EXCLUDING SINCS)

SEE FIGURE 4 FOR LOCATIONS OF SITES OF IMPORTANTCE FOR NATURE CONSERVATION (SINCS)

Trends

Features of nature conservation value, including those which are subject to statutory and non-statutory protection, would continue to be lost or degraded as a result of the provision and operation of transport infrastructure.

Proposed Indicator

- Condition of nature conservation designated areas.

Targets

No targets/comparators currently available with the exception of condition of SSSI data available from <http://www.english-nature.org.uk/Special/ssi/report.cfm?category=C,CF>

Of the SSSIs partly- or wholly in Southampton greater than 99% of by area were in favourable condition with only 1.2 ha considered unfavourable but recovering. None was unfavourable declining or destroyed.

Southampton fairs well on the condition of its SSSIs compared to statistics for the whole of Hampshire: Of the SSSIs in Hampshire 39.9% by area were in favourable condition, 21.74% were unfavourable but recovering, 18.83% were unfavourable with no change, 19.35% were unfavourable and declining and 0.17% were destroyed or part destroyed.

Natural Area Targets - Results for South Coast Plain and Hampshire Lowlands (English Nature, www.english-nature.org.uk/baps/targets/search.asp)

Data Sources

Biodiversity Action Plan for Hampshire, Biodiversity Partnership 1998.

Urban areas topic action plan, Hampshire Biodiversity Partnership 2002.

Data produced by Halcrow (26 Jan 2005) from information provided by English Nature and SCC.

Condition of SSSI data available from English Nature on <http://www.englishnature.org.uk/Special/ssi/report.cfm?category=C,CF>

See Southampton City Council Sustainability indicator - SSSI sites (Southampton City Council, www.southampton.gov.uk/environment/conservation/sustainability-indicators.asp)

Species

What Biodiversity Action Plan Priority Species are in Southampton?

Baseline Data

15 UK Biodiversity Action Plan (BAP) priority species identified in the Hampshire Biodiversity Action Plan and draft Southampton Biodiversity Action Plan are present in the city. These are: otter, water vole, dormouse, pipistrelle bat, barbastelle bat, linnet, reed bunting, spotted flycatcher, bullfinch, song thrush, great crested newt, stag beetle, silver-studded blue butterfly, southern damselfly, buttoned snout moth.

Species Action Plans were written by Hampshire County Council to maintain and enhance the status of the species and to improve knowledge and understanding of the species.

A further 35 species are identified as locally important in the draft Southampton BAP. Local partners will complete Action Plans for these species.

Trends

Many priority species are in decline in the City. These species would continue to be affected by direct loss of habitats as result of the provision of transport infrastructure. Populations of many species would continue to be fragmented by road schemes or indirectly affected during construction and operation of the transport infrastructure.

Targets

No targets or comparators are currently available. Southampton City Council is currently drafting a Biodiversity Action Plan for the city. This should form the basis for setting targets to monitor biodiversity.

The Environment Group at Hampshire County Council is in the process of establishing a 3yr pilot project to provide statistics on changes to the County's biodiversity.

Annual public participation surveys of butterflies and birds co-ordinated by the Hawthorns Urban Wildlife Centre (www.solent.net/hawthorns) and Southampton Natural History Society has carried surveys of the city and surroundings (<http://www.communigate.co.uk/hants/snhs/>).

Climate

Southampton City Council Local Transport Plan 2

Strategic Environmental Assessment

-- Baseline Data --

Carbon Dioxide Emissions

What are carbon dioxide emissions in the UK and Southampton?

Baseline Data

UK emissions are 567, 719 thousand tonnes (kt) CO₂, based on Integration Pollution Prevention and Control calculations and includes land use change emissions.

It is estimated that Southampton produces 1117.95 kt of CO₂ per year. Road transport is estimated to contribute 24.2% of this CO₂. Commercial and residential emissions contribute 32.2%.

The Port of Southampton contributed 222 kt in 2001. This is predicted to increase to 243 kt in 2011.

18% of energy used in the City is from geothermal, Combined Heat and Power or district heating schemes.

Trends

Levels of CO₂ emissions are decreasing steadily in the UK <http://www.sustainable-development.gov.uk/indicators/headline/h9.htm> but levels of automotive travel are increasing, thereby increasing the contributions these forms of transport make to greenhouse gas emissions.

Proposed Indicator

- Levels of carbon dioxide emissions.

Targets

Southampton City is aiming for a 20% decrease in greenhouse gas emissions by 2010 compared to 1990 levels.

The UK target is to reduce levels to 182.71 million tonnes by 2010 <http://www.sustainable-development.gov.uk/indicators/headline/data/hli-20041007.xls>.

The planned Millbrook Combined Heat and power scheme is expected to save over 80 kt of CO₂ emissions (one third of the City's target).

Data Sources

Climate Change & Air Quality Strategy (2004-2009) (Southampton City Council, www.southampton.gov.uk/environment/climate-change/Default.asp#0)

Climate Change

What are the effects of climate change in the City?

Baseline Data

Southampton is experiencing extreme weather events consistent with the impacts of climate change including the severe storm that devastated the South East in 1987, the hot summers of 1995 and 2003 and the severe floods of 2000. Global temperatures have risen by 0.6°C over the last 100yrs and most of this has been attributed to human activities. Sea levels are rising by 2mm per year.

UK Climate Impacts Programme (UKCIP) predicts sea level rise of 54cm by 2080.

Predictions for climate change in the South-East region have been made relative to the period 1961-1990. By 2050's annual average temperature is expected to increase by between 1.0 and 3.0°C, winter rainfall will increase by 5-35% and summer rainfall will decrease by 10-35%. Peak flows on watercourses are predicted to increase by 20%.

Trends

The UK climate is likely to become warmer. The temperature of coastal waters will increase although not as rapidly as over land.

High summer temperatures are likely to become more frequent, whilst very cold winters will become increasingly common. (Reference: www.ukcip.org.uk/cc_uk_future_temp.shtml).

More extreme weather events such as severe droughts and widespread flooding will occur (www.environment-agency.gov.uk/regions/souther/580226/?lang=e) Relative sea levels will continue to rise around Southampton's shoreline.

Extreme sea levels will be experienced more frequently. (Reference: www.ukcip.org.uk/cc_uk_future_temp.shtml)

Targets

The UK has pledged to reduce its emissions of greenhouse gases by 15% below 1990 levels by 2010. More recently, the Energy White Paper, February 2003 describes the Government's plan to reduce CO₂ emissions by 60% by 2050.

Data Sources

Hampshire Water Strategy, Hampshire County Council, March 2003.

Meeting the Challenge of Climate Change (2004, SECTORS report).

Climate Change & Air Quality Strategy (2004-2009) (Southampton City Council, www.southampton.gov.uk/environment/climate-change/Default.asp#0)

Policy Statement on Flood and Coastal Defence (Southampton City Council, www.southampton.gov.uk/environment/conservation/costal-issues.asp#0)

Assessment of Coastal Defence Priorities (WS Atkins, 1999 for Southampton City Council).

Cultural Heritage

Southampton City Council Local Transport Plan 2

Strategic Environmental Assessment

-- Baseline Data --

Listed Buildings

What parts of the City are rich in cultural heritage and are they at risk?

Baseline Data

There are 439 Listed Buildings in Southampton (17 Grade I, 19 Grade II*, 403 Grade II) of which 14 were listed on the Buildings at Risk register in 2003. There is also a local list maintained by Southampton City Council of about 100 buildings of local historical interest.

38 sites are included on Southampton's list of Scheduled Ancient Monuments (July 2004).

There are three Grade II Parks recognised by the English Heritage Register of Parks and Gardens of Special Historic Interest in Southampton: Central Park, Southampton Old Cemetery, and Townhill Park. Certain other commons and parks are of special heritage importance.

SEE FIGURE 14 FOR LOCATIONS OF LISTED BUILDINGS

Trends

The total number of buildings listed on the 'buildings at risk' register is decreasing.

Targets

No targets/comparators set in relation to cultural heritage.

Data Sources

Information produced by Halcrow Group (30th September 2004) from GIS files provided by SCC.

Threatened Historic Buildings in Hampshire 2003. Hampshire County Council, January 2004.

Conservation Areas

Where are designated Conservation Areas and what is the building style in the City?

Baseline Data

There are 19 Conservation Areas designated in the *Southampton Local Plan Revised Deposit* February 2004, occupying 178.5 ha. These are: St Anne's, The Avenue, Bassett Green Village, Ethelbert Avenue, Canute Road, Carlton Crescent, Cranbury Place, Itchen Valley, St James, Old Town North, Old Town South, Old Town West, Old Woolston 1 to 4, Oxford Street, Portswood Residents' Gardens, Uplands Estate. Character appraisals for each of these are available from Southampton City Council.

SEE FIGURE 14 FOR LOCATIONS OF CONSERVATION AREAS

Trends

The character of Conservation Areas may be affected by the development or changes in transport infrastructure.

Proposed Indicator

- Percentage of conservation areas lost or damaged.

Targets

No targets/comparators set in relation to Conservations Areas.

Data Sources

Information produced by Halcrow Group (30th September 2004) from GIS files provided by SCC.

Archaeology

Which parts of the City are rich in archaeological features?

Baseline Data

Southampton has a rich archaeological past with remains dating from the prehistoric to the late 20th Century. Of particular note are the remains of the Saxon town of Hamwic, the Mediaeval walled town and industrial archaeological features around the East Docks and Town Quay.

Southampton City Council has identified 16 Local Areas of Archaeological Importance.

There are approximately 2000 to 3000 localities listed on the Sites and Monuments Record (SMR).

SEE FIGURE 15 FOR LOCATIONS OF SCHEDULED ANCIENT MONUMENTS

Trends

Buried archaeology would continue to be damaged and lost as a result of direct land take for transport infrastructure without an appropriate system of archaeological recording.

Targets

No targets/comparators set in relation to archaeology.

Data Sources

Information produced by Halcrow Group (30th September 2004) from GIS files provided by SCC.

Local Areas of Archaeological Importance are currently available only as paper maps held by SCC.

SMR database is held by SCC and is currently being updated. Information current in January 2005.

Economic Considerations

Southampton City Council Local Transport Plan 2

Strategic Environmental Assessment

-- Baseline Data --

Income

What are household incomes in Southampton?

Baseline Data

The average gross weekly income in Southampton is £426.10.

Trends

Income levels remain consistent – rising in line with inflation.

Targets

The average gross weekly income for England is £483.39.

Southampton average income is slightly lower.

Data Sources

<http://www.nomisweb.co.uk/reports/lmp/la/2038431790/report.aspx>

Skills and Qualifications

What is the skills profile of Southampton's workforce?

