

Local Transport Plan

2007 Monitoring Report

Providing information which will help measure the effectiveness of policies set out in the City of Southampton's Local Transport Plan 2006 - 2011



Local Transport Plan

2007 Monitoring Report

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Foreword



Transport matters. It impacts on every one of us, every day. A child walking to school, a person going to work, a lorry driver serving the port, an older person visiting friends... different individuals with disparate needs... but they all expect their journey to be safe and hassle-free.

The City's economy is critically dependent on a well maintained, uncongested road and rail network. Social interaction is increased by the relative ease of travel from home to playing field, pub or cinema.

Protecting our local environment from fumes and undue noise helps contribute to a general sense of wellbeing. Improved transport can help to make Southampton an even better place to live, work and learn.

You will read of much good progress in this report. Accident casualties down, bus use up, partnership working becoming the norm, cycling on the increase. This is to be welcomed. However, you are probably aware that there have been too many years of underinvestment in our essential infrastructure with available funding decreasing, in real terms. Air quality continues to worsen as the economy expands and summers get hotter, drier and longer.

We face a very real challenge to do 'more with less'. How do we offer genuine travel choice to residents, businesses and visitors whilst making the most effective use of every penny we receive? I believe that an efficient, value for money transport network is vital to the continued success of our City and I will work to achieve this.

Councillor Gavin Dick
Cabinet Member for Environment and Transport



1.0 Summary

This document is our first annual report on progress towards meeting the objectives and targets set out in the City of Southampton Local Transport Plan 2006-2011 (LTP2) and it is pleasing to note that, overall, very encouraging progress is being made.

We continued to use Prudential borrowing to fund major carriageway resurfacing schemes, replacement streetlighting and streetscene enhancement in line with the Council's streetscene strategy. Taken together with LTP2 allocations, S106 contributions and City Council funding (e.g. for supported bus services) a total of £25 million was spent on transport and highways activity during the year.

The outcome of this targeted expenditure was that we met, or exceeded, almost three-quarters of our mandatory indicators and that for the remaining quarter we were within a few percentage points of meeting our targets.

Injury accident casualties for the year were the lowest ever recorded with the total number of killed and seriously injured casualties falling to 90. While one casualty is still one too many, it should be borne in mind that the comparable figure twenty years ago was over 300 and when

one considers the number of vehicle movements and daily interactions between motorists, cyclists and people on foot, this figure represents a significant improvement in road safety.

Particularly noteworthy was the increase in bus journeys to 19.3 million, exceeding our target and reversing the decline in patronage witnessed over recent years. We continue to work closely with operators to improve the public transport offer in Southampton.

Nearly every school in the City now has a Travel Plan, either in place or in development. All schools will have an approved plan by the end of March 2008, putting us in the premier league of English Transport authorities in terms of completing the first round of plans.

Looking ahead to the coming year, we will be publishing two key documents, a Transport Asset Management Plan (TAMP) and a Rights of Way Improvement Plan (ROWIP) that will help us to prioritise and focus our efforts to maintain and improve key infrastructure.

We are considering options to secure future funding for highways improvement work, once the Prudential borrowing programme comes to



an end and have submitted a bid for Highway PFI credits following on from our successful bid for PFI monies for streetlighting.

Following the assessment of our LTP2 as 'Good' and the consequent additional funding that accompanied this, including the very welcome allocation of £1.6M to enable bearing replacement to be undertaken on the Redbridge and Millbrook Flyovers, we are now in discussion with the DfT and our Government Office to agree a (phased, carefully planned) programme for the works which will minimise disruption on the key access route to the Port and City Centre.

2.0 Progress in 2006 - 2007

2006-2007 was the first year of LTP2. In December 2006, the final assessment of the LTP was received and the rating from the Department of Transport (DfT) was that it was 'good' (on a four-point scale of 'weak', 'fair', 'good', 'excellent').

This assessment meant that an additional amount of funding (some 3.1%) was awarded to the City and, taking into account the unexpected 5% reduction in the 2005-2006 allocation, this resulted effectively in an 8.1% increase over the year.

At the time that LTP2 was being finalised, a range of indicators was agreed. These indicators were framed to provide a picture of the progress being made across the whole spectrum of transport policies and, associated with each one, a target for 2010-2011 was set, with intermediate 'milestones' where appropriate.

Some of these indicators are 'Mandatory' (i.e. the DfT requires that they be measured as part of the LTP process) and some are 'Local' (i.e. they have been set specifically to reflect areas of activity that are important to the City Council, but which are not covered by the Mandatory Indicators).

The targets were set having regard to the baseline position in each case and to the expected impact of the policy direction of the LTP and the investment levels anticipated.

In many areas, 2006-2007 proved to be one of our best years in terms of outcomes. In particular, our injury accident casualties were at their lowest ever levels, our bus patronage figures showed an increase of over 5%, satisfaction with bus services is now at a level which puts us in the top quartile of all authorities in England and Wales, and our

indicators for highway and footway condition showed a significant improvement from previous year.

In more detail, the results were as follows:
MANDATORY INDICATORS

Road Condition

BV 223 Principal Roads: this is now measured using Scanner equipment and the figure for 2006 - 2007 was that 23% of the network is assessed as being in need of repair. This compares with a figure of 33.6% in 2005-2006, so that there has been a considerable apparent improvement over the past year. However, it must be noted that there have been problems in the past obtaining reproducible results from the particular machine that is used by the Council's contractor, although notwithstanding, it is believed that the 2006 - 2007 does represent an improvement in real terms. Because of the uncertainty surrounding previous results, the DfT only required a provisional target to be set in LTP2. This was 17.5% and a firm target has now been set for 2007 - 2008.

