Local Transport Plan 3
Consultation on a draft Strategy for South Hampshire

South Hampshire Local Transport Plan 3 Proposed Joint Strategy

This document sets out the proposed approach to transport for the South Hampshire sub-region to 2031. A transport strategy is being developed jointly by the three Local Transport Authorities of Hampshire County Council, Portsmouth City Council and Southampton City Council, working together as Transport for South Hampshire (TfSH) (opens in a new window). The content of the shared strategy will be included within the final Local Transport Plan 3 documents being developed by the three Local Transport Authorities, which will be published by April 2011. To help keep this joint strategy concise, it includes a number of hyperlinks, to a range of web pages where further explanation and detail is available.

Characteristics of South Hampshire

- South Hampshire encompasses the cities of Portsmouth and Southampton, and the urban centres of Eastleigh, Fareham, Gosport, Havant and Romsey as well as Totton and the Waterside;
- It is the largest urbanised area in the south of England outside London, home to almost 1 million people;
- South Hampshire boasts excellent transport links by air, road, rail and sea to the rest of the UK and beyond;
- It contains three international gateways. The Port of Southampton is the second biggest container port in the UK by throughput and the busiest passenger cruise ship port in the UK. The Port of Portsmouth is a busy freight and ferry port for cross-channel services, and the adjacent Naval Base is of great importance to the economy. Southampton Airport is a regional airport, serving a range of destinations across continental Europe and the Channel Islands;
- The sub-region has 275km of coastline designated, either nationally or internationally, for its nature conservation value;
- The South Hampshire economy is strong in the sectors of business services, advanced manufacturing, logistics, marine, aviation and creative industries; and
- Its economic performance has historically lagged behind the South East average. The Partnership for Urban South Hampshire (PUSH) is working to address this through creation of new jobs, improving workforce skills and productivity, reducing levels of economic inactivity and regeneration of urban centres.

Policy Background

The proposed transport strategy for South Hampshire is being formulated in accordance with existing and emerging national legislation, policy and guidance and a number of key sub-regional and local level plans and strategies:

Level	Legislation, plan, strategy or guidance
National legislation	- The Local Transport Act 2008; - The Climate Change Act 2008;
National policy and guidance	- The Coalition: Our programme for government (May 2010); - Guidance on Local Transport Plans (July 2009); - Delivering a Sustainable Transport System, (November 2008); - Delivering a Sustainable Transport System: the logistics perspective (December 2008); - Low Carbon Transport: A Greener Future (July 2009); - A Safer Way: Consultation on Making Britain's Roads the safest in the world (April 2009); - The Eddington Transport Study (December 2006);

	• The Stern review on the Economics of Climate Change (October 2006);	
Sub-regional policies and strategies	• The South Hampshire Agreement - Multi-Area Agreement (MAA); (March 2010) • Towards Delivery: The Transport for South Hampshire statement (April 2008) • The Urban South Hampshire 2014-19 Delivery Strategy • TfSH Reduce Strategy	
Local plans	• Current and emerging Local Development Frameworks of local planning authorities; • The Sustainable Community Strategies of Hampshire, Portsmouth and Southampton; • Corporate strategy of Hampshire, and Corporate Plans of Portsmouth and Southampton; • Children and Young Peoples Plans of Hampshire, Portsmouth and Southampton.	

The South East Plan (May 2009) is not included in the list above in light of the Government's stated intention to abolish Regional Spatial Strategies, replacing them with locally set targets for housing and employment growth. Further detail will appear in the autumn within a *Decentralisation and Localism Bill*.

Transport Vision for South Hampshire
The vision of the TfSH authorities is to create:

> *"A resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing quality of life and environment"*

It is intended that this vision would be delivered through the set of thirteen transport policies detailed within this document.