Baseline Data

- No qualifications 26%
- Level 1 – 16%
- Level 2 – 18%
- Level 3 – 15%
- Level 4/5 – 19%
- Other qualifications/level unknown – 6%

Level 1: 1+ 'O' levels/CSE/GCSE (any grade); NVQ level 1; Foundation GNVQ.

Level 2: 5+ 'O' levels; 5+ CSEs (grade 1); 5+ GCSEs (grade A - C); School Certificate; 1+ A levels/AS levels; NVQ level 2; Intermediate GNVQ or equivalents.

Level 3: 2+ A levels; 4+ AS levels; Higher School Certificate; NVQ level 3; Advanced GNVQ or equivalents.

Level 4/5: First Degree; Higher Degree; NVQ levels 4 - 5; HNC; HND, Qualified Teacher Status; Qualified Medical Doctor; Qualified Dentist; Qualified Nurse; Midwife; Health Visitor or equivalents.

Other qualifications/level unknown: Other qualifications (e.g. City and Guilds; RSA/OCR; BTEC/Edexcel); Other Professional Qualifications.

Trends

Assume that existing skills base is retained.

Proposed Indicator

- Proportion of economically active population qualified to NVQ levels 2, 3 and 4.

Targets

Southampton has generally lower levels of qualifications than those nationally. 19% of Southampton's residents hold a degree or higher qualification compared to 24% nationally.

Data Sources

<http://neighbourhood.statistics.gov.uk>

Employment

What are the economic activity and unemployment levels for Southampton? Do some areas perform better than others?

Baseline Data

66.3% of Southampton's population are considered economically active.

19.6% of Southampton's population are unemployed. This splits as 5.4% who want a job, and 14.2 who do not want a job.

Economic Activity Levels

Ward Name	Proportion of people economically active %	Number of people economically active
Bargate	57.0	5,405
Bassett	66.8	5,760
Bevois	56.9	5,818
Bitterne	73.2	5,528
Bitterne Park	81.7	6,929
Coxford	78.8	7,117
Fremantle	77.4	7,585
Harefield	77.8	6,096
Millbrook	78.3	7,025
Peartree	79.4	6,809
Portswood	58.5	6,043
Redbridge	75.0	6,368
Shirley	78.7	6,499
Sholing	81.6	6,790
Swathling	54.8	5,151
Woolston	76.3	6,451

Trends

Assume that activity rates remain constant.

Targets

The UK's unemployment rate is 21.8% The South East's unemployment rate is 17.9%

Southampton has a lower rate of unemployment than the UK average, but higher than the South East's.

Data Sources

<http://www.nomisweb.co.uk/reports/lmp/la/2038431790/report.aspx>

Employment Profile

What is the employment profile of Southampton's workforce?

Baseline Data

Southampton's employment profile is:

Soc 2000 major group 1 - 3: 38.5% (43,000 people)
Soc 2000 major group 4 - 5 : 25.9% (29,000 people)
Soc 2000 major group 6 - 7: 15.8% (18,000 people)
Soc 2000 major group 8 - 9: 19.8% (22,000 people)
Soc 2000 major group 1 - 3: 1. Managers and senior officials; 2. Professional occupations; 3.

Associate professional & technical:

Soc 2000 major group 4 - 5 : 4. Administrative & secretarial; 5. Skilled trades occupations
Soc 2000 major group 6 - 7: 6. Personal service occupations; 7. Sales and customer service occs
Soc 2000 major group 8 - 9: 8. Process plant & machine operatives; 9. Elementary occupations.

SEE FIGURE 6 FOR JOB SEEKERS ALLOWANCE CLAIMANTS.

Trends

Assume that the existing employment profile prevails.

Targets

The South East's employment profile is:

Soc 2000 major group 1 - 3: 46.0%
Soc 2000 major group 4 - 5 : 23.3%
Soc 2000 major group 6 - 7: 15.0%
Soc 2000 major group 8 - 9: 15.7%

Data Sources

Source: NOMIS, ABI Employee Analysis.

Employment Centres

Where are the existing and proposed employment centres in Southampton?

Baseline Data

Several sites which are proposed for redevelopment are set out in *City of Southampton Local Plan Review Revised Deposit Version February 2003*. They are generally proposed for mixed use, comprising residential and employment use.

Locations of proposed major developments

Name	Location	Proposed Use
Southampton Central Station	City Centre	Transport Interchange/ mixed use
Charlotte Place	City Centre - Charlotte Place Island site, St Mary's Road site, East Park Terrace site and Compton Walk site	Mixed Use
Royal Pier and Town Quay	City Centre - Quay	Mixed Use
Civic Centre and Guildhall Square	City Centre	Mixed Use
West Quay Phase 3	City Centre	Mixed Use
144 - 164 High Street	City Centre - Land fronted by 144 - 164 High Street	Mixed Use
Habitat Block	City Centre - Land bounded by Castle Way, High Street and St Michael's Street	Mixed Use
Lower High Street	City Centre	Mixed Use
Mayflower Plaza	City Centre - Close to Southampton Central station	Mixed Use
Canute's Pavilion	City Centre - Ocean Village.	Mixed Use
Chapel	City Centre - Andersons Road/ Deanery Annex	Mixed Use
Town Depot / Crosshouse Waterfront	City Centre	Mixed Use
Pirelli Site	City Centre - West Quay Road	Mixed Use
Land fronting Alexandra Docks and Maritime Walk, Ocean Village Area.	City Centre	Mixed Use
St. Mary's Area	Edge of city centre - St. Mary's Street, Kingsland Place, Kingsway, Northam Road, Ascupart Street, Golden Grove and Clifford Street	Mixed Use
New College Site, The Avenue	Edge of city centre	Mixed Use
Land Adjacent to Dock Gate 10 and the Norman Offer site	Edge of city centre - bounded by Southern Road, West Quay Road and Mountbatten Way	Employment led mixed use
Portswood Bus Depot	District centres - St Denys' Road, Portswood Road and Highfield Lane	Mixed Use
Shirley Precinct	District centres - Shirley High Street	Mixed Use
Woolston Library	District centres - junction of Inkerman Road and Johns Road	Library

Name	Location	Proposed Use
Stoneham	Rest of urban area	Park and ride facility
Drivers Wharf	Rest of urban area	Employment-led mixed use
Antelope House, Bursledon Road	Rest of urban area	Mixed Use
Vosper Thornycroft, Victoria Road	Rest of urban area - Woolston	Industrial uses
Test Lane South	Rest of urban area	Office, industrial, wholesale
Combined Heat and Power Generation at Redbridge Lane	Rest of urban area - Redbridge Lane	Power Generation

Trends

Without consideration in the LTP, these proposed development sites may be poorly served by Southampton's transport infrastructure.

Targets

None.

Data Sources

City of Southampton Local Plan Review - Revised Deposit Version February 2003

Travel to Work

How many people work locally? How far do people travel to work?

Baseline Data

- 7% work from home
- 24% travel less than 2km
- 60% travel between 2 and 20km
- 9% travel more than 20km

Trends

Assume that the existing employment profile remains the same or that people move closer to their work due to poor transport provision without the LTP.

Targets

In the South East:

- 10% work from home
- 20% travel less than 2km
- 46% travel between 2 and 20km
- 18% travel more than 20km

Data Sources

<http://neighbourhood.statistics.gov.uk/Reports/eng/TableViewer/wdsview/dispviewp.asp>

Economic Footprint

What is the economic footprint of Southampton businesses?

Baseline Data

- Manufacturing: 6.5% (7,209 people)
- Construction: 3.9% (4,353 people)
- Services: 89.3% (99,423 people)
- Tourism related: 7.2% (8,056 people)

Services make up the large majority of Southampton's business. These are made up of:

- Distribution, hotels & restaurants: 24% (26,6745 people)
- Transport & Communications: 6.5% (7,216 people)
- Finance, IT, other business activities: 24% (26,679 people)
- Public admin, education & health 29.8% (33,176 people)
- Other services: 5% (5,607 people)

The business base Southampton is highly concentrated towards distribution, hotels and restaurants and banking, finance and insurance. The two sectors account for a total of 54% of the Borough's businesses. Although employment concentration in distribution type businesses is high in Charnwood at 25%, a much lesser proportion of the local workforce is employed in banking, finance and insurance, highlighting the precedence of small scale firms in Charnwood's banking sector. Other significant sectors in terms of number of businesses in Charnwood include manufacturing, construction and public administration, education and health. Although construction constitutes of only 5% of jobs locally, public administration, education and health and manufacturing sectors account for 24% and 25% of the Borough's employment.

High concentration of micro businesses in Charnwood suggests a level of entrepreneurial culture. However, business start-up rates for Charnwood are below the averages of the wider comparator areas.

Trends

The business base remains the same.

Targets

Not known.

Data Sources

<http://www.nomisweb.co.uk/reports/lmp/la/2038431790/report.aspx>

Property Prices

How expensive are houses? (interrelated to social considerations)

Baseline Data

Priced quoted at the start of 2005:

- Average Cost: £164,212
- Detached: £245,688
- Semi-detached: £178,232
- Terraced: £151,434
- Flat: £132,507

Change in last quarter: 1.8%

Change in last year: 11.3%

Sales: 1367

Trends

In the absence of additional house building, the cost of houses in Southampton is likely to increase, although the level of increase will be influenced by national trends, e.g. changes in interest rates.

Targets

South East:

Average Cost: £227,991

Change in last quarter: 6.6%

Change in last year: 11.5%

Data Sources

http://news.bbc.co.uk/1/shared/spl/hi/in_depth/uk_house_prices/regions/html/regions.stm

Human Health

Southampton City Council Local Transport Plan 2

Strategic Environmental Assessment

-- Baseline Data --

Life Expectancy

What is the life expectancy and what are the age characteristics of the people of Southampton?

Baseline Data

Life Expectancy at Birth (2001 – 2003):

	Southampton	South East	England
Males	76.0	77.4	76.2
Females	80.8	81.6	80.7

Age Characteristics

Under 16	18.3 %
16 to 19	6.2 %
20 to 29	20.6 %
30 to 59	36.4 %
60 to 74	11.1 %
75 and over	7.4 %

Average age 36.6 years

Age Range	Total	Males	Females
0 – 4	12052	6218	5834
5 – 9	12882	6498	6384
10 – 14	12475	6322	6153
15 – 19	15901	8254	7647
20 – 24	27267	14518	12749
25 – 29	17633	8843	8790
30 – 34	15846	8120	7726
35 – 39	15137	7765	7372
40 – 44	13296	6899	6397
45 – 49	11907	6297	5610
50 – 54	12317	6224	6093
55 – 59	10591	5488	5103
60 – 64	8544	4325	4219
65 – 69	7867	3742	4125
70 – 74	7690	3484	4206
75 – 79	7070	2876	4194
80 – 84	5051	1843	3208
85 – 89	2727	811	1916
90 and over	1225	279	946
Totals	217478	108806	108672

Trends

Without implementation of the plan, the life expectancy would continue to increase as factors such as improved diet and health care provision improve. The LTP however, provides an opportunity to ensure that public transport facilities are provided for a broad age range including the elderly.