BV 224(a) Classified, Non-Principal Roads: the LTP2 target for this was based on previous Coarse Visual Inspection (CVI) results and was also provisional, pending the adoption of new targets based on Scanner data. We now have Scanner data but the latest guidance from the DfT still only requires a provisional target to be set, pending the resolution of the reproducibility issue. The figure achieved for 2006-2007 was 20% (from Scanner data) which compares to a CVI-based figure of 32.8% in 2005-2006. The target was 33.0% and, as before, this indicates a substantial apparent improvement, although the real improvement may be less than that. The new targets for 2007-2008 (and beyond) have been set based on the Scanner data.

BV 224(b) Unclassified Roads: this continues to be measured on a consistent CVI basis, and the figure for 2006-2007 was 14.8% compared to 11.9% in 2005-2006. However, there is an accepted 'reproducibility envelope' of $\pm 3\%$ in

the CVI process, so the real deterioration may be rather less than the apparent level. The target for the year was 8.0%, indicating that the continued investment in this part of the network has failed to keep pace with the overall rate of deterioration. Nevertheless, this level still puts the City in the top quartile of authorities in the country for the condition of its Unclassified network.

Footway Condition

The condition of our footways (as measured by BV 187) shows a continued improvement; in 2006 - 2007, 12% of the network was in need of maintenance, compared to 16.4% in 2005-2006 and a target level for the year of 29.3%. These results are based on a 200% sample (DVI - Detailed Visual Inspection) of our Category 1/1a/2 footways and comfortably exceed the DfT's benchmark level of 25%.

This continued improvement in footway condition very much supports our Active Travel policies by helping to promote walking as an attractive mode of travel.

Road Safety

Our injury accident casualties for 2006 (as measured for BV 99) were the lowest on record.

BV 99(a) Total number of KSI casualties: this was 90 compared to 100 in 2005, a 10% reduction over the year. The target for the year, as set in LTP2, was 99 so this was comfortably exceeded. The three-year average figure for the period 2004 -2006 shows an 18% reduction against the baseline 1994- 98 average figure of 119, and the one-year figure represents a 25% reduction.

BV 99(b) Child KSI casualties (included in the above): this was nine compared to 16 in 2005, a 46% reduction over the year. The target for the year was 16, so this was exceeded by a wide margin. The three-year average for the period 2004 - 2006 shows a 39% reduction from the baseline figure of 23, and the one-year figure represents a 62% reduction.



BV 99(c) Slight Injury casualties: in view of the achievement of earlier years, a stretched target was set for this indicator in LTP2. The target was 873 casualties, but this was exceeded by a considerable margin, with 739 casualties being recorded. This compares to a figure of 767 in 2005, and a baseline average figure of 1002. The three-year average shows a reduction of 19% since the baseline period, with a one-year figure of 26% reduction.

Although the reductions achieved in 2006 were welcome, it has been our experience in recent years that significant reductions are getting progressively harder to obtain and with that in mind, some of our staff have visited Devon County Council (a Beacon Council for Road Safety) to find out more about the approaches they have used. As a result, some new initiatives are currently being introduced which, if successful, may contribute to a sustained decrease in casualty levels.

Bus Patronage

The figure of 19.3M journeys for 2006-2007 indicates that the decline of recent years may finally have been stemmed, representing, as it does, a 4.3% increase on the figure for 2005-2006. This figure also exceeded our targets for the year of 19.228M journeys. Contained within this overall figure is a 4.3% increase in the

number of journeys made on supported services, up from 778,000 in 2004-2005 to 811,600 in 2006 - 2007. This exceeded our local indicator target of 801,500 by a significant amount.

Closer analysis shows that all of the increase can be attributed to the rise in the number of concessionary travel journeys made as a result of the introduction of the free scheme in April 2006. This increase totalled some 925,000 journeys in the City, meaning that there was still an underlying decrease in non-concessionary journeys of around 125,000, although this represents a fall of only 0.7%, compared to the 4.1% decrease experienced in each of the preceding two years.

There is still a concern that a degree of under-reporting by operators may be occurring, but the introduction of new ticket machines on the fleets of all of the City's main operators during 2007-2008 should enable accurate recording to take place in the future.

Bus User Satisfaction

This is measured by BV 104 and the three-yearly survey undertaken in late 2006 showed that this had increased from 57% at the time of the last survey to 64%, thereby exceeding the LTP target of 60%. This result puts the City in the top quartile of all authorities in England and Wales

and reflects the investment by both the Council and the operators in recent years in infrastructure, bus priority, newer vehicles and better information. It also reflects satisfaction with the free concessionary fares scheme and with steadily improved punctuality that the operators have been achieving (see Indicator LTP5).

LTP1 - Accessibility

The chosen accessibility indicator reflected the findings of the 2004 MORI survey, which showed that City residents identified accessing hospitals as the journey which caused them most difficulty. As a result a target was set for the proportion of the city's population within a 40 minute bus journey of the hospital. The baseline figure in the LTP was 81.4% in 2005, but by the end of 2006 - 2007, this had increased by 3.1% to 84.5% (thus exceeding the target of 82%) mainly as the result of the introduction of a new bus service linking the Townhill Park and Bitterne Park areas to the General Hospital.

LTP2 Change in area-wide road traffic mileage

This figure is obtained from the National Travel Census and our baseline figure was 1150 vehicle kilometres in 2004. By 2006, this had risen to 1174 vehicle kilometres (a rise of 2.1%) and, although this exceeded our target for the year of 1165 vehicle kilometres, the figure meant that we were still the third lowest authority in our Audit Commission comparator group. As this indicator can be used as a proxy for level of traffic growth, the 2.1% increase over two years is significantly lower than national traffic growth figures.

LTP3 Cycling trips

The LTP explained that the baseline over the average daily number of cycling trips for the year 2004-2005 as recorded at the network of count sites that had been established. The baseline figure was 1334 trips per day and a target of 8% growth per year to 2010-2011 was set, meaning that the intermediate target for 2006-2007 was 1556 trips.