Challenges facing South Hampshire
Building on consultations carried out between November 2009 and February 2010, the TfSH authorities have identified six key challenges that the proposed transport strategy must address:

1. Securing funding to deliver transport improvements during what is expected to be a prolonged period of public-sector spending restraint;
2. Ensuring the timely delivery of transport infrastructure;
3. Ensuring continued reliable transport access to the sub-region's three international gateway ports and airport, (and the hinterland they serve);
4. Maintaining the existing highway network and improving its resilience to the effects of climate change;
5. Widening travel choice to offer people reasonable alternatives to the private car for everyday journeys and reducing the need to travel, moving towards a low-carbon economy;
6. Managing the existing transport network to ensure that journey time reliability is improved.

Transport Outcomes
TfSH have developed seven outcomes, which are complementary to the corporate priorities of Hampshire, Portsmouth and Southampton. These outcomes define the policy framework for delivery. The table overleaf details how the policies contribute to the outcomes:

Outcome	Polices that contribute
1. *Increased modal share for public transport and active travel*	B, C, E, F, G, H, I, J, K, L
2. *Reduced need to travel and reduced dependence on the private car*	E, F, G, H, I, J, K
3. *Improved journey time reliability for all modes*	A, B, C, E, G, H, I, J, M
4. *Improved road safety within the sub-region*	C, F, G, L
5. *Improved accessibility within and beyond the sub-region*	A, B, H, I, J, K
6. *Improved air quality and environment*	A, B, D, E, F, G, H, I, J, K, L, M
7. *Promoting a higher quality of life*	C, F, G, H, K, L, M

Emerging transport policies

The thirteen emerging policies that follow (Policies A to M) set out the policy framework through which the TfSH authorities will seek to address the challenges. The philosophy of Reduce-Manage-Invest is central for each proposed policy. This means the TfSH authorities will work to reduce the need to travel, maximise the use of existing transport infrastructure and deliver targeted improvements. A combined approach to delivering the policies will enable us to deliver the proposed transport vision, address the challenges and achieve the outcomes set out above. The policies constitute a package, with each policy contributing to and complementing the others. For each policy there is a toolkit of delivery options, from which the Local Transport Authorities will select the most appropriate for inclusion within their Implementation Plans. Many of these delivery options will be common to each authority. Implementation Plans are three year programmes setting out which schemes will be delivered.

Policy A: Work with the Highways Agency, Network Rail, ports and airports to ensure reliable access to and from South Hampshire's three international gateways for people and freight.	
Why?	The three international gateways serve a large hinterland. Making sure that people and goods can flow easily and reliably to and from these gateways will maximise their contribution to the wealth and health of the wider UK economy. The economic success of all businesses within South Hampshire depends on maintaining or improving levels of journey time reliability on strategic road and rail corridors.
How?	The TfSH authorities will seek to influence investment decisions at national level to ensure timely investment to enable the best use to be made of existing transport infrastructure and deliver new infrastructure or capacity where most needed to improve journey time reliability. The TfSH authorities will work to encourage a greater share of onward movement of container freight traffic is catered for by rail.
Delivery options	• Investigate the potential for hard shoulder running and variable speed limits on the busiest sections of motorway; • Traffic lights at busiest motorway onslips to improve traffic flow; • Work towards a joint traffic control centre; • Improvements to quality and availability of travel information; • Port Traffic Management Plans; • Investigate the potential for provision of passing loops at suitable locations where limited capacity is a problem, to enable more freight to be moved by rail.

Policy B: To optimise the capacity of the highway network and improve journey time reliability for all modes	
Why?	Increasing levels of congestion affect both the operation of strategic linkages which are often already at-capacity, and journey time reliability, impacting on economic productivity across the sub-region.

How?	The TfSH authorities will work to better manage the existing highway network to ensure that existing capacity is optimised and used efficiently. This will entail using traffic signal and other highway technologies, helping to improve network management, bus priority, journey time reliability for all forms of travel and contribute to modal shift. Real-time traffic and travel information will be gathered and disseminated through a variety of sources and systems in a timely, efficient manner to enable people to make informed decisions about their travel choices.
Delivery options	- Upgrading and enhancing Urban Traffic Control systems enabling bus priority and Real Time Passenger Information; - Improved road network operation; - Pre- and in-journey travel Information (using static and mobile media); - Improvements to Information Systems on the local highway network; - Car Park Guidance Systems; - High Occupancy Vehicle (HOV) Lanes; - Investigation into the removal of traffic lights at specific locations.