Targets

In England and Wales, approximately 7.5% of the population is over 75 years. 7.4% of Southampton's population is 75 and over, which is lower than the national average.

The average age of the population in the UK is 38.6 years. Southampton's average age is 36.6 years, lower than the national average.

Data Sources

Southampton City Primary Care Trust – *The Health of the People of Southampton City 2002 – A Pocket Profile* (Office for National Statistics 2002).

http://www.statistics.gov.uk/census2001/pop2001/southampton_ua.asp

Lifestyle

How does the overall health and lifestyle indicators of Hampshire and Isle of Wight Strategic Health Authority compare to others in the England?

Baseline Data

The Department of Health commissioned a study looking at health and lifestyle indicators across Strategic Health Authority areas between 1994 – 2002. The study looked at the following indicators of health. The Hampshire and the Isle of Wight Strategic Health Authority was ranked against other Health Authorities. This ranking is listed next to the indicator: below.

- Good/very good health self assessed – 7th
- Limiting long standing illness – 2nd
- Cigarette smokers %– 7th
- Overweight Body Mass Index (BMI)>25– 5th
- Obese BMI>30 – 2nd
- Mean BMI – 5th
- Mean weekly alcohol consumption – 5th
- Drinking more than 21units per week – 5th

Trends

Without encouraging the implementation of sustainable transport solutions such as walking and cycling in the LTP, the levels of people that are overweight, obese or generally greater BMI are likely to increase.

- Good/very good health self assessed – decline (-0.28)
- Limiting long standing illness – No change (-0.51)
- Cigarette smokers %– decline (-0.99)
- Overweight BMI>25– no change (0.12)
- Obese BMI>30 – Increase (4.17)
- Mean BMI – increase (0.42)
- Mean weekly alcohol consumption – increase (1.03)
- Drinking more than 21units per week – increase(1.53)

Targets

Hampshire and Isle of Wight Strategic Health Authority scored in the top/middle of the Health Survey. The best performing Strategic Health Authority regions were Thames Valley, Surrey, Sussex, North Central London and North East London. The worst were Northumberland, Tyne and Wear, County Durham, Tees Valley, Birmingham and the Black Country, West Yorkshire and Greater Manchester.

Data Sources

Health and lifestyle indicators for Strategic Health Authorities, 1994- 2002. Centre for Social Research

Lifestyle

What are the levels of obesity?

Baseline Data

Southampton has growing levels of obesity. The Wessex Growth Study (2002) indicates that the proportion of children who were overweight in 1991 was 12%, with 4% classified as obese. The projected figure for 2003 was 19% overweight and 11% obese.

Trends

Obesity levels are projected to continue to increasing.

Targets

Not known.

Data Sources

Southampton City Primary Care Trust Annual Report and Accounts 2003/04.

Lifestyle

What are the Levels of Diabetes?

Baseline Data

In 1998, there were approximately 1.2 million people in England and Wales with a diagnosis of diabetes.

Trends

The diagnosis of diabetes has been increasing in recent years. This situation is likely to stay the same without implementation of the LTP.

Targets

Not known.

Data Sources

Diabetes statistics data source: National Statistics
<http://www.statistics.gov.uk/StatBase/ssdataset.asp?vlnk=6379&Pos=1&ColRank=1&Rank=192>

Lifestyle

What are the death rates from circulatory disease?

Baseline Data

Deaths from circulatory disease accounted for a total of 229 deaths in Southampton in 2001.

Trends

There has been a general decrease in the numbers of deaths from circulatory disease between 1997 and 2001.

This situation is likely to continue irrespective of whether the LTP is implemented.

Proposed Indicator

- Percentage of people who travel to work by foot or cycle.

Targets

The national trend in mortality from Coronary Heart Disease is echoed in the Southampton. Mortality has fallen from the baseline rate of 90.4 (1995–1997) to 67.0 (2000–2002).

Circulatory disease rates are higher in Southampton than the national average.

Data Sources

Health and Wellbeing in Southampton, Stage 1 Report for Discussion.

Mortality

What are the Death Rates from Cancer?

Baseline Data

Deaths from all cancers accounted for 26% of deaths in Southampton in 2000 (total number of deaths 2056).

Cancer is now the second most common cause of death in the UK. In Southampton, cancer was the greatest cause of death in 2000.

Trends

Cancer rates are likely to follow the national average.

Targets

The cancer mortality rate in Southampton followed the national trend which saw the national cancer mortality rate fall by 10.5% from 138.0 to 123.5 between the periods 1995-1997 to 2000-2002.

Data Sources

Southampton City Primary Care Trust – *The Health of the People of Southampton City 2002 – A Pocket Profile*.

Illness

What percentage of the population suffers from a long-term illness?

Baseline Data

17.4% of Southampton's population suffered from a long term illness in 2001.

Trends

Not known.

Targets

In England, 18.2% of the population suffer from a long term illness
<http://neighbourhood.statistics.gov.uk/Reports/eng/TableViewer/wdsview/dispviewp.asp>.

Southampton's percentage of population with a limiting long term illness is lower than the national average.

Data Sources

National Statistics – 2001 Census Information.

Illness

What are the patterns/levels of asthma?

Baseline Data

28,000 of Southampton's population receive regular therapy for asthma (12.9% of total population).

Trends

Between 1990 and 2000, hospital admission rates for asthma had decreased by 52 per cent among children under 5 years and by 45 per cent among children aged 5 to 14 years.

Targets

It remains an important cause of ill health in the United Kingdom with an estimated 5.1 million people (including 1.4 million children) receiving treatment for asthma.

No direct targets/comparators.

Data Sources

The AAIR Charity. www.aaircharity.org.uk

The Asthma, Allergy and Inflammation Research Trust (AAIR), founded in 1990 is based at Southampton General Hospital with University Medicine.

Accidents

What are road traffic accident rates?

Baseline Data

The number of people killed or seriously injured in road traffic accidents in Southampton was 106 in 2003 (a 20% reduction from 2002's figure of 126).

Trends

Road traffic accidents have risen consistently since automotive travel has increased. Stringent Government targets may reduce accident rates markedly. Road traffic accidents may rise as there is no mechanism for implementing the Government's road safety targets in Hampshire without the LTP.

Targets

Southampton City Council's *LTP 2004 Annual Progress Report* sets the target of reducing the number of people killed or seriously injured in road traffic accidents to 71 by 2010.

Data Sources

Southampton City Council *Local Transport Plan 2004 Annual Progress Report*.

Health Care

What are health care provisions like in the City?

Baseline Data

18,155 people provided unpaid care in Southampton in 2001

According to a Mori Poll undertaken on behalf of SCC, the residents of Southampton experience particular difficulties accessing hospitals (16% of residents compared to 2% for GP surgeries). There are three hospitals within Southampton; Southampton General Hospital, Princess Anne Hospital and the Royal South Hants Hospital.

Southampton General Hospital provides a range of specialist services, outpatient departments, a specialist eye unit and an accident and emergency unit. The hospital is located in Shirley, off Tremona Road.

Maternity and Gynaecology services are provided at the Princess Anne Hospital close to Southampton General in Shirley, off Coxford Road.

The Royal South Hampshire provides specialist cancer care. This hospital is centrally located, just north of the city centre, on Brintons Terrace.

There are 40 General Practitioners in Southampton.

There are 15 Health Clinics in Southampton listed below:-

- Central Health Clinic, City Centre;
- Eastpoint, Thornhill
- Harefield, Harefield
- Hythe Medical Centre, Hythe
- New Milton, New Milton
- Lordshill Heath Centre, Lordshill
- Millbrook Health Centre, Millbrook
- Thornhill Health Centre, Thornhill
- The Quay to Health, The Quays
- Redbridge Health Centre, Millbrook
- Ringwood Health Centre, Ringwood
- Shirley Health Centre, Shirley
- Weston Health Centre, Weston
- Swathing Clinic, Bassett

Trends

Not known.

Targets

Southampton City Primary Care Trust set out their objectives for the period 2004/05 in their Annual Report and Accounts. These general aim to increase and improve health care provision, and to reduce the number of Southampton's residents with health care needs through education and

support.

Data Sources

<http://neighbourhood.statistics.gov.uk/Reports/eng/TableViewer/wdsview/disviewp.asp?dsid=>

Mori Residents Attitude Survey Southampton 2004. Southampton City Council.

City of Southampton Local Plan Review Feb 2004.

Landscape

Southampton City Council Local Transport Plan 2

Strategic Environmental Assessment

-- Baseline Data --

Landscape and Townscape Character

What is the urban/landscape character of the City and what areas are designated because of their landscape quality? (interrelated to biodiversity)

Baseline Data

Southampton is situated at the confluence of the Rivers Test and Itchen. The centre of the City lies on a broad peninsular extending southwards into the Solent Estuary.

The peninsula's sheltered position and prolonged high tide has ensured Southampton's role as a main port on the south coast for many centuries. Indeed the port complete with the mass of shipping and dockside architecture has made a significant contribution to the image and character of the City.

The centre of the City currently comprises the retail core, civic, administration and cultural areas, the old town (including remnants of the historic City Walls), parks and waterfronts areas along with western and eastern districts adjacent to the commercial docks.

The western and eastern peripheral areas are the most recently developed areas of the City centre and include buildings of a larger scale.

Whilst the majority of the Southampton Unitary Authority area comprises urban areas, parts of the northern and eastern periphery of the City are more semi-urban in character and more clearly reflect the Countryside Agency Countryside Character Area description 'South Hampshire Lowlands'. The key characteristics of this area include:

- gently undulating landscape;
- predominately mixed farmland and woodland;
- wide lush river valley bottoms;
- rural character;
- dispersed settlement;
- oaks prevalent in hedgerows; and
- small pockets of horticulture.

Land use by area: 53% residential, 18% commercial and retail, 16% recreation and open space, 6% docks, 7% other. There are 61 open spaces, 42 sports and playing fields and 22 allotments recognised in the *Southampton Local Plan Revised Deposit*, February 2003. Open spaces, including Southampton's commons and parks, are an integral part of the townscape.