The actual figure recorded was 2866 trips, meaning that the target was exceeded by over

80%. Whilst this result appears, on the face of it, to be a 'blip' (the 2005-2006 figure being 1637 trips) there is already some early evidence that the level of increase is being sustained into 2007-2008.

LTP4 Mode share of journeys to school

At the time that LTP 2 was written, the methodology for calculating this indicator had not been finally agreed by the DfT, and subsequent further delays in provision of the School Census data by the (now) Department for Children, Schools and Families (DCSF) have meant that it is only now possible to create a baseline figure.

The School Travel Strategy contained as Annex E in the LTP sets out a provisional 2010-2011 target of 26% for the percentage of children travelling to school by car (excluding car share) and this was based on a sample of 'hands-up' surveys carried out during late 2005.

However, the School Census data appears to show that the percentage was already lower than this in 2006-2007 (23%) and so a revised target reflecting this baseline will now be set and reported to the DfT.

LTP5 Bus punctuality

One of the key factors that determines the attractiveness of the bus as a mode of travel is that of service reliability, especially in terms of punctuality.

The indicator for punctuality has four distinct elements:

- Start and finish points
- Intermediate trimming points
- Non-timing points
- Average waiting times (for frequent services)

A target was established in the LTP for each of these except non-timing points, and it was also reported in the LTP that Punctuality Improvement Partnerships (PIP's) were being established as



part of the overall partnership approach to improving bus services.

A baseline position was established in early 2006 and punctuality surveys (using data obtained from the Real-Time Information System) are conducted on a quarterly basis to track performance. The February 2007 figures showed the following situation (the corresponding 2006 figures are shown in brackets)

- Start and finish points - 72.9% (73.0%)
- Intermediate timing points - 78.4% (77.3%)
- Average waiting time - 2.62 minutes (2.66 minutes)

The figure for Start and Finish Points is thus virtually unchanged, but given that the target was for an improvement to 75%, this is a disappointment, although at some individual locations, the figure was as high as 93.4%.

However, for intermediate timing points, an improvement of just over 1% was measured, even though this was still not quite enough of an improvement to achieve the target of 79%. Average waiting times on frequent services reduced by a level that ensured the target of 2.66 minutes was exceeded.

Work is still continuing on establishing a network

of non-timing points that can be used to measure the remaining element of the indicator.

LTP6 Changes in peak period traffic flows

As set out in the LTP, this indicator measures the peak period traffic flow in to the City Centre using the time period 0700-1000 hours, with the Inner Cordon survey line as the measuring point. The baseline figure was the average number of light vehicles per morning peak period for the years 2002-2004 and the target for 2010-11 was for no growth on that figure (30,784).

Surveys in the past two years have indicated a steady reduction in flows, down to 30,549 in 2005-2006 and to 30,275 in 2006-2007. This latter figure is some 4.5% below the target for the year of 31,714 (a slight increase in flows having been predicted in the earlier years of the LTP) and it can be seen as a positive indication of the overall success of the range of policies in the LTP.

LTP7 Congestion

There was no requirement to set a congestion target in the LTP, although proxy indicators (in the form of modal split data) are included in our local targets. Work is in progress to develop a straightforward congestion indicator using data obtained from the network of ANPR cameras on major routes and it is hoped that this may be in place in time for the 2008 Report.



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LTP8 Air quality target

The LTP recognised that air quality is susceptible to a range of influences, including weather conditions, that can render assessment of the overall situation uncertain. As a consequence, it proposed the use of a series of intermediate outcome indicators to demonstrate progress and these have been incorporated into the proposed Air Quality Action Plan. The indicators are:

- Bus Patronage (BVPI 102 - increased during 2006 - 2007)
- Number of Cycling Trips (LTP3 - increased during 2006 - 2007)
- Change in Peak Period Traffic Flows (LTP6 - reduced during 2006 -2007)
- Change in Area-wide Traffic Mileage (LTP2 - increase lower than national average)
- Modal Split (peak period car use reduced, peak and off-peak public transport use increased)

All of these indicators have shown progress in the right direction during 2006-2007 which is likely to translate into air quality benefits over time.

LOCAL INDICATORS

Annex A shows the position with the range of Local Indicators that were established in the LTP. It is not proposed to provide a detailed commentary on all of these, but the following are considered to be of particular note.

Proportion of population with a concessionary fares pass

The ability to access bus travel can be vital for older people and for some disabled people and hence the existence of a concessionary fares scheme can make a key contribution to improved accessibility for both groups.

During 2006-2007, the proportion of the eligible population with a concessionary fares pass increased from 65% to 69.2% (thus exceeding our target for the year of 68%) and this was almost certainly as a direct result of the introduction of free concessionary bus travel from April 2006. Further growth in this figure is expected during 2007-2008 in anticipation of the free 'national' scheme from April 2008 onwards.



Modal split

This is an important indicator of the overall success of the strategic approach of the LTP and it needs to be read in conjunction with Mandatory Indicators LTP2 and LTP6 (already described in the previous section).

There are three main elements:

- Peak period car use
- Peak period public transport use
- Off-peak public transport use

In 2006-2007, the results for each element showed an improvement, compared to the baseline averages of the years 2002-2004, although the intermediate targets for the first two were not achieved.

The results were:

	2002-04 Baseline	2006-07 Target	2006-07 Actual
Peak period car use	72.9%	72.0%	72.4%
Peak period public transport use	24.1%	25.4%	24.5%
Off-peak public transport use	19.0%	20.0%	20.8%

When read together with LTP2 (which showed a below-national average increase in traffic mileage) and LTP6 (which showed a 4.5% decrease in peak period traffic flows) the overall

picture is, nevertheless, an encouraging one that suggests a degree of success in tackling traffic growth and congestion.

Proportion of school population covered by a travel plan

The Council set a demanding target for all schools in the City by the end of 2006-2007 either to have in place, or be involved in developing, an approved travel plan.