Policy C: To achieve and sustain a high-quality, resilient and well-maintained highway network for all

Why?	Physical highway infrastructure deteriorates with age and use, and as a result requires regular maintenance to ensure that it meets the needs of users and provide for the safe movement of people and goods. The economy and well-being of the sub-region depends on having a well-maintained highway network that can cater for the movement of people and goods. The effects of climate change will necessitate a highway network that is more resilient to more extreme weather conditions.
How?	Each Local Transport Authority will tailor the delivery of highway maintenance to the particular needs of their own areas. Each authority has its own arrangements with highway maintenance contractors. However, as a general rule, highway maintenance investment will be targeted where it is needed to ensure value for money whilst protecting and enhancing the condition of the existing network, factoring in the 'whole life costs' of assets.
Delivery options	- Transport Asset Management Plans; - Maintenance contracts; - Improved maintenance and energy efficiency of street lighting; - Improvements to highway drainage; - Delivery of maintenance programmes.

Policy D: To deliver improvements in air quality

Why?	Congestion creates higher levels of air pollution as queuing traffic, especially in more restricted or confined spaces, generates higher concentrations of vehicle emissions and therefore poor air quality. Air Quality Management Areas (AQMAs) are places where pollutant levels exceed government thresholds. Twenty Air Quality Management Areas (AQMAs) have been identified within urban areas across the sub-region.
How?	The TfSH authorities will work with key partners, environmental health professionals and transport operators to mitigate the impacts of traffic on air quality. The principal causes of poor air quality will be addressed by implementing a strategic area-wide approach within each urban centre to minimise the cumulative effect of road transport emissions. This can be achieved through measures promoting modal shift towards public transport modes, walking and cycling, reducing single occupancy car journeys and tackling congestion.
Delivery options	- Air Quality Management Areas and Air Quality Action Plans; - Promotion of cleaner, greener vehicle technologies e.g. alternative fuels;

	• Car Share Schemes; • Support for private car-hire schemes.

Policy E:	To develop strategic sub-regional approaches to management of parking to support sustainable travel and promote economic development
Why?	The cost and availability of parking has considerable influence on travel choices and if not managed in a co-ordinated manner can act as a barrier to efforts to widen travel choice. If insufficient parking is provided or if prices are considered high, then parking can be displaced into residential areas further out from town centres. Provision of free staff workplace parking may make it less likely for people to choose to use alternative travel methods.
How?	The TfSH authorities will encourage better co-ordination between local authorities with responsibilities for car parking to improve the way existing parking is used and priced. Discounts can be offered to encourage car sharing and low-emission vehicles. Park and ride sites offering lower cost parking than in urban centres can help reduce congestion and address poor air quality in the centres. It is important that parking management measures are implemented alongside improvements to sustainable travel modes to help increase the attractiveness and viability of these alternatives over private car trips, to support widening travel choice.
Delivery options	• Develop complementary policy approaches to parking; • Controlled Parking Zones; • Improved management and supply of residential parking; • Park and ride network (e.g. bus and rail based systems); • Improved parking at some railway stations; • Car park guidance systems; • Workplace travel planning; • Car clubs; • Provision of electric vehicle charging points within car parks.

Policy F:	To improve road safety across the sub-region
Why?	Road traffic collisions, as well as causing distress to those involved, also result in wider costs to society in terms of cost of providing healthcare treatment to those injured, and loss of productivity. Accidents create tailbacks and delays that adversely affect journey time reliability within the sub-region.
How?	Work to date has been effective at reducing incidences of speeding and unsafe road-user behaviour through education, engineering and enforcement. Reductions in speed limits and crossing improvements within built up areas have further improved the safety of vulnerable road users.
Delivery options	• Speed Management measures; • Traffic Management measures; • Safer Routes to schools schemes; • Road Safety education and training to improve road user behaviour.