Within Southampton there are several areas recognised for their landscape value in the Southampton Deposit Local Plan:

1. The northern approaches to the City have special landscape character where trees, shrubs, hedges and grassland should be maintained (Bassett Avenue, The Avenue, Chilworth Road).
2. River Test Heritage Area – the valley of the River Test on the edge of the city.
3. The Rail Corridor – The 1988 strategy for the improvement of Southampton's rail corridor specified that the city's rail frontage should be treated in the same way as its roads with particular regard for high quality landscape and habitat.
4. Strategic Gaps – Three Strategic Gaps separating Southampton from neighbouring urban areas are identified in the Structure Plan: (i) between Southampton and Totton; (ii) between Southampton and Hedge End / Bursledon / Netley; and (iii) between Southampton and Eastleigh.
5. Greenways – Eight stream valleys form natural open spaces through the City. They form an important landscape feature as well as being important recreational space, in addition to

being vital for the City's biodiversity. Greenways are not formally designated by SCC – where they meet certain criteria they are now designated as Sites of Importance for Nature Conservation (see Biodiversity Topic).

6. The commons and parks enhance the landscape and amenity throughout the City.

SEE FIGURE 13 FOR HISTORIC LANDSCAPE CHARACTER AND FIGURE 16 FOR COUNTRYSIDE CHARACTER AREAS

Trends

Urban landscape features would be lost as a result of transport infrastructure and the urban character of areas may be detrimentally affected by existing and proposed transport facilities.

Proposed Indicator

- Percentage land use types in Southampton.

Targets

No targets/comparators available.

Data Sources

Southampton City Centre Urban Design Strategy Final Report, March 2001, EDAW

Towards Strategic Guidance for the Solent, March 1996

Rights of Way

What is the size and condition of the Public Right of Way network?

Baseline Data

The percentage of the total length of footpaths and other Rights of Way that were easy to use by members of the public:

2002-03 - 100% (SCC target 80%);
2003-04 - 85.4% (SCC target 100%).

- Length of footpaths shown on the Definitive Map (1999): 1.89km
- Length of footpaths defined since Definitive Map (1999): 1.52km
- Length of bridleways defined since Definitive Map (1999): 0.38km
- Length of BOATS shown on Definitive Map (1999): 0.03km
- Length of other routes for research: 21.67km
- Length of long distance recreational routes: 1.89km
- Length of supplementary PMH footpaths: 44.27km
- Length of unknown footpaths: 12.96km

Land areas for research: Greenways (205.8ha), Common (142.4ha), Conservation Areas (63.1ha).

Southampton City Council is in the process of defining strategic routes to be included in a review of the Definitive Map and Statement. This is being implemented on a ward-by-ward basis. Until this exercise is completed, it is not possible to give a total length for publicly maintained footpaths within the City.

Southampton Common and several parks are identified by the Countryside Agency as 'Other Open Access Land not subject to Countryside and Rights of Way Act 200 (CROW) rights (Section 15 Land)'.

SEE FIGURE 17 FOR THE LOCATIONS OF RIGHTS OF WAY IN THE CITY.

Trends

Users of Southampton's Public Rights of Way would continue to be negatively impacted as a result of transport noise and Public Rights of Way may require diversion in order to accommodate new transport infrastructure.

Targets

Target and performance published annually in the City Performance Plan.

Data Sources

City Performance Plan 2004-2005. Southampton City Council

Length information provided by Southampton City Council Rights of Way Officers, February 2005.

Tranquillity

Where are the tranquil areas in Southampton?

Baseline Data

The least tranquil areas in the Southampton, Hampshire and Portsmouth are now found in a wide band in the centre of the county area extending north from Portsmouth and Southampton towards Winchester and Andover and along the M27 motorway. It is likely that these areas remain the least tranquil areas and that tranquillity has progressively worsened since the 1990s.

More accurate information on tranquillity in Southampton is currently unavailable. It is envisaged that most areas of Southampton suffer from a lack of tranquillity but that the City centre and main transport routes in and out of Southampton are worse than some of the more peaceful suburban areas.

In Southampton, Hampshire and Portsmouth as a whole there has been a 38% loss of tranquil areas between 1960 and 1990.

Trends

Tranquil areas would continue to be degraded as a result of road noise and through the provision of new transport infrastructure during construction and operation.

Targets

No fixed targets or reliable comparators available pending the noise mapping planned by SCC.

Data Sources

Based on historic information supplied by the Campaign to Protect Rural England and Tranquil Areas South East Region. *Showing the Effects on the Tranquillity of the Region's Countryside of New Development and Roads and Increases in Traffic over the Last 30 Years*. CPRE, Countryside Commission.

Material Assets

Southampton City Council Local Transport Plan 2

Strategic Environmental Assessment

-- Baseline Data --

Transport Infrastructure

What are the characteristics of the major transport infrastructure and provisions in the City?

Baseline Data

The statistics for Southampton's transport infrastructure are:

Transport Facilities:

Buses

6 bus companies and 1 national coach operator

20 million bus trips covering 8million km are undertaken every year within the City. City

Council contracted bus services provide 829,935km p.a;

Rail

8 passenger rail stations, served by 4 passenger train operators; 4 million passenger rail journeys per annum.

267 train departures per weekday from

Southampton Central Station

Ferries

Two ferry operators Red Funnel and White Horse Ferries carry 2,950,000 passengers per annum from Southampton.

White Horse ferries operate services daily to Hythe and the Isle of White, Red Funnel operates services to East Cowes and West Cowes in the Isle of Wight.

Air Travel

Southampton International Airport serves over 780,000 passengers per annum.

223 Hackney Carriage licences and in excess of 300 Private Hire licences

Dial-A-Ride: 2,250 members, 15,748 trips per annum;

Road Infrastructure:

The Western Approach comprising Redbridge Road, Millbrook Road and Mountbatten Way is the primary route between Southampton and the national Motorway and Trunk Road network. Major routes in and out of the City are also provided via The Avenue (A33) to the north and Bursledon Road (A3024) to the east. The lengths of road by category are shown below:

Principal 53.5 km
Classified 78.8 km
Unclassified 432.6 km
TOTAL 564.9 km

The only stretches of motorway lying within the City boundary. The southernmost stretch of the M271 and a small section of the M27. The M27 skirts beyond the northern boundary of the City connecting the A31 in the New Forest to the west of the City with Portsmouth, further down the coast to the east of Southampton City. The M3 links the M27 with the M25 near London.

Trends

Transport infrastructure would continue to be provided as the need arose in line with the requirements of the current Southampton Local Transport Plan (I).

No further investment in public transport infrastructure would be provided without implementation of LTP (II)

Proposed Indicators

- Condition and extent of rural cycle routes.
- Percentage of new transport infrastructure built to BREEAM or other sustainable standards.

Targets

Southampton City Council's Local Transport Plan 2004 Annual Progress Report sets out the following targets:

Reduce car use in peak periods from 71.70% to 65% by 2005 and 60% by 2010.

Increase public transport use in peak periods from 25.5% to 30% by 2005 and 33% by 2010.

Increase cycle use from 1.8% to 4% by 2005 and 7% by 2010

Data Sources

Southampton City Council Local Transport Plan 2004 Annual Progress Report

Energy Consumption and Production

How is energy sourced and how is it consumed in the area? (interrelated to climatic factors)

Baseline Data

The majority of energy in the Southampton area is generated by fossil fuels. The burning of fossil fuels is the dominant source of fuel for transportation.

Trends

Electricity supply from renewable sources will gradually increase as a favourable National policy climate is created for renewables. However without the implementation of the LTP, the dependence on automotive transport alternatives may not be maximised.

Targets

The National target is to source 10% of the UK's electricity from renewable sources by 2010.

Hampshire and the Isle of Wight must source 115MW of energy from renewable sources by 2010, 122MW by 2016.

Proposed Alterations to Regional Planning Guidance, South East – Energy Efficiency and Renewable Energy. Harnessing the Elements. South East England Regional Assembly, May 2003.

Data Sources

Harnessing the Elements Proposed Alterations to Regional Planning Guidance South East – Energy Efficiency and Renewable Energy, May 2003.

South East Regional Assembly, Regional Monitoring Report, June 2003.

Renewable Energy

What are the levels of energy that could be produced from renewable sources? (interrelated to climatic factors)

Baseline Data

The South East has almost no installed capacity for the generation of electricity from renewable sources. Currently only 0.04% of the regions electricity is from renewable sources, although this increases to 0.65% if energy from waste (Landfill) is included. At present, in the UK, the following energy is generated from renewables:

1,256 GWh – Wind and wave
3GWh – solar photovoltaics
4,788 GWh – hydro
2,679 GWh -landfill gas
397 GWh -sewage sludge digestion
958GWh -municipal solid waste combustion
870 GWh – other biofuels
494 – other wastes

Trends

Electricity supply from renewable sources will gradually increase as a favourable National policy climate is created for renewables. However without the implementation of the LTP, the dependence on automotive transport alternatives may not be maximised.

Targets

The National target is to source 10% of the UK's electricity from renewable sources by 2010.

Hampshire and the Isle of Wight must source 115MW of energy from renewable sources by 2010, 122MW by 2016.

Proposed Alterations to Regional Planning Guidance, South East – Energy Efficiency and Renewable Energy. Harnessing the Elements. South East England Regional Assembly, May 2003.

Data Sources

Harnessing the Elements Proposed Alterations to Regional Planning Guidance South East – Energy Efficiency and Renewable Energy, May 2003.

South East Regional Assembly, Regional Monitoring Report, June 2003.

Residential Land Allocations

How much available residential land is there in the City?

Baseline Data

The Regional Structure-Plan (March 2000) forecasts that over the period 1996 – 2011 7,330 additional dwellings in the City will be required. The South East Plan is likely to require even more. The Council's Urban Capacity Study 2001 shows the City has enough sites to meet this requirement. An analysis of planning permissions show planning permitted for an average of planning permissions of 998 granted annually, and an average of 827 properties completed annually over the period 1991-2002 indicating that the City is on track to meet this requirement. All sites are considered to be brownfield sites.

Trends

Without control, existing planning permissions would be fulfilled and development proposals would then come forward on an ad hoc basis. They would be assessed against policy at the National, Regional and City Wide level. Without implementation of the LTP, the provision of transport infrastructure to support these developments would not be provided.

Targets

The national target for the re-use of urban land is that at least 60% of additional housing should be sited on Brownfield land.

There are no Government targets.

Data Sources

<http://www.southampton.gov.uk/council/upload/2002-2003/council/reports/20020717-002a.htm>

Previously Developed Land

How many developments occur on brownfield land?