This target was substantially achieved, with only three private schools not having started the process by that time. Thus the proportion of the total school population in schools covered by a plan was 96%, which exceeded our LTP target of 92%. It is expected that all schools will have an approved plan in place by the end of 2007-2008 (in line with our target) and at that point Mandatory Indicator LTP4 (Mode Share of School Journeys) will become the key indicator for school travel.

Proportion of city workforce covered by a travel plan

This indicator is viewed as an additional proxy for congestion and also for air quality, as it gives a picture of the proportion of the workforce that works in locations where staff travel plans are in place. The baseline figure in 2004-2005 was 24.1% and by the end of 2006-2007, this had risen to 28.8%. Our target for the year was 26%,



meaning that we have exceeded it by almost 3%, and with further plans in preparation, a similarly positive outcome appears likely in 2007-2008.

Proportion of users satisfied with public transport information

Significant investment in the provision of public transport information, both through continued roll-out of the real-time system and the development of a standard format for timetables at bus stops, was reflected in the latest result for BV103 (which measures how satisfied users are with the information provided). The figure increased from the previous level of 45% to 57% and although the increase was not quite enough to achieve the target level of 60%, it still represents a significant improvement and is above average for similar authorities.

Accuracy of Traveline information

One particular aspect of public transport information is that provided by the Traveline service. It is vitally important that the information held by the service is accurate, and the authorities involved in South West Traveline have thus set a target of 90% of the data provided being verified by 2010-2011. The baseline figure was 66% in 2005-2006 and the figure achieved by the Hampshire consortium (of which we are a part) in 2006-2007 was 76.8%, meaning the consortium is on track to meet the long-term target.

Proportion of residents satisfied with highway condition

The LTP explained in detail how perceptions of the local environment depend significantly on the quality of the streetscene and how this, in turn, is primarily dependent on the standard of highway maintenance.

To measure the impact of the Council's increased investment in highways maintenance, we proposed the use of the results from the annual MORI survey of residents' satisfaction. Unfortunately, the nature of the relevant questions has changed since the publication of the LTP, and residents are now asked to prioritise the need for road and footway repairs alongside a number of other issues. Thus, we effectively now have a 'dissatisfaction' indicator as opposed to the 'satisfaction' one proposed in the LTP (so to demonstrate the impact of the investment, this figure needs to decrease over time).

The baseline figure (recorded in 2006) is 44% saying that road and footway repairs are a priority; although not directly linked, this could be broadly compared to the 2004 MORI survey, when 56% of respondents were dissatisfied with the state of the roads and 48% with the state of the footways. The new target for 2010-2011, based on this revised indicator, is 35% identifying road and footway repairs as a priority, with a straight line trajectory over the intervening period.

Appendix 1

Solent Transport Strategy



2007 Transport Monitoring Report Appendix 1

Solent Transport Strategy



Transport for South Hampshire



Partnership Working

South Hampshire, from Southampton to the West Sussex boundary, has been identified by the government as a 'growth area'. The Councils in the sub-region are co-ordinating the delivery of this growth through the Partnership for Urban South Hampshire (PUSH).

The Solent Transport Strategy has been approved and adopted as the transport strategy for the area. It formed part of Hampshire County Council's (HCC), Portsmouth City Council's (PCC) and Southampton City Council's (SCC) second Local Transport Plans. The Strategy recognises that meeting the future transport needs of some one million people is a shared responsibility for the Councils that serve them.

In 2007 the three councils responsible for transport in the area established Transport for South Hampshire (TfSH) as the framework to direct the funding and development of the sub-region. TfSH has been empowered to make representations and take decisions on behalf of all three authorities. It is fundamental to the Solent Transport Strategy that the councils, transport providers and government departments work together to provide a transport network that can deliver economic growth and improved quality of life. This partnership is the delivery mechanism for PUSH.

South East Plan

The Solent Transport Partnership was invited to be represented at the Examination in Public (EiP) for the South East Plan held in Chichester on the 15 – 18th January 2007. Richard Soper, Regional Director, First Group attended on behalf of the Partnership and gave a statement to the EiP on behalf of the key private stakeholders.

It was stated that the Solent Transport Partnership recognised and supported the work that had gone into preparing an implementation plan for the sub-region, although it was felt that South Hampshire had not been well served with transport investment in recent years. The Partnership would support and assist the delivery of the South-East Plan in South Hampshire on the basis of the Reduce – Manage – Invest principle with one proviso: that the Implementation Plan must be

accompanied by a commitment to provide the necessary investment to deliver the plan, thereby ensuring a satisfactory quality of life for existing communities and preventing damage to the local and national economy.

Evidence was then presented in respect of three queries posed by the EiP Panel:

1. A question on infrastructure requirements for growth proposals.
2. Are Implementation Plan proposals clear, justified and well related to the spatial strategy – what are the priorities?
3. Effectiveness of implementation proposals – should a tariff-based approach be applied to all new development in the sub-region?

The Partnership offered a robust response on these three points and Mr Soper's presence as representing neither a public body or narrow interest group was welcomed by the Inspector.

Growth Points Funding

During 2006 – 2007, the Department for Communities and Local Government announced the creation of a new fund intended to promote economic development and facilitate the construction of new residential areas that might not otherwise be implemented because of a lack of suitable funding streams. This 'Growth Points Fund', was particularly targeted at Growth Areas such as South Hampshire. A number of bids were submitted by the Partnership for Urban South Hampshire. Several of these were successful in being allocated funding.

The total volume of the agreed bids for South Hampshire was some £3.554 million of which £2.675 million was capital and £879,000 revenue. The approved schemes ranged from major town centre improvements at Fareham and Havant to feasibility studies and outline designs for junction improvement schemes in Southampton. The schemes are all programmed for delivery during 2007 – 2008. A further round of scheme bids is currently being produced in the expectation that another allocation will be forthcoming in the current financial year.