Policy G:	To promote active travel modes and develop supporting infrastructure
Why?	Encouraging and making it easier for people to choose to walk or cycle for everyday journeys helps people to build physical activity into their routines, improving health and general wellbeing. Increasing the number of journeys undertaken by Active Travel modes will help to tackle the obesity epidemic, improve air quality and reduce congestion.
How?	The TfSH authorities will work with key health and activity partners (e.g. Sport England) to develop a network of high quality, direct, safe routes targeted at pedestrians and cyclists. Well-designed routes and secure cycle parking can be partly delivered through the planning system. Pro-active marketing and

	participative events will radically increase the profile and understanding of the benefits of active travel.
Delivery options	• A Legible South Hampshire project to provide integrated, high-quality information for public transport, walking and cycling; • Delivery of comprehensive walking and cycling networks (e.g. Green Grid); • Crossing improvements for pedestrians and cyclists; • Cycle hire scheme for urban centres; • Delivery of improved secure cycle parking facilities at key destinations.

Policy H: To deliver high-quality road-based public transport networks that are accessible, easy to use and are supported by appropriate priority measures	
Why?	Improving the quality of public transport will widen travel choice giving a viable alternative to the private car for certain everyday journeys. For those without access to a car, busses and taxis are often the only realistic travel option for journeys to access goods and services. As new jobs are created, more people will wish to access the city centres of Southampton and Portsmouth and it is essential that a good quality bus service is provided along main corridors. This will accommodate growth whilst reducing the overall carbon footprint of transport and prevent deterioration of journey time reliability on main routes into urban centres.
How?	The TfSH authorities will work closely with bus operators to plan and deliver service improvements and develop Bus Rapid Transit corridors to ensure that the bus is a reliable and attractive alternative to the private car, with accurate and up-to-date information on how services are running. Measures to take advantage of advances in ticketing technology such as smartcards will improve the affordability, convenience and attractiveness of buses.
Delivery options	• Development of a Bus Rapid Transit (BRT) network and other innovative public transport solutions between main centres; • Bus Priority measures; • Development of a comprehensive premium urban bus network offering high frequency services using high-quality vehicles; • Improved strategic interchanges and high quality bus stop Infrastructure; • Improved travel information in user-friendly formats; • Measures to support taxi services; • Improved ticketing (e.g. smartcards, ticket purchase via mobile phones); • Support for Community Transport services.

Policy I: To further develop the role of water-borne transport within the sub-region and across the Solent	
Why?	The sub-region already has a good network of ferry services, connecting coastal settlements. Enhancing the integration between waterborne transport and other sustainable travel modes through improved interchanges, will help widen travel choice and reduce peak hour congestion.
How?	The TfSH authorities will work to improve the quality of bus, taxi and cycle interchange facilities at ferry terminals, particularly Town Quay in Southampton, The Hard in Portsmouth and Gosport.
Delivery options	• Development of improved transport interchange facilities for buses and taxis at ferry terminals; • Improved ticketing (e.g. smartcards, ticket purchase via mobile phones); • Provision of secure cycle parking in the vicinity of ferry terminals.