Baseline Data

The Southampton's (Draft) Housing Strategy 2002 forecasts that over the period 1996 – 2011 7,330 additional dwellings in the city will be required. The Council's Urban Capacity Study 2001 shows the City has enough sites to meet this requirement. An analysis of planning permissions show planning permitted for an average of planning permissions of 998 granted annually, and an average of 827 properties completed annually over the period 1991-2002 indicating that the city is on track to meet this requirement. All are brownfield sites.

Trends

Central Government's Sustainable Communities Plan and PPG1 advocates the reuse of previously developed land in favour of 'greenfield' undeveloped land. In the absence of control there may be reduced impetus for the re-use of previously developed land for transport infrastructure.

Targets

The national target for the re-use of urban land is that at least 60% of additional housing should be sited on Brownfield land.

There are no Government targets.

Data Sources

<http://www.southampton.gov.uk/council/upload/2002-2003/council/reports/20020717-002a.htm>

Minerals

Where are Southampton's mineral reserves? (interrelated to soils, landscape, and biodiversity)

Baseline Data

Whilst any of Southampton's minimal underlying mineral reserves would largely be sterilised by the urban land use in the City, the surrounding Hampshire area, encircling Southampton, is underlain by extensive deposits of minerals. In particular, the Hampshire area is a significant source of land-won sand and gravel for use as aggregates in the construction industry producing around 2.6 million tonnes a year in recent years. Chalk is worked for agricultural lime and as an aggregate. Clay is used for brickmaking and lining landfill sites. Oil and gas are produced as energy sources and industrial raw materials.

Marine won aggregates are dredged from offshore banks off the south coast and supplied to the Southampton area via aggregate wharves in, Southampton Docks.

Trends

Supply of aggregates has remained stable over the last decade at around 5 millions tonnes per annum in the entire Hampshire Southampton and Portsmouth area.

There has been an increasing trend in supply from land won aggregates and importation from rail balanced by an increase in supply from marine sources.

Targets

Targets for mineral supply in Hampshire, Southampton and Portsmouth are provided by the South East Regional Assembly. Hampshire, Southampton and Portsmouth have been provided a regional apportionment of 2.7 million tonnes per annum by the South East Regional Assembly. As part of the MRS, this apportionment is may be reduced following public examination.

Data Sources

Briefing note circulated at the 5th MRS Workshop dated 23rd September 2004, Winchester entitled '*Minerals and Soils Issues*'.

Minerals and Waste Local Plan: Adopted December 1998. Hampshire Portsmouth and Southampton.

Material Assets

Where are the City's aggregate wharves?

Baseline Data

There are aggregate wharves at the docks in Southampton.

Trends

Without implementation of the LTP, aggregates are likely to continue to be transported by road, causing disruption to local towns and villages.

Targets

Targets for mineral supply in Hampshire are provided by the South East Regional Assembly. Hampshire has been provided a regional apportionment of 2.7 million tonnes per annum by the South East Regional Assembly. As part of the MRS, this apportionment is may be reduced following public examination.

Data Sources

Briefing note circulated at the 5th MRS Workshop dated 23rd September 2004, Winchester entitled 'Minerals and Soils Issues'.

Minerals and Waste Local Plan: Adopted December 1998. Hampshire Portsmouth and Southampton.

Waste

What waste arises in the City and where is it disposed of?

Baseline Data

102,681 tonnes of municipal waste was generated in Southampton between 2002 and 2003, of which 11,610 tonnes was recycled.

There are several landfill sites serving Hampshire, Portsmouth and Southampton, situated in the Southampton area.

In 2004 it is estimated that Hampshire, Portsmouth and Southampton will produce approximately 5.3m tonnes of waste of which 80% comes from industrial and commercial sources and 20% from households. The most notable sources of waste are Construction, demolition and excavation waste (45%), followed by food waste (8%), paper and card (7%), green waste and plastics (5%). There is a significant portion of the overall waste (19%) that cannot be attributed to a resource stream.

88.91% of Southampton's waste is disposed of in landfill.

There are five municipal incinerators within Hampshire, Portsmouth and Southampton which burn 420,000 tonnes per annum for replacement energy.

Trends

Historically, waste has been growing at 3% per annum in Hampshire, Southampton and Portsmouth. If a 'Business as Usual' approach was adopted waste could total 8.5m tonnes per annum if all resource streams were to continue to grow at 3%

Targets

Southampton's target municipal recycling rates are 16% by 2003 24% by 2005 and 33% by 2010.

The imperative for new resource management is being driven by a series of existing and forthcoming EC Directives.

Data Sources

<http://www.southampton.gov.uk/environment/rubbish-collections/southampton-s-facts-and-figures.asp#0>

Briefing note circulated at the 5th Materials Resource Strategy Workshop dated 23rd September 2004, Winchester. '*From waste to resource management – a discussion paper*' 2003

Waste Disposal

Where are waste transfer stations?

Baseline Data

The main waste transfer station is situated in Endle Street, Chapel. There are 79 other recycling facilities around the City.

There are:

3 in Bassett, 1 in Bevois Valley, 6 in Bitterne, 2 in Bitterne Park, 8 in the City Centre, 1 in Fitzhugh, 2 in Freemantle, 4 in Glen Eyre, 1 in Golden Grove, 2 in Harefield, 1 in Highfield, 3 in Lordshill, 3 in Newtown, 2 in Northam, 2 in Maybush, 1 in Midanbury, 6 in Millbrook, 4 in Portswood, 2 in Redbridge, 5 in Shirley, 4 in Sholing, 5 in Swaythling, 1 in Thornhill, 1 in Townhill Park, 2 in Upper Shirley, 5 in Weston, and 4 in Woolston

Trends

Recycling levels in Southampton are very low and the amount of landfill sites is rapidly diminishing. Without a change in recycling rates Southampton is going to face a major problem disposing of its waste in the near future.

Targets

Southampton's target recycling rates were 16% by 2003 24% by 2005 and 33% by 2010.

Data Sources

<http://www.integra.org.uk/facts/index.html>

Social Considerations

Southampton City Council Local Transport Plan 2

Strategic Environmental Assessment

-- Baseline Data --

Population

What is the population of the City; its geographic density?

Baseline Data

Southampton extends over 4984 hectares and had a population of 221,100 in 2001 at a density of 44 people per hectare.

The ward with the highest population density is Bevois, with 13,621 people across its 217 hectares, giving a population density of 63 people per hectare.

The ward with the lowest population density is Bassett, with 13,139 people across its 453 hectares, giving a population density of 29 people per hectare.

SEE FIGURE 1 FOR SOUTHAMPTON WARD BOUNDARIES

Trends

This population density is likely to increase, irrespective of whether the LTP is implemented.

Targets

The national average population density is 4 persons per hectare.

The population density of Portsmouth is 46 persons per hectare.

Southampton population density is considerably higher than the national average but is comparable to a similar City on the South Coast.

Data Sources

Population Density 2001 data source - Neighbourhood Statistics
<http://neighbourhood.statistics.gov.uk>

Migration

What are migration patterns in the City?

Baseline Data

203,696 people have moved to the South East from elsewhere in UK, whilst 71,285 people have moved to the area from outside UK. The number of people moving out of the region in 2001 is 197,270.

Trends

The South East is likely to continue to see a net growth through inward migration.

Targets

Not Known.

Data Sources

Migration Statistics data source - Neighbourhood Statistics
<http://neighbourhood.statistics.gov.uk/Reports/eng/TableViewer/wdsview/download.asp>

Social Grade

What is the social grade of the population?

Baseline Data

The social grade split in Southampton in 2001 was:

- AB 18% (30811)
- C1 30% (50856)
- C2 16% (26874)
- D 20% (34158)
- E 16% (28037)

AB Higher and intermediate managerial/administrative/professional

C1 Supervisory; clerical; junior managerial/administrative/professional

C2 Skilled manual workers

D Semi-skilled and unskilled manual workers

E On state benefit; unemployed; lowest grade workers

Trends

The highest proportion of Southampton's residents are C1, the second highest social grade. This situation is not likely to change markedly without implementation of the LTP.

This higher social grade population may own more cars due to a higher level of disposable income which consequentially contributes to the social, environmental and economic problems associate with car travel.

Targets

Southampton is representative of social grade distribution in England and the South East. The distribution is particularly similar to that for England

England		South East	
AB	22%	AB	26%
C1	30%	C1	32%
C2	15%	C2	14%
D	17%	D	14%
E	16%	E	13%

Data Sources

Social Grade Statistics data source - Neighbourhood Statistics

<http://neighbourhood.statistics.gov.uk/Reports/eng/TableViewer/wdsview/download.asp>

Age

What are the age characteristics of the population?

Baseline Data

- Under 16 - 18.3 %
- 16 to 19 - 6.2 %
- 20 to 29 - 20.6 %
- 30 to 59 - 36.4 %
- 60 to 74 - 11.1 %
- 75 and over – 7.4 %

Average age 36.6 years

A breakdown of local population bases by ward levels, highlights that Bitterne, Redbridge and Woolston have high concentration of children (under 16 years old) compared to other parts of Southampton. In addition, Bargate has a high student/young worker aged population (16 – 29 year olds). In comparison, Harefield has the highest concentration of elderly people as a percentage of total ward population.

Trends

The population will continue to age.

Targets

No targets/comparators available

England and Wales

Under 16 – 20.2%

16 to 19 – 4.9%

20 to 29 – 12.6%

30 to 59 – 41.5%

60 to 74 – 13.3%

75 and over – 7.6%

Average age 38.6

Data Sources

Resident Population source: 2001 Census, ONS

<http://neighbourhood.statistics.gov.uk/AreaProfileFrames.asp?aid=175692&hid=14&tid=13>

Deprivation

Are there areas of social deprivation?

Baseline Data

Southampton is ranked 96th in an Indices of Deprivation. 1 is the area with highest deprivation, and 354 is the lowest. Southampton ranks quite low in this scale, meaning that it has above average deprivation.

In 2001, 15,370 of Southampton's population were claiming income support, in 2002 this figure had risen fractionally to 15,375, then again by 2003 it had risen very slightly to 15,385.