South Hampshire Strategic Transport Studies

On behalf of Transport for South Hampshire, Hampshire County Council, Portsmouth City Council and Southampton City Council are undertaking three major transport studies in the Solent area. The studies, which are being substantially funded by SEERA, DCLG and the DfT, will demonstrate the deliverability of schemes and proposals to be submitted to the Regional Assembly in summer 2008. The results will help to shape the transport infrastructure in the area for many years to come.

The studies will identify and investigate congestion, safety, operational and environmental problems and demonstrate the effectiveness and deliverability of the measures proposed.

The first study will examine the case for major transport investment in the M3 / M27 Winchester – Southampton corridor, specifically sections of the M3 and M27 from junction 9 on the M3 to Junctions 2-8 on the M27.



The second study will address access to South East Hampshire. The main focus is on mass transit in South East Hampshire and access to Portsmouth. Part of this study will investigate improving access to Gosport. This will build on work already started to develop an affordable alternative to the South Hampshire Rapid Transit and include:

- consideration of improvement along the A32
- links to the rail network and ferries
- the western access to Gosport – including the Stubbington Bypass and access to M27 Junction 9 and
- access to the proposed North Fareham Strategic Development Area (SDA)

The third study will look at the key transport approaches to Southampton focussing on access to Southampton from the east and west. The eastern access to Southampton will include the role and operation of M27 Junctions 7-9, the proposed North Hedge End Strategic Development Area, Botley Bypass, Windhover Park & Ride and links into Southampton and the airport. The western access to Southampton will consider access from the Waterside and the New Forest as well as the case for the Lyndhurst Bypass.

These studies, which will report at the end of 2007, will also help inform the development of the planning authorities' Local Development Frameworks.

Bus Rapid Transit

Hampshire County Council, Southampton City Council and Portsmouth City Council are investigating the opportunities for bus based Rapid Transit. Peter Brett Associates were appointed in May 2007 to investigate, as part of a wider study, the case for high quality vehicles to operate a network of limited stop services. These would be based on interchanges with local bus services and key destinations. There would be supporting measures to assure reliability of services such as bus lanes, priority at traffic signals and the use of on-vehicle real time location data to inform passenger information systems at bus stops and bus stations.

A3 Bus Priority Corridor

The Integrated A3 Bus Priority Corridor is a major public transport corridor scheme from Portsmouth City Centre north to Clanfield. This £32 million scheme is being part funded by the Department for Transport and delivered through a partnership between Hampshire County Council, Portsmouth City Council, Havant Borough and East Hampshire District Councils, Hampshire Constabulary and the bus operators First Hampshire and Dorset. Construction started in 2001 and is due to be substantially complete by March 2008. By improving service reliability and frequency and the quality of facilities bus travel will be better able to compete as a viable alternative to car travel.

The majority of the corridor is outside the City Centre along the route of the former A3 trunk road which passing through residential and retail areas. To limit the amount of disruption during construction the project has been implemented in phases. Waterlooville town centre, phase three of five along the route was completed in 2006 - 2007. A bus-only link along a route previously open to all vehicles has been created. This maintains passenger access to the heart of the town while removing the problems associated with through traffic. Significant pedestrian improvements have been included as part of the project as well as high quality environmental improvements in the southern end of the town. These works are helping to regenerate this area by extending the car-free environment enjoyed for decades in the north end of the town.

In Portsmouth, 2006 saw agreement reached with the local stakeholders of the North End (Portsmouth) shopping area to introduce a southbound bus lane area in London Road for a distance of approximately 350 metres, on the eastern side of the road. This is a further extension to a bus lane that has incrementally been introduced along this principal bus route in Portsmouth.

This bus lane has brought the benefit of not only improving bus journey times on the southern leg of the A3 route but also provides a safety buffer for pedestrians between the narrow footway and the main body of traffic. An additional advantage is that as the general traffic is travelling further away from the pedestrians, an improvement is experienced in air quality and the environment in general.

Significant consultation has been undertaken during the preparation of all phases of the route. In Hampshire particularly, this has been more demanding than expected and has taken longer to complete. In order to regain some programme slippage, both phases four and five north of Waterlooville have had extensive advanced works and statutory undertaker's diversions during 2006 - 2007. These are now being capitalised upon in 2007 - 2008 so that two areas of the corridor can be completed at the same time. The design for Cowplain, the last element of the route and the link between phases four and five, has now been completed. All significant road works should be finished by the end of March 2008.

The project remains on budget with a very high quality product being delivered. The partnership has developed shared ZIP branding. This is being used for bus livery, street furniture, marketing and advertising. ZIP has become a single, unified product for the public. Real Time Passenger Information will be installed along the route later this year, closed circuit television surveillance is already helping to deter vandalism and improve the sense of security on the corridor. While the impact of the road works make it difficult to measure the true advantages and effectiveness of the corridor they should start to become apparent next year when all works have been completed and First have launched a new fleet of more frequent vehicles.



Solent Travelcard

The success of the Solent Travelcard multi-operator bus ticket, introduced in 2004, has encouraged dialogue with the rail operators with a view to expanding the scheme to offer rail travel across the sub-region. Following the award of the South Western Rail franchise to South West Trains (Stagecoach) it is hoped to make this new multi-modal ticket available from winter 2007.

In October 2006 the three transport authorities commissioned the MVA Consultancy to investigate the feasibility of developing Solent Travelcard to include coastal and Isle of Wight ferries. The longer term objective is to develop the Travelcard as a Smartcard. The consultants reported on a number of Smartcard schemes currently in use across the UK. These generally are related solely to multi-operator bus use. Technology and infrastructure is currently developing very rapidly and for the moment Transport for South Hampshire is taking a cautious approach to implementation across the sub-region. Southampton City Council has, however been developing a multi-function Smartcard as the platform for its concessionary fares scheme. The consultants view was that this could form the basis for an expanded Smartcard scheme in the future.