Policy J:	To deliver targeted investment in rail infrastructure and service improvements
Why?	The rail network in South Hampshire is of strategic importance for both passengers and freight. There is potential to grow the modal share of rail for passenger and freight movements both within and beyond the sub-region. This policy will seek to facilitate a greater role for rail for local journeys within the sub-region. Targeted improvements to rail can help this mode provide an attractive alternative to the car for peak hour commuter journeys to key employment areas.
How?	The TfSH authorities will encourage investment in rail infrastructure such as track capacity, improved station facilities, and enhanced interchange facilities at main rail stations to make rail a more attractive option. Further investment in train services is also needed. The TfSH Rail Communications Protocol will be used to take forward improvements to the South Hampshire rail network ensuring more passengers and freight are carried by rail and improve rail service frequencies.
Delivery options	- Investigate the potential for provision of passing loops at suitable locations where limited capacity is a problem, to enable more freight to be moved by rail; - Re-opening freight only lines for passenger use (e.g. Waterside line); - Improving rail access to Southampton Airport from the east and west; - Increasing capacity on the rail route between Eastleigh and Fareham; - Improved station and key city centre interchange facilities; - Working with train operators to deliver station travel plans; - Further development of Community Rail Partnerships (CRPs); - Improved capacity for cycles, wheelchairs and pushchairs on trains; - Use of rolling stock suitable for the type of route across the network.

Policy K:	To work with Local Planning Authorities to integrate planning and transport
Why?	The location, scale, density and design of new development and the mix of land uses has a significant influence on the demand for travel. Encouraging development on brownfield sites close to existing shops and services, and supporting higher density, mixed use development helps reduce the need to travel and the length of journeys, and makes it easier for people to walk, cycle or use public transport.
How?	The TfSH authorities will work with local planning authorities across the sub-region to encourage higher density and mixed-use developments to be located within main urban centres, in locations that are easily accessible by a range of travel methods. Planning authorities will be encouraged to locate new housing and employment development within close proximity, to help reduce the need to travel and encourage the use of sustainable travel modes. Good design of residential developments will ensure that key services are provided locally and that neighbourhoods are walkable, with good cycle and public transport links to nearby urban centres. Residential and workplace travel planning will be used to effectively manage the journeys created with development.
Delivery options	- The current and emerging local planning authorities' Local Development Frameworks (LDF) infrastructure delivery plans will be developed alongside the Implementation Plan sections of the Hampshire, Portsmouth and Southampton Local Transport Plans; - Seeking developer contributions from new development to mitigate the impact of new development on existing transport networks; - Residential and workplace travel planning.

Policy L:	To develop and deliver high quality public realm improvements
Why?	The quality of streetscape can have a big influence on the vibrancy of a place and the way people use streets. Place-making initiatives and the development of 'Naked Streets' will provide a better setting for people friendly activity, providing a more user-friendly public realm for pedestrians, vulnerable road users and cyclists. Public Realm improvements, utilising high quality materials, with careful detailing and public art will add to the character, feel and ownership of local places.
How?	Within cities, town and district centres, the TfSH authorities will reduce street clutter and make streetscape improvements using high-quality materials and street furniture to enhance the public realm and its accessibility.
Delivery options	• Reducing street clutter (e.g. pedestrian guard railing); • Streetscape enhancements (e.g. lighting, paving, planting, and street furniture); • Delivering improvements that follow the design principles set out in current design guidance and informed by examples of best practice.

Policy M:	To safeguard and enable the future delivery of highway improvements within the sub-region
Why?	A limited number of targeted highway improvements have been identified which would serve to address problems of localised congestion, unlock development sites with highway access problems and tackle adverse impacts of traffic on quality of life in communities.
How?	Delivery of major schemes for highway improvements is dependent on funding decisions by government and external contributors. The TfSH authorities will safeguard the routes of proposed highway improvements and continue to work with these agencies to secure funding for these schemes.
Delivery options	• Safeguarding routes of proposed bypasses for communities where heavy traffic causes problems of severance, noise and poor air quality (e.g. Botley, Stubbington); • Delivering highway access solutions to unlock Eastleigh River Side for new employment uses; • Enabling developer-led road improvements to facilitate access to planned major development areas (e.g. North Whiteley); • Developing a new motorway junction on the M275 serving Tipner, Portsmouth; • Providing a bridge link from Tipner to Horsea Island.

To respond to this consultation, please visit the consultation web portal at:

http://southampton.limehouse.co.uk/portal

This site is hosted by Southampton City Council on behalf of the three Local Transport Authorities and Transport for South Hampshire.

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