

**SOUTHAMPTON
CITY VISION**

Local Plan



**TRANSPORT AND
MOVEMENT**

7. TRANSPORT AND MOVEMENT

7.1 This chapter provides an overarching transport policy to reduce the need to travel and promote sustainable travel, manage the transport network and integrate development into it. It includes the following policy:

- TR1 Transport and Movement

TRANSPORT AND MOVEMENT

7.2 Southampton is a regional hub and it is important it is served by an efficient transport system both within the city and connected to the wider area in-order to support economic growth, personal mobility and social inclusion. There is a need for major development and Port growth within the city, both of which will increase people and goods trips. Trips should be based on sustainable and active travel wherever possible, in-order to achieve a zero-carbon transport system, reduce local air pollution and congestion, support healthy lifestyles, and to create more 'people friendly' places less dominated by vehicular traffic.

Policy TR1 (S) - Transport and Movement

- 1. A sustainable, efficient and safe transport system will be maintained and enhanced within the city and connected to the wider region, with the aim of achieving zero emissions. This will support major development and economic growth in the city and Port of Southampton whilst reducing carbon emissions, pollution and congestion, enhancing streets and spaces for people, and ensuring everyone can access the facilities and services they need to. This will be in accordance with the relevant transport strategies in the city (including the Local Transport Plan), South Hampshire, and south east England. Development will facilitate and contribute to this overall approach.**
- 2. For people the priority is to reduce the need to travel, particularly by private car, and to achieve a shift to zero emission sustainable and active travel (walking, micro-mobility, wheeling, cycling and public transport). Car use will be supported where necessary, but only where trips cannot be accommodated by sustainable travel.**
- 3. For goods (to and from the Port of Southampton and the city's businesses) the aim is to promote a shift to sustainable and zero emission movement of goods (rail, consolidation with last-mile logistics and short sea shipping) where possible, to promote the more efficient use of goods vehicles, and to support goods vehicle movements.**
- 4. The need to travel will be reduced and sustainable travel promoted by:**
 - a. Supporting and enhancing the city, town and district centres;**
 - b. Focussing more higher density and low/zero car ownership development in the city, town and district centres and adjacent to public transport corridors;**

- c. Supporting home working and work hubs;**
- d. Walking and cycling: creating and enhancing direct, attractive, clear and safe routes, streets and spaces for all people in accordance with Active Travel England guidance, to key destinations, public transport interchanges and local mobility hubs, within city / town / district centres and neighbourhood Active Travel Zones (which develop the concept of '20 minute' neighbourhoods), providing cycle parking, and completing the Southampton Cycle Network to deliver on the Local Cycling & Walking Investment Plan;**
- e. The Southampton Mass Transit System: supporting an integrated, high quality, and frequent network of rail, mass rapid transit, priority rapid bus, strategic and local park and ride, ferry and demand responsive services;**
- f. Public transport interchanges and local mobility hubs in the city, town and district centres, at the Central Station and local rail stations and at other key destinations: enhancing high quality interchange facilities between walking, cycling and public transport, including facilities for cycle storage, taxis, the hiring or sharing of electric and other cycle, micro-mobility and other vehicles, and 'click and collect' services;**
- g. Transport corridor improvements to support sustainable transport from the city centre to the town and district centres, universities and hospitals, Totton, Romsey, Chandler's Ford, Eastleigh / Fair Oak, Hedge End, and Bursledon / Hamble;**
- h. Bus: supporting new and enhancing existing routes to connect key destinations, public transport interchanges and local mobility hubs, by prioritising bus movements, increasing the frequency of services and enhancing passenger waiting facilities and vehicles, to deliver the Bus Service Improvement Plan;**
- i. Train: enhancing rail connectivity across South Hampshire, including enhancing stations, increasing rail capacity and the frequency of services;**
- j. Coach: enhancing the coach station and supporting its relocation to the Central Station public transport interchange;**
- k. Ferry: supporting and enhancing facilities for pedestrian ferries at Town Quay or an alternative central location, and an appropriate location for vehicular ferries (either in or outside the city);**
- l. Park and ride: supporting new facilities at Adanac Park, and to the north and east of the city, with bus priority routes or rail / mass rapid transit connections to serve the city centre and other key destinations;**

f. Relocation of West Quay Road (subject to key option 1 relating to policy SI1);

g. Widening and replacement of Northam Rail Bridge.

7. In the city centre and central area this approach will be facilitated by:

a. Creating a public transport and development hub at and around Southampton Central Station, with enhanced interchange facilities for sustainable travel and high-density development, in accordance with policy SI1 (Mayflower Quarter);

b. Maintaining, enhancing and creating a network of strategic pedestrian and cycle links in accordance with the Local Cycling and Walking Plans, that connect arrival points (public transport interchanges and car parks), key destinations, the waterfront, and new development sites and quarters (including the Mayflower Quarter and Itchen Riverside Quarter), in accordance with policy DE2 (City Centre Streets and Spaces);

c. Maintaining, enhancing and creating a series of bus priority measures in the City Centre in accordance with the Bus Service Improvement Plan that provides buses with a high degree of priority and permeability connecting transport interchanges, destinations and new development quarters with high quality bus waiting facilities with accessible pedestrian routes to them;

d. Creating a Liveable City Centre where streets and spaces within the Ring Road are progressively redesigned to primarily meet the needs of people by prioritising pedestrian, cycle and public transport movements and minimising vehicular traffic by;

i. Creating more and enhanced space for pedestrians, cyclists and public transport within streets and spaces to create attractive places;

ii. Enhancing pedestrian and cycle crossing facilities across roads;

iii. Closing roads or reducing space for private cars where appropriate;

iv. Reducing car park spaces, relocating those still needed to park and ride facilities on the edge of the city or multi-storey formats in the outer city centre, connected to the Ring Road;