Concessionary Fares

A new free bus pass for both people over 60 and those with certain disabilities has replaced the previous half-fare pass. As a result there has been a significant increase in the take up of the pass. In 2006 - 2007 an increase of 60%, nearly 6,000 additional passes was recorded in Portsmouth with a 2.2% increase in bus patronage, equivalent to an extra quarter of a million bus journeys. In Southampton, there were an extra 925,000 journeys; representing a 5.3% increase in patronage with the increase in passes issued being 7.4%.

Solent Rail Group

The Solent Rail Group is a topic related working group of TfSH. This informal partnership comprises representatives of the local authorities in South Hampshire, Network Rail, the Train

and Freight Operating Companies and the Department for Transport. The Group's objective is to foster an integrated approach to the future development of the rail network in South Hampshire by aligning the respective strategies of the rail industry, and regional and local government.

The group seeks to formulate a shared set of objectives and outcomes for future investment to meet the needs of the South Hampshire sub-region by engaging key players from the respective industries. Prioritised schemes will be developed and pursued by joint technical studies to the point at which they can be developed as business cases for implementation.

The Solent Rail Group will support the Partnership for Urban South Hampshire (PUSH) and the Transport for South Hampshire Executive as the key means for capturing a strategic overview from all sides of the rail industry with a view to delivering the objectives of the South East Plan.

South West Trains Franchise Renewal

The South Western Franchise combines the previous South West Trains and Island Line franchises, and runs services from London Waterloo to Woking, Basingstoke, Southampton, Portsmouth, Exeter, Reading, Bournemouth, Weymouth, Guildford, and Salisbury with the Island Line operating between Ryde Pierhead and Shanklin. The new franchise will look to deliver a comprehensive package of train, station and security investment, further improved performance, increased capacity, state of the art ticketing options and a range of other customer benefits.

Key areas include a significant increase in capacity with 21% more mainline peak seats and a 20% increase in peak suburban capacity. A rolling stock cascade throughout the South West Trains network will achieve this.

There will be investment in major station refurbishment at 14 large stations (including Southampton Central) and £40m investment in core station improvements, including subways, lighting, waiting rooms, booking halls, toilets, shelters and seats at all 185 stations.

Other areas of improvements include additional ticketing facilities, automatic gates, CCTV on all trains and at all stations, 2000 extra car park spaces plus an extension of the number of secure station status to cover 80% of all passenger movements.

South West Trains has developed a very positive working relationship with Southampton City Council and as a result, improvements have been undertaken at Southampton Central station; a better forecourt, a new London-bound waiting room and a new entrance canopy. This station has also benefited from new street lighting and banners on the approach from the city centre. Other improvements include additional cycle storage facilities.

Major improvements at Swaythling Station have been possible through bringing a range of other partners on board. Ongoing discussions for other Southampton area stations, have identified possible future opportunities.

Rail Gauge Enhancement

TfSH has continued to lobby for early implementation for the gauge enhancement of the rail route from Southampton to the West Midlands. This is required to enable the larger 9' 6"



Photo: Phil Marshall

standard containers to be carried on existing rail vehicles, thus increasing the capacity of individual trains and maximising the proportion of container traffic that can be carried by rail.

Southampton City Council and Hampshire County Council are both members of the project group tasked with bringing this to fruition. Current indications are that the proposed scheme is highly likely to attract funding from the DfT's Transport Innovation Fund (TIF) enabling works to start on site in 2008.

Rail Freight (Portsmouth)

A potential alternative to road transportation for some freight passing through the Ferry Port has been identified. The Port's freight development strategy now includes the introduction of an intermodal (rail / road) freight service between Portsmouth and the North West of England and, and from there, a possible multimodal route to Scotland. Two miles south east of the Port land at Fratton Goods Yard has been protected for future rail freight use since the privatisation of the Railways in the 1980's.

Until recently the site had been considered to be too small to run a train of a commercially feasible length and was too constrained to allow further expansion in the future. However an opportunity was identified to switch some freight to / from the Port from road to rail. The Fratton site is currently being upgraded using EU money from ERDF through Interreg IIIb. This is being match funded by Portsmouth City Council; the first train is due to run in late 2007.

International Gateways

The Regional Transport Strategy (RTS) identifies three locations in South Hampshire as 'International Gateways': these are Southampton International Airport and the Ports of Portsmouth and Southampton. The Eddington Report identified the importance to the UK as a whole of these Gateways and outlined the need to ensure that sufficient investment is available to enable them to function effectively.

Southampton International Airport continues to grow both in absolute passenger numbers and the range of destinations served. Developing improved links between the airport and the wider transport network will be an important task for TfSH.

The Port of Southampton is pursuing an ambitious growth strategy with freight (especially containers) and cruise liner (nearing a million passengers per annum with a fifth terminal scheduled to open by the end of 2008) businesses expected to reach record levels over the next few years. As a result, particular pressures are likely to be experienced at Dock Gate 4 (for Eastern Docks access) and Dock Gate 20 (main vehicle access to Southampton Container Terminals). Engineering studies are currently being progressed for improvements at both these locations (the Dock Gate 4 access study is funded by DCLG Growth Point monies) and major improvements will need to be undertaken over the next four – ten years.

The Port of Portsmouth continues to provide a wide range of passenger and freight ferry services to continental Europe and the Channel Islands. Brittany Ferries has regular services to Caen, Cherbourg and St Malo. The newly arrived operator LD Lines provides a service to Le Havre. The Channel Islands continue to be served by Condor Ferries. P&O Ferries maintain a presence in Portsmouth with a service to Bilbao.

The Port continues to have an important role for freight between the UK and mainland Europe. In the year to 31 December 2005 283,735 freight units passed through the Continental Ferry Port.

Local Gateways - Improving Cross Solent links

Ports Inquiry

The Isle of Wight Council recognises the importance of maintaining and improving cross Solent connections for the movement of all imported and exported goods, personal travel and as a major factor on the socio – economic development and economic prosperity of the Island.