Priority Neighbourhoods

- *Thornhill (NDC)* – A significant concentration of multiple deprivation particularly earnings issues.
- *Central (SRB2)* - Overcrowding, child poverty and high unemployment and poor health are issues.
- *Portwood and St. Denys (SRB2)* – Overcrowding, lack of amenities and high unemployment and poor health are issues.
- *Outer Shirley (SRB6)* - High levels of overcrowding, poor health, poverty, community safety issues and poor educational performance are concentrated here.
- *Weston* – Multiple problems, particularly unemployment and earnings.
- *Lordshill* – High levels of overcrowding, high benefits payments, poor health.
- *Flower Roads, Hampton Park and Mansbridge* – Issues about community safety, poor health and low educational attainment.
- *Freemantle and Polygon* – Poor health, community safety and unemployment are key issues.
- *Townhill Park* – High teenage pregnancy and community safety issues.
- *Harefield* – Poor health and low educational attainment are issues.
- *Shirley Estate* – Poverty is a key issue

Job Seekers Allowance Claimants

Ward Name	Proportion of people claiming job seeker's allowance %	Number of people claiming job seeker's allowance
Bargate	2.5	243
Bassett	0.9	80
Bevois	3.6	389
Bitterne	3.6	272
Bitterne Park	1.4	118
Coxford	1.6	144
Fremantle	1.7	168
Harefield	1.9	148
Millbrook	1.8	163
Peartree	1.9	159
Portwood	1.3	136
Redbridge	2.0	174
Shirley	1.4	119
Sholing	1.5	126
Swathling	1.4	139

Woolston	2.2	184
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SEE FIGURE 6 FOR DETAILS OF JOB SEEKERS ALLOWANCE CLAIMANTS IN THE WARDS IN 2001.

Trends

More socially deprived areas may be poorly served by affordable transport provisions if the LTP was not in place.

Proposed Indicator

- Percentage of population over 60 who live in households that are income deprived.

Targets

Compared to all other Local Authorities in England, deprivation in Southampton is above average.

No comparison for numbers claiming income support.

Data Sources

<http://neighbourhood.statistics.gov.uk/NoHSubject.asp?SID=416D3580160B4D00B4DC9DDA567A5343&B=True&E=7,0#7,0>

<http://www.southampton.gov.uk/council/upload/2002-2003/council/reports/20020717-002a.htm>

Education

What are the patterns of education across the City? Are there areas which perform poorly? How do school children access educational facilities?

Baseline Data

- No qualifications 26%
- Level 1 – 16%
- Level 2 – 18%
- Level 3 – 15%
- Level 4/5 – 19%
- Other qualifications/level unknown – 6%

N.B. Level 1: 1+ 'O' levels/CSE/GCSE (any grade); NVQ level 1; Foundation GNVQ.

Level 2: 5+ 'O' levels; 5+ CSEs (grade 1); 5+ GCSEs (grade A - C); School Certificate; 1+ A levels/AS levels; NVQ level 2; Intermediate GNVQ or equivalents.

Level 3: 2+ A levels; 4+ AS levels; Higher School Certificate; NVQ level 3; Advanced GNVQ or equivalents.

Level 4/5: First Degree; Higher Degree; NVQ levels 4 - 5; HNC; HND, Qualified Teacher Status; Qualified Medical Doctor; Qualified Dentist; Qualified Nurse; Midwife; Health Visitor or equivalents.

Other qualifications/level unknown: Other qualifications (e.g. City and Guilds; RSA/OCR; BTEC/Edexcel); Other Professional Qualifications.

Portswood has the lowest proportion of residents with no qualifications (15%); it also has the highest proportion of residents with higher levels of qualification, Level 4/5 (32%). This probably reflects the high student population in this area.

Bitterne and Redbridge have the highest proportion of residents with no qualifications (both 40%), they also have the lowest proportion of residents with higher levels of qualification, Level 4/5 (Bitterne 7%, and Redbridge 8%)

Ward Name	Proportion of people with 'no qualifications' %	Number of people with 'no qualifications'
Bargate	18.9	1,929
Bassett	22.7	2,295
Bevois	24.3	2,651
Bitterne	48.1	4,394
Bitterne Park	31.1	3,034
Coxford	41.6	4,258
Fremantle	21.9	2,362
Harefield	41.8	3,973
Millbrook	38.2	3,924
Peartree	36.5	3,566
Portswood	18.2	2,064
Redbridge	47.2	4,748
Shirley	29.9	2,895
Sholing	38.4	3,739

Swathling	27.4	2,857
Woolston	39.2	3,778

Modes of Travel to School by Children

In the UK in 2003, the majority of trips to school for ages 5-16 are by foot followed closely by local bus or car journeys.

Type of travel	Age 5-10 %	Age 11-16 %	Age 5-16 %
Walk	53	41	46
Bike	1	2	1
Car/van	36	23	30
Private bus	3	9	6
Local bus	4	23	14
Rail	-	1	1
Other	1	2	2

Trends

This pattern of academic achievement is likely to continue across the City.

Targets

South East qualifications:

- No qualifications' 24%
- Level 1 – 17%
- Level 2 – 21%
- Level 3 – 9%
- Level 4/5 – 22%
- Other qualifications/level unknown – 7%

Southampton has a slightly higher proportion of residents with no qualifications than the South East average, and a slightly lower proportion of residents with a qualification level 4/5. This suggests that levels of education and qualifications are slightly lower than the South East average.

Data Sources

<http://neighbourhood.statistics.gov.uk/Reports/eng/TableViewer/wdsview/download.asp>

Housing

What are the housing characteristics of Southampton?

Baseline Data

There are 91,217 dwellings in Southampton

2716 (4.5%) households in Southampton are described as being overcrowded.

The average household in Southampton size is 2.31 persons.

52,502 (56.6%) of households in Southampton are owner occupied.

There are 1939 (2.1%) households that are vacant in Southampton.

There are 1,748 units of affordable housing in Southampton. There is an annual requirement for 3,189.

Average house prices have increased from £110,800 in June 2002 in the South East to £135,100 in June 2004.

Since 1995 house prices in Southampton have risen by 104%, and are continuing to rise

House price inflation in Southampton (first quarter 2002) was 21.2%; 9.2% for the same period in Hampshire.

Trends

Overcrowding rates may continue to rise if adequate housing allocations were not provided in Southampton local planning system.

Housing developers would construct housing which would fetch the greatest market value. This means that affordable housing may not be provided.

House prices are continuing to rise in Southampton although in the short – term the market is slowing due to consecutive interest rate rises.

Targets

Average household size was mid-low (6th lowest rate in the South East)

No. properties without own bath/shower and toilet was mid range (16th highest rate in the South East)

No. properties without central heating was in the mid range (16th highest rate in the South East)

No. properties which were owner occupied was the lowest in the South East

Data Sources

<http://neighbourhood.statistics.gov.uk/NoHSubject.asp?SID=D969F4555E0B4BF38C1F09838358AC22&B=True&E=7,9474#7,9474>

Crime

What are the crime rates in the City?

Baseline Data

The crime rates in Southampton between April 2000 and March 2001 were:

- Violence against the person – 3,197 (14.9 per 1,000 population)
- Sexual Offences – 348 (1.6 per 1,000 population)
- Robbery – 258 (1.2 per 1,000 population)
- Burglary from a dwelling – 1,112 (5.2 per 1,000 population)
- Theft of a Motor Vehicle – 1,606 (7.5 per 1,000 population)
- Theft from a Motor Vehicle – 3,409 (15.8 per 1,000 population)

There were a total of 9930 offences recorded during the period Apr 2000 to Mar 2001.

Trends

There was a total crime rate increase of 1.8% between the periods April 1999 – Mar 2000 and April 2000 and March 2001. This increase breaks down as:

- Violence against the person: 15.1% increase
- Sexual Offences: 36.5% increase
- Robbery: 6.6% increase
- Burglary from a dwelling: 4.1% decrease
- Theft of a Motor Vehicle: 10% decrease
- Theft from a Motor Vehicle: 3.6% decrease

These increases and decreases are likely to continue.

The LTP has a role in minimising motor vehicle related crime and ensuring that poorly designed transport infrastructure does not exacerbate crime rates. Without implementation of the LTP, crime rates may increase without implementation of crime reduction measures in the LTP.

Proposed Indicator

- Percentage of residents who 'feel safe'.

Targets

The crime rates in England between April 2000 and March 2001 were:

- Violence against the person – 11.4 per 1,000 population (Southampton was 31% above the National average)
- Sexual Offences – 0.7 per 1,000 population (Southampton was 129% above THE National average)
- Robbery – 1.8 per 1,000 population (Southampton was 33% below the National average)

- Burglary from a dwelling – 7.6 per 1,000 population (Southampton was 32% below the National average)
- Theft of a Motor Vehicle – 6.4 per 1,000 population (Southampton was 17% above the National average)
- Theft from a Motor Vehicle – 11.9 per 1,000 population (Southampton was 33% above the National average)

Data Sources

<http://neighbourhood.statistics.gov.uk/Reports/eng/TableViewer/wdsview/dispviewp.asp>

Community Facilities

What amenities are available to the population?

Baseline Data

A full range of services and facilities are available to the local population, including various social, leisure, cultural and religious buildings along with schools, health centres, clinics and hospitals.

The City Centre is the major focus for retailing in Southampton, concentrated on the High Street, the area of Bargate and the four City Centre shopping centres; West Quay, Marlands, Bargate and East Street. The City Centre is the main shopping destination in central southern England. In addition to the City Centre shopping opportunities, there is Shirley Town Centre, four district centres, numerous local centres, parades and local shops.

The City meets the adopted standard for allotment allocation of 0.2 hectares per 1000 population.

Leisure provision is available at the Healthy Living Complex at Charlotte Place, Bitterne Leisure Centre, David Lloyd Tennis Centre and the Quays Swimming and Diving Complex.

There are cemeteries at Hollybrook, St. Mary Extra, Sholing and South Stoneham. It is recognised that further facilities are required.

Trends

Any existing difficulties for accessing services would be compounded without the initiatives to increase access provision included in the LTP. Trend unknown.

Proposed Indicator

- Travel times to services (eg, hospitals) by various modes.

Targets

Not known.

Data Sources

City of Southampton Local Plan Review - Revised Deposit Version February 2003

Open space and access to the countryside

How accessible is green space in Southampton? (interrelated to landscape and human health)

Where are the major greenspaces in the City?

Baseline Data

Southampton is deficient in open space, and does not meet the English Nature (EN) Accessible Natural Green Space Standard guideline of 2 hectares per 1000 population.

Southampton has playing fields in Bassett, Coxford, Bitterne Park and Redbridge.

Trends

Southampton is currently deficient in open space. This situation is unlikely to improve, irrespective of whether the LTP is implemented, although, without the LTP in place the population may experience difficulties accessing available greenspace.

Targets

English Nature (EN) Accessible Natural Green Space Standard seeks 2Ha of accessible natural green space per thousand population.

The National Playing Fields Association (NFPA) 6 acre standard sets out the following requirements: Minimum children's play space 0.8ha per thousand; and minimum outdoor sports space 1.6ha per thousand population (including facilities on public open space within the voluntary and private sectors and education land where available for public use).