Concerns have been expressed that growth in this area has the potential to place undue pressure on the local transport infrastructure on both sides of the Solent and the Isle of Wight Council have recently carried out a Ports Inquiry so as to understand existing and potential usage and how this can be managed and accommodated in the future.

The Inquiry was carried out using extensive and wide ranging consultation which included Solent Transport partners as key stakeholders. Others involved included the transport operators, the Island's Quality Transport Partnership, Natural England, AONB colleagues and local harbour authorities.

The resulting conclusions have highlighted the importance of maintaining and improving the existing services and have identified a range of possible future options, including encouraging investment necessary to improve the efficiency of existing operations and opportunities for new routes and services.

The findings will be shared with partners in TfSH and used to inform the development of future plans and policies including the Island's Local Transport Plan and emerging Local Development Framework (Island Plan).



Ryde Interchange

Work on the £6.2m Ryde Interchange has progressed well this year. When completed this new building will improve interchange between a wide range of transport modes including, bus, rail, fast ferry and hovercraft. Tenders were received in January 2007 and after a period of value engineering a preferred contractor was selected.

The Isle of Wight Council was pleased to announce that Southampton based civil engineering and construction specialist Dyer and Butler have been selected as the principal contractor.

Subject to Final financial approval being granted by the DfT, the Council is hopeful to commence work on site in September 2007. The contact period will be for a period of 60 weeks and completion is anticipated by October 2008.

Further information can be found on the project's dedicated web site – www.rydeinterchange.com/

Hovertravel

Changes to be made to the landing apron at Portsmouth will enable the new BHT130 hovercraft to be brought into operation between Portsmouth and Ryde this summer. As well as increasing capacity from the present 90 to 130 seats, the larger craft will be able to operate in more adverse weather conditions improving reliability of the service, particularly in the winter.

Cycle Parking at Stations and Selected Key Destinations

Increasing levels of cycling in the Solent Transport area would bring a number of benefits. Substituting cycling for some short car journeys would help reduce congestion and improve air quality. Cycling is also an excellent form of exercise, easily integrated into a normal daily routine that can help to reduce obesity and heart disease.

All local transport authorities are required to submit to government an 'annualised index' of cycling trips, based on traffic counts. To supplement this and provide a Solent-wide indicator, the three Councils are also carrying out annual counts of cycle parking at key locations.

Cycle / rail integration has considerable potential to reduce unnecessary use of cars by extending the catchment of railway stations. Each May cycles parked at staffed stations across the sub-Region are counted to monitor changes in this multi-modal travel choice.

Cycle parking at Stations

	2005	2006	2007
Hampshire	146	173	176
Portsmouth	82	85	86
Southampton	93	102	138
Total	321	360	400

The Councils wish to see the vitality and prosperity of their traditional city and local centres maintained, ensuring easy access to a wide range of shops and services for everyone. Such centres enable people to travel less and by more sustainable modes. Counts of cycles in a sample of these centres each May provides information on changes in the numbers of cycles parked and helps identify where there is an unmet demand for secure cycle parking. This will enable resources to be directed to areas of greatest need, helping to reduce cycle crime which can deter some people from cycling.

Cycle parking at selected centres

	2005	2006	2007
Hampshire	369	401	389
Portsmouth	165	158	155
Southampton	126	131	90
Total	660	690	634

Safer Roads Partnership

2006 - 2007 saw the final year of the Safety Camera Partnership in its original guise. The Partnership was previously funded by the national process of cost-recovery and reimbursement by the Department for Transport through fine revenue. From the 1st April 2007, this was replaced by the provision of additional Local Transport Plan road safety allocations. The result of this change in funding has meant that the remit of the Partnership has expanded. It now has a greater role in the road safety education, hence the change in Partnership name from Safety Camera Partnership to the Safer Roads Partnership.

The Safer Roads Partnership and its increased remit presents a number of opportunities to help ensure that casualty reduction is sustained over the longer term. A wider range of methods and measures are now available, rather than solely through the use of cameras. This does not mean that safety cameras will no longer be a consideration rather that the approach used will become more flexible.



Conclusion

The South Hampshire authorities have continued to work together with their partners, the transport operators, and other bodies. The authorities are now eager to move towards delivering improvements using the TfSH mechanism, and will be looking to regional bodies and central government for support and funding approval to meet the significant challenge that will result from the South East Plan.

Annex A

Local Indicators Proforma

Annex B




Annual traffic Flows

Annex A Local Indicators 2006 - 2007

Indicator	Baseline	Target	Actual 2006/2007	Comments
1 Proportion of eligible population with a concessionary fares pass	65% in 2005	68%	69.2%	
2 Number of members of Dial-A-Ride scheme	2853 in 2004/2005	3030	2500	
3 Usage of support bus services		801,500		
4 Congestion (person-delay)	778,000 in 2004/2005 To be established		811,600	Indicator to be established during 2007/2008
5 Modal split	2002-2004 Average			Targets established in 2004 APR
a) Peak period car use	a) 72.9%	72.0%	72.4%	
b) Peak period public transport use	b) 24.1%	25.4%	24.5%	
c) Off-peak public transport use	c) 19.0%	20%	20.8%	
6 Cycle parking	1750 in 2005	1890	1868	Potential Solent-wide indicator
7 Cycle security	1513 reported thefts in 2005 (corrected figure)		1321	No increase in this level of theft (Crime and Disorder Reduction Partnership target)
8 Proportion of school population covered by a travel plan	77% in 2004/2005	92%	96%	
9 Proportion of city workforce covered by a travel plan	24.15 in 2004/2005	26%	28.8%	
10 Proportion of users satisfied with public transport information	45% in 2003/2004	60%	57%	As recorded for BV 103
11 Accuracy of Traveline information	66% in 2005/2006	70%	76.8%	Target established by South West Traveline Authorities
12 Proportion of residents identifying roads and footways repairs as a priority	2006 Figures 44%	N/A	44%	Measured by annual MORI survey
13 Percentage of streetlights working at any one time	98.7% in 2004/2005	98.9%	98.44%	As recorded for BV 98
14 Number of taxi rank spaces in the city centre	90 in 2005/2006	90	90	
15 Number of disabled person's parking bays in the city and district centres	150 in 2005	150	150	
16 Number of signalled junctions with bus priority	19 in 2005	20	19	
17 Number of junctions in the SCOOT system	71 in 2005	71	71	
18 Proportion of city population within 15 minute bus journey of a retail centre	69.8% in 2005	70.0%	70.7%	Additional accessibility indicator
19 Proportion of City population within 10 minute walk of a GP surgery	66.0% in 2005	66.0%	66.0%	Additional accessibility indicator

Annex B City of Southampton - 12 hour two way flows

Ref no	Site name	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	
1	Archers Rd	13,863	14,562	12,539	14,370	13,625	13,509	13,274	13,326	10,206	9705	E of Silverdale Rd
2	The Avenue	20,437	21,290	23,256	21,323	21,091	20,653	21,548	20,717	21,181	19,270	S of Highfield Rd
3	Bassett Avenue	36,532	33,219	36,075	33,670	36,283	32,902	34,682	36,887	33,258	32,837	S of Glen Eyre Rd
4	Bassett Green Road	9,453	8,968	9,870	9,238	9,646	8,928	10,310	10,726	10,046	10,346	E of Lobelia Rd
5	Bevois Valley Road	15,143	14,979	14,422	15,451	16,577	17,191	15,015	16,671	14,888	15,941	N of Ancasta Rd
6	Burgess Road (East)	15,287	15,896	15,933	13,986	15,319	15,767	14,614	14,620	14,831	14,681	W of Dahlia Rd
7	Burgess Road (West)	15,345	14,721	14,196	15,211	13,569	16,673	13,402	14,270	14,604	13,371	W Butterfield Rd
8	Bursledon Road	14,872	14,899	14,233	14,543	14,372	14,129	15,535	14,759	15,026	14,323	W of Warburton Rd
9	Cobden Bridge	21,000	19,615	19,160	20,369	19,005	21,330	20,435	19,887	20,183	20,281	On Bridge
10	Cumberland Place	17,206	17,449	17,961	18,421	18,378	20,544	18,791	18,927	19,693	19,434	W of Grosvenor Sq
11	Hill Lane	11,387	11,293	11,582	10,430	11,190	11,361	11,138	11,585	11,680	10,375	N of Raymond Rd
12	Itchen Bridge	13,684	13,463	14,287	17,392	16,260	16,501	16,135	18,527	16,123	16,673	At Toll Booths
13	Lodge Road	12,777	14,826	12,943	13,212	14,171	16,551	13,441	12,360	13,132	11,837	W of Cedar Rd
14	Lords Hill Way	10,650	10,107	9,974	9,959	10,393	11,593	10,478	10,180	10,091	10,340	N of Coxford Rd
15	Mansbridge	13,599	14,555	15,152	14,129	14,477	13,695	15,543	15,075	15,804	13,327	On Bridge
16	Millbrook Road	48,237	50,024	45,400	44,985	51,298	46,173	46,598	48,377	48,462	45,000	E Whitehouse Gdn
17	New Road	11,307	12,052	13,076	10,270	9,191	9,820	7,922	10,472	10,055	10,106	E of Park Walk
18	Northam Bridge	31,934	32,126	27,989	26,717	26,636	29,197	28,822	32,856	29,939	27,288	On Bridge
19	Portsmouth Road	11,724	11,398	10,932	11,630	11,049	13,530	12,609	14,057	13,054	12,531	W of Hazeleigh Ave
20	Portswood Road	8,776	8,406	8,271	9,409	8,254	9,561	7,791	8,180	7,822	7,930	S of Rayners Gdn
21	Redbridge Road	64,791	64,514	61,773	68,501	66,441	65,004	67,349	64,111	62,968	64,361	E Old Redbridge Rd
22	Romsey Road	11,052	11,207	11,951	11,763	11,735	12,831	12,099	11,694	11,422	10,800	N of Rownhams Rd
23	Shirley Road	15,665	13,856	13,139	15,802	12,828	13,725	13,836	14,163	14,826	14,059	S of Janson Rd
24	Trebourba Way	14,770	13,964	14,066	14,057	14,874	13,860	12,071	13,900	13,388	14,340	At Millbrook RAB
25	Thomas Lewis Way	17,614	18,408	19,687	18,225	18,250	20,405	18,704	19,914	20,014	19,129	At Parkville Rd CP
26	Thornhill Park Road	16,753	16,332	16,933	18464	16,223	16,334	16,880	16,365	17,096	16,856	W of The Close
27	Town Quay	22,738	25,105	23,487	25,375	26,033	25,594	26,528	24,609	23,199	24,408	W of Bugle St
28	Townhill Way	8,107	9,284	9,167	8,810	9,088	9,688	9,598	9,771	10,438	10,593	at Vanguard Rd.
29	West End Road	11,910	12,589	10,010	11,514	11,569	12,122	12,939	12,254	12,543	12,421	At Chalk Hill
30	Wide Lane	11,819	11,421	12,053	12,550	12,578	12,432	12,062	12,099	13,036	12,496	N of Walnut Ave
31	Winchester Road	17,148	16,821	16,626	16,694	16,701	16,441	15,763	16,512	15,143	15,660	E of Dale Rd
	Total Flow	565,580	567,349	556,143	566,470	567,104	578,044	565,912	577,851	560,179	550,719	

This written information is available, on request, in **larger** print, Braille  on audio tape  and on disk  . It is also available in other languages. Please contact 023 8083 2628

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