Data Sources

City of Southampton Local Plan Review - Revised Deposit Version February 2003

Mode of Travel

What is the modal split in the City? (interrelated to economic considerations)

Baseline Data

In Southampton, people's methods for travel to work are:

- Underground; Metro; Light rail; Tram – 79 (0.05)
- Train – 1991 (1.23%)
- Bus; minibus; coach – 11,223 (6.94%)
- Taxi – 372 (0.23%)
- Driving (Car/Van) – 52,002 (32.17%)
- Passenger in a Car/Van – 6,769 (4.19%)
- Motorbike; Scooter; Moped – 1,495 (0.92%)
- Bicycle – 4,226 (2.61%)
- Walk – 13,063 (8.08%)

In 2001, Southampton's residents owned:

- No cars 30.28%
- one car 45.35%
- two cars 19.55%
- three cars 3.70%
- four or more cars 1.13%.

Self driven car travel proved to be the most popular method of accessing the following services:

- Supermarket, local hospital, sport/leisure centres and Council/neighbourhood offices.

Walking was popular with residents seeking to access the following services:

- Post office, General Practitioners surgeries, chemist & pharmacists, shops selling fruit and vegetables and publicly accessible greenspace.

FIGURE 5 SHOWS THE METHODS OF TRAVEL TO WORK BY WARD (based on census 2001 data).

FIGURE 7 SHOWS THE LEVELS OF CAR OWNERSHIP BY WARD (Based on Census 2001 data).

Trends

Car ownership has steadily risen. This situation is likely to continue irrespective of whether the LTP is implemented.

Targets

Methods of travel to work in the South East are:

- Underground; Metro; Light rail; Tram –0.16
- Train – 3.79%
- Bus; minibus; coach – 2.94%
- Taxi – 0.28%

- Driving (Car/Van) – 39.91%
- Passenger in a Car/Van – 3.81%
- Motorbike; Scooter; Moped – 0.76%
- Bicycle – 2.07%
- Walk – 6.68%

Southampton has below average use of underground, metro, light rail, tram and trains – this is because few of these facilities are available in the City.

Southampton has above average use of bus, motorcycle, bicycle and foot.

Car use is slightly less than the average for the South East, and the number of passengers in cars is higher.

Data Sources

Method of Travel to work data source: Neighbourhood Statistics
<http://neighbourhood.statistics.gov.uk/Reports/eng/TableView/wdsview/dispviewp.asp?dsid=563>

Southampton Mori Residents' Attitude Survey, 2004

Traffic and Congestion

What are traffic levels in the City? Are there problems with congestion?

Baseline Data

Traffic Levels

Overall traffic flow in levels in the City have only shown a very small increase in recent years (approx. two-thirds of one per cent between the base years of 1994-1996 and the period of 2000-2002) and this is against a background of increasing car ownership in the sub-region (up by approximately 15% in the same period).

Congestion

Perceived levels of traffic congestion are high in the City, with more respondents stating that congestion is a very big problem in Southampton than in Hampshire or the rest of the Country.

Perceived Traffic Congestion in Southampton

Degree of Problem	%
Very Big	31
Fairly big problem	44
Not much of a problem	22
Not a problem at all	1
No opinion	2

Respondents to the 2004 Mori Poll believed the main causes of congestion in Southampton were as follows:

Cause	%
Roadworks	62
Too much traffic	54
School Run	36
Traffic Signals	27
Lack of road capacity	20
Traffic restrictions	15
HGVs	7
Buses	4
Other	3
None of these	3
Don't know	2

Trends

There has been a slight decrease in car use between 2001 and 2004 (71.90% to 71.70).

Nationally, since 1992, there has been a general increase in car drop offs to school and a decrease in children walking to school. Private bus travel has increased slightly.

Targets

Southampton City Council has a target to reduce car journeys to 65% by 2005 & 60% by 2010.

Traffic Congestion in Hampshire as a %

- Very big problem 15
- Fairly big problem 43
- Not much of a problem 30
- Not a problem at all
- No opinion

Traffic Congestion in the UK as a %

- Very big problem 27
- Fairly big problem 45
- Not much of a problem
- Not a problem at all
- No opinion

Data Sources

Southampton City Council Local Transport Plan 2004 Annual Progress Report

Mori Resident's Attitude Survey, 2004 Southampton City Council

Healthy Travel

How many people walk or cycle to work as a % of the total population?

Baseline Data

The average level of cycle use for the period of 2000-2002 in Southampton is 1.8%

In 2001, 2.6% (4,226 people) of Southampton's working population cycle to work and 8% (13,063 people) walk.

Trends

It is assumed that these levels would remain the same without. Implementation of the LTP.

Targets

In the South East, 2% of people cycle to work and 7% walk.

Southampton City Council Local Transport Plan 2004 Annual Progress Report sets the target to increase cycle use from 1.8% to 4% by 2005 and to 7% by 2010

Data Sources

Southampton City Council Local Transport Plan 2004 Annual Progress Report

National Statistics 2001:

<http://neighbourhood.statistics.gov.uk/Reports/eng/TableViewer/wdsview/dispviewp.asp?dsid=563>

Disabilities

What is the population of disability living allowance claimants in Southampton?

Baseline Data

In 2003 there were 8,375 residents of Southampton claiming disability allowance.

Trends

The number of claimants in Southampton has gradually increased since 2001.

This situation is likely to continue irrespective of whether the LTP is implemented.

From the 1st October 2004, the Disabilities Discrimination Regulations 1995 (Amendment) 2003 placed a requirement on private businesses employing less than 15 people and anyone who provides a service to the general public to improve access to disabled people. This legislative requirement is likely to reduce social exclusion of disabled people across the City without the intervention of the LTP.

Targets

In the South East, only Brighton and Hove have higher numbers of residents claiming disability allowance.

Data Sources

<http://neighbourhood.statistics.gov.uk/Reports/eng/TableViewer/wdsview/dispviewp.asp?dsid=6319>

Ambient Noise Pollution

How does noise affect the City? (interrelated to human health and landscape)

Baseline Data

There is a significant absence of data on ambient noise levels in the City and throughout the UK.

BRE carried out two surveys on noise on behalf of DEFRA. These reports indicate that 20% of UK households believe their homes are spoilt by noise to some extent while 8% believe their homes are spoilt quite a lot or totally.

The UK Government has released the National Ambient Noise Strategy which will implement the EU noise directive 2002/49/EC. The strategy requires the UK to map noise levels throughout the UK and would provide information on the number of people affected by noise. Phase 1 of the strategy will be implemented by 2005.

Phase 1 of the Strategy will result in the production of a road traffic noise map of Southampton. No information was available on nuisance noise complaints relating to transport in the City.

Trends

Unknown. It is widely considered that noise levels are increasing in rural and urban areas as a result of increasing development.

The number of complaints relating to nuisance noise has been increasing progressively since 1996/1997.

Complaints vary from year to year, largely because of seasonal factors. In hot summers, the number of complaints increases as people spend more time outside their houses. This trend is likely to increase if noise avoidance and attenuation measures are not adopted as part of transport proposals.

Targets

The World Health Organisation set down recommended maximum noise levels for daytime and night-time inside dwellings and for daytime in gardens and amenity areas based on health criteria.

Planning Policy Guidance note 24 sets out noise levels against which development proposals should be assessed.

Data Sources

A copy of the BRE reports are provided electronically from www.defra.gov.uk.

Currently there is only mapping data available for London. Further information is available from www.defra.gov.uk. (in folder)

Environmental Health Officers at Southampton City Council -telephone conversations.

Ambient Light Pollution

How areas are affected by high levels of ambient light pollution? (interrelated to human health and landscape)

Baseline Data

There is currently no data available on light levels within the City or information that is available in a National context.

It is envisaged that all urban areas of Southampton and lit transport routes are affected by high levels of ambient lighting.

Trends

Outdoor lighting has increased dramatically since the middle half of the 20th century.

Without implementation of the LTP, the amount of light pollution is likely to increase if light fittings which emit light above the horizontal are installed in new transport schemes.

Targets

England is more brightly lit than other European Countries.

Data Sources

No source available.

Soil

Southampton City Council Local Transport Plan 2

Strategic Environmental Assessment

-- Baseline Data --

Soil Quality

What are the soils like in the City? (interrelated to landscape, biodiversity, flora and fauna)

Baseline Data

Southampton is underlain by made ground and a sequence of gently dipping Quaternary and Tertiary deposits, all overlying Upper Cretaceous Chalk.

Made ground (up to 4m deep): rubble derived from earlier buildings; landfill in worked-out aggregates pits (building rubble, domestic waste, commercial waste); reclaimed land comprising material dredged from the estuary.

Quaternary: Estuary alluvium, river channel deposits and river terrace deposits (up to 10m deep). The Bracklesham Group consists of interbedded sands and clays.

Tertiary: London Clay and Reading Formation clays, silts, sands and pebble beds.

The majority of Southampton's soils are unmapped due to the predominantly urban land use.

Most of Southampton is unclassified on the agricultural land use map. Small areas of ALC grade 4 and 5 land are restricted to the north-west and south-east margins of the city and to part of the Itchen Valley.

ACL Grade 4 (poor): 201.1 ha (4.1%)

ALC Grade 5 (very poor): 7.9 ha (0.2%)

The remainder of mapped as 'other' (451 ha) and 'unclassified' (4309.3 ha). The ALC is based on the long term physical limitations of land for agricultural use. Factors affecting the grade are climate, site and soil characteristics, and the important interactions between them.

SEE FIGURE 8 FOR AGRICULTURAL LAND CLASSIFICATION LOCATIONS

Trends

Soils would continue to be lost as a result of provision of transport infrastructure.

Targets

No targets/comparators have been set in relation to soils due to the absence of baseline soils data for Southampton.

Data Sources

Soil and Geological conditions described from *Contaminated Land - An Inspection Strategy for Southampton* (2001) (Southampton City Council, www.southampton.gov.uk/environment/environmentalhealth/pollution/contaminated-land.asp#0)

Audit of Hampshire Soils, A Summary. Hampshire County Council, February 2004.

Areas and locations of ALC grading data was produced by Halcrow Group Limited (30th September 2004) from GIS files provided by Defra.

Historic soil loss data downloaded from www.environment-agency.gov.uk/commondata/103196/112374?referrer=/yourenv/432430/432434/432448/440924/)

Information produced by Halcrow Group Limited September 2004 from the Hampshire Phase 1 map supplied by the Hampshire Biodiversity Information Centre. map.

Southampton City Council's Biodiversity Action Plan: an update of the 1992 Nature Conservation Strategy (2005 draft, Southampton City Council).b

Contaminated Land

Where are areas of contaminated land?

Baseline Data

Between June 2001 and September 2004 there were 230 incidents related to pollution of land in the Southampton Environment Agency area. Of these, 3 were classified as 'serious' (Category 2), 76 as 'minor', and the remainder unclassified or considered to have no impact on the environment.

Location of contaminated land

Land now occupied by the Western and Eastern Docks was reclaimed from mudflats using material dredged from Southampton Water plus some building and domestic waste.

Former mineral extraction sites throughout the City have been reclaimed using domestic, commercial and building waste fill. 14 former landfill sites were identified and investigated in 1989. These include the Royal Navy Stores (43 acre site), the site of Northam Gasworks (now Southampton Football Club) and various smaller brownfield sites formerly occupied by paintworks, wood treatment works etc.

SEE FIGURE 9 FOR LOCATION OF POLLUTION INCIDENTS

Trends

Contaminated land would continue to pose a threat to human health, the environment and sustainable economic development.

Large areas of contaminated land would be remediated prior to accommodating new developments, but the emphasis on developing transport schemes on previously contaminated land may not materialise without implementation of favourable policies in the LTP.

Targets

Southampton City Council maintains a register of all regulatory action they have undertaken in respect to the remediation of contaminated land (Section 78R of the Environmental Protection Act, 1990).

Data Sources

Pollution incident information provided by the Environment Agency dated 27 January 2005

Contaminated Land - An Inspection Strategy for Southampton (2001) (Southampton City Council, www.southampton.gov.uk/environment/environmentalhealth/pollution/contaminated-land.asp#0)

Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan (adopted December 1998, Hampshire County Council, www.hants.gov.uk/environment/mineralsandwastelocalplan/plan/)

Water

Southampton City Council Local Transport Plan 2

Strategic Environmental Assessment

-- Baseline Data --

Biochemical Water Quality

What is the quality of watercourses in the City?

Baseline Data

The most important watercourses in the City are the Rivers Test and Itchen, the confluence of which lies to the south of the City Centre. These are both nationally important chalk rivers; the River Itchen is of international importance.

The River's Test and Itchen are designated as Sites of Special Scientific Interest. The Rivers flowing through and adjacent to Southampton are important for providing large quantities of water for public use, and for conveying stormwater and wastewater to the sea.

Tanners Brook, Holly Brook, Monks Brook, Sholing/Weston Stream and Westwood Stream dissect the City and are characterised by flashy flows, primarily fed by surface run-off.

Five watercourses within the City Council boundary are monitored for water quality.

In 2002 (the most recent year that data exists), the following results were recorded: General Quality Assessment (Chemistry):

Grade A (very good): River Itchen at Woodmill;
Grade B (good): Monks Brook;
Grade C (fairly good): Sholing Common Stream;
Grade D (fair): Westwood Stream, Weston Common Stream.

Nitrate and phosphate levels were moderate or low except for very high phosphate levels in the River Itchen.

There are no surface water quality failures due to contaminated land.

'Approximately 34 km of foreshore lies within the Southampton boundary. Estuary water quality in Southampton Water is assessed every five years between the mouth and dock head as part of the National Water Council (NWC) Estuary Classification Scheme. In the most recent assessment (2000-2005), Southampton Water is Class A (good quality) for the upper reaches and Class B (fair quality) for the lower reaches.

The NWC classification is a simple, subjective assessment for estuaries based on biological, chemical and aesthetic quality as follows: A Good B Fair C Poor D Bad.

FIGURE 12 SHOWS GENERAL QUALITY ASSESSMENT SAMPLING POINTS

Southampton Water is listed as Shell Fish Water under 'The Surface Waters (Shellfish) (Classification) Regulations 1997'.

There are no Bathing Waters Directive areas.

Between June 2001 and September 2004, there were 230 incidents related to water pollution in the Southampton Environment Agency area. Of these, 5 were classified as 'serious' (Category 2), 87 as 'minor', and the remainder unclassified or considered to have no impact on the environment. Of the 230 incidents, one was classified as 'serious' (Category 2) and 11 as 'minor' for fisheries.

Trends

Polluted run off from roads and rail would flow into the watercourses and may reduce the quality of Southampton's rivers and streams as a result of diffuse discharge.

Proposed Indicator

- Biochemical quality of water bodies and courses.

Targets

The Environment Agency River Quality Objectives (RQOs) are used in England and Wales as targets for water quality. The targets are based on the importance of rivers for water supplies, recreation, fisheries and our enjoyment of wildlife.

In 2001 (the most recent year for which there are data) all met River Quality Targets.

RE2: River Itchen (Woodmill).

RE3: Westwood Stream; Sholing Common Stream; Monks Brook.

RE4: Weston Common Stream.

The 'Water in Hampshire' project, coordinated by Hampshire County Council, aims to improve understanding of the environmental, planning and management issues.

Data Sources

Information available on

<http://www.environment-agency.gov.uk/regions/southern/202145/294982/?version=1&lang=e>

Pollution incident and General Quality Assessment information provided by the Environment Agency dated 27 January 2005.

See Southampton City Council Sustainability indicator - River Quality (Southampton City Council, www.southampton.gov.uk/environment/conservation/sustainability-indicators.asp)

Groundwater

Are there any vulnerable aquifers in the City? (interrelated to climatic factors)

Baseline Data

The Plateau Gravels and Reading Beds underlying parts of Southampton are minor aquifers. There is a major aquifer at depth but water supplies for the City come from the Chalk aquifer and River Test abstractions beyond the northern boundary of the City.

Near-surface groundwater is confined to 'perched aquifers' in made ground, alluvium and the Brackelsham Group underlying parts of the City.

Trends

Groundwater flooding is likely to increase irrespective of whether the LTP is implemented. Climate change is likely to significantly contribute to serious flooding in Southampton.

With 30% wetter winters and more frequent heavy winter storms, the incidence of flooding is likely to increase.

Targets

Not known.

Data Sources

Hampshire Water Strategy. Hampshire's Water Strategy. March 2003.

Water in Hampshire – A Comprehensive Review (March 2000).

Water Resource

Are there parts of the City that are experiencing shortages in water? (interrelated to Climate)

Baseline Data

The indicative measured and unmeasured water consumption rates (per capita consumption rates - 2003/2004) in Hampshire and Southampton excluding Portsmouth are 175/litres/per head/per day.

The predicted water demand for Hampshire excluding Portsmouth in 2005 is 580 mega litres per day. 590 mega litres per day in 2010, 610 mega litres per day in 2020 and 640 mega litres per day in 2030.

Between 1961 and 1990, levels of rainfall in the Southampton, Portsmouth and Hampshire area ranged from 700 - +1000mm/yr. Levels of rainfall are highest over the Downland to the East of Hampshire and in the New Forest, west of Southampton.

In August 2004, rainfall totals were well above average across the South East. Catchments in East Hampshire received double the monthly long term mean rainfall with an average of 152.0 mm of rainfall, corresponding to 200% of the long-term average (LTA). This also corresponded to the highest rainfall for England and Wales since 1961.

Trends

The volume of water abstracted for public water supply has declined as a result of leakage control, economic pressures and water efficiency in the home. The population of the entire Hampshire area (including Southampton) is projected to increase substantially before 2021 (*Hampshire Water Strategy*. Hampshire's Water Project, 2003).

These rising populations, living in smaller households, will require more water. New transport infrastructure to accommodate the population may change the environmental capacity of the catchment irrespective of whether the LTP is adopted or not.

Water demand is projected to increase by 590 mega litres per day in 2010, 610 mega litres per day in 2020 and 640 mega litres per day in 2030, even without the implementation of the LTP.

As a result of climate change, winters will become wetter and summers will become drier throughout the UK. Heavy winter precipitation will become more frequent (Reference: www.ukcip.org.uk/cc_uk_future_rainsnow.asp)

Targets

The National average consumption of water is 141 litres/per head/per day. Southampton's consumption rates are well above average.

No targets have been set on the reduction of water consumption in Southampton.

Data Sources

Flood Risk

Which areas are at risk of fluvial and tidal flooding in the City? (interrelated to Climate Change)

Baseline Data

283.8 ha of Southampton lies within the Environment Agency's indicative tidal floodplain. A further 77.5 ha lies within the indicative fluvial floodplain.

Within the entire Environment Agency Hampshire area in 2004, including the Unitary Authorities of Southampton and Portsmouth (outside the remit of the LTP), there are 39065 properties lying within the floodplain or built within the indicative floodplain.

SEE FIGURE 10 FOR LOCATIONS OF INDICATIVE TIDAL AND FLUVIAL FLOODPLAINS

Trends

Fluvial and tidal flooding is likely to increase irrespective of whether the LTP is implemented.

Climate change is likely to significantly contribute to serious flooding in Southampton. With an estimated 30% wetter winters and more frequent heavy winter storms, the incidence of flooding is likely to increase. Sea levels are projected to rise by 6mm a year contributing in part to increased tidal flooding.

Proposed Indicator

- Percentage of new development in the flood plain.

Targets

No targets set in the *Hampshire Water Strategy*.

Rough estimates provided by Environment Agency, 30th September 2004.

Rainfall data reproduced from the drawing 'Interpolated long term average rainfall (1961 – 1990) mm/yr' provided by the Environment Agency 30th September 2004.

August 2004 reference: www.environment-agency.gov.uk/subjects/waterres/457898/458049/?version=1

Data Sources

Data provided by the Environment Agency in September 2004.

General information provided in *Hampshire Water Strategy*. Hampshire's Water Strategy. March 2003. (www.hampshireswater.org.uk/publication.html)

Policy Statement on Flood and Coastal Defence (Southampton City Council, www.southampton.gov.uk/environment/conservation/costal-issues.asp#0)

Water Pollutants

Where are the Source Protection Zones and Nitrate Vulnerable Zones?

Baseline Data

There are no Source Protection Zones or Nitrate Vulnerable Zones defined within the City.

In 2004 there were two licensed abstractions – one of these is licensed for a deep groundwater heating project. There are 188 licensed discharges in the City.

Between June 2001 and September 2004, there were 230 incidents related to pollution of land in the Southampton Environment Agency area. Of these, 3 were classified as 'serious' (Category 2), 76 as 'minor', and the remainder unclassified or considered to have no impact on the environment.

SEE FIGURE 11 FOR LOCATIONS OF LICENSED ABSTRACTIONS AND DISCHARGES.

Trends

Following more stringent environmental controls relating to groundwater, the incidence of pollution has decreased resulting in improvements in groundwater quality.

Targets

Not known.

Data Sources

Data produced by Halcrow from information provided by Environment Agency (12th October 2004).

Pollution incident information provided by the Environment Agency dated 27 January 2005.