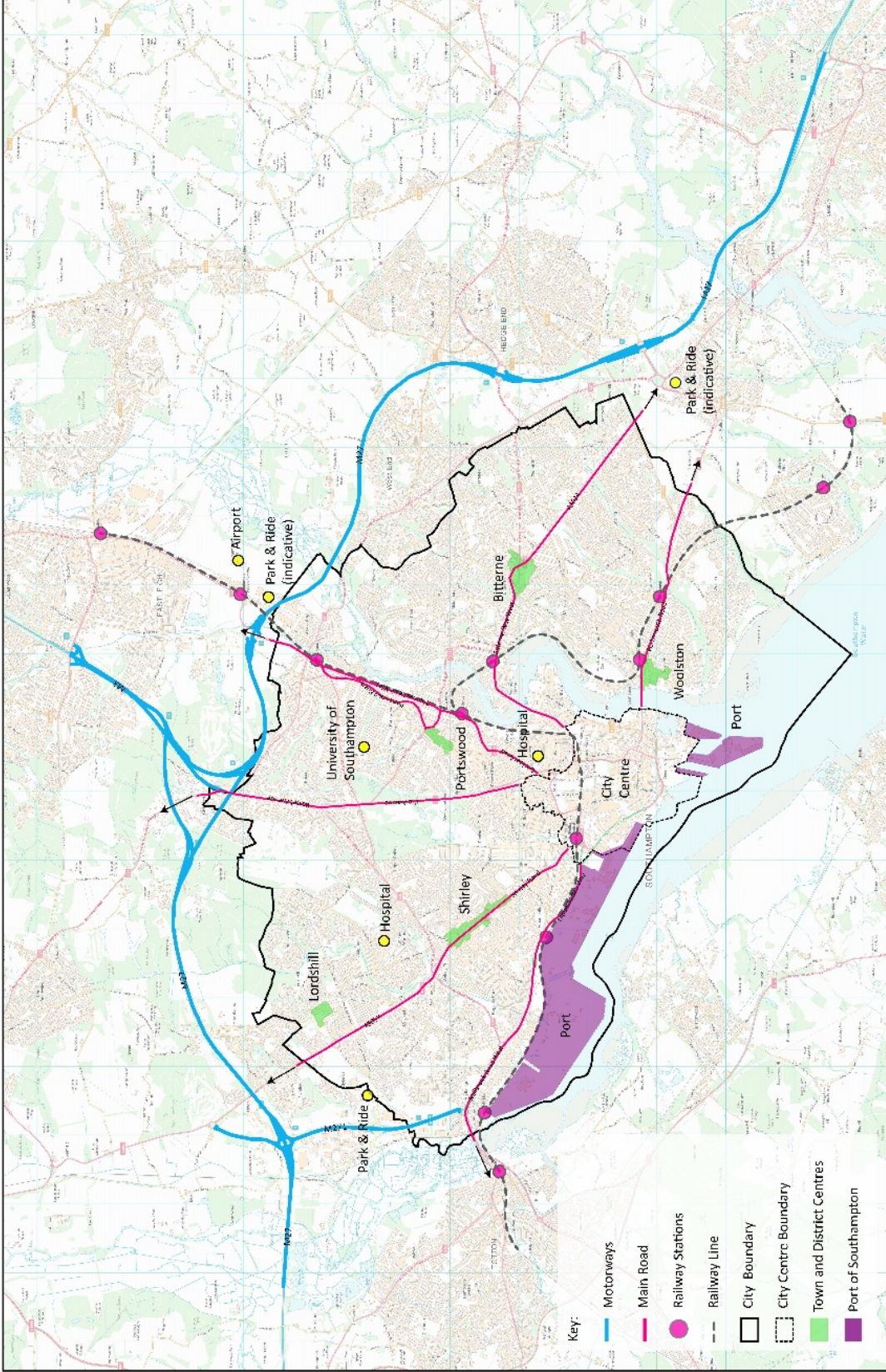
v. Maintaining car parking spaces for disabled people in accessible locations;

vi. Routing service vehicles appropriately;

vii. Ensuring vehicular traffic travelling between different parts of the city or city centre uses the inner ring road;

viii. Enhancing the capacity and function of the ring road and interchanges so that it has the capacity to accommodate strategic vehicular traffic whilst supporting pedestrian, cycle and public transport movements both along and across the ring road.

- 8. In the town and district centres this approach will be facilitated by:**
 - a. Supporting the provision of retail / service facilities and jobs within centres, and new homes in and around centres to create '20-minute neighbourhoods';**
 - b. Creating and enhancing walking, cycling and public transport connections to the centre;**
 - c. Redesigning and enhancing the streets and spaces within the centres with a clear 'placemaking' focus for pedestrians, cyclists and public transport passengers;**
 - d. Developing public transport interchanges and local mobility hubs.**
- 9. Development will:**
 - a. Be designed to integrate into the transport network;**
 - b. Provide the transport network improvements / mitigation required to manage the trips it generates on the strategic and local transport network;**
 - c. Provide safe and appropriate access into / out of and through the site for pedestrians, cyclists and vehicles (including delivery and service vehicles) in accordance with the latest active travel design standards (e.g. LTN1/20 and Manual for Streets); in accordance with the overall approach to reduce the use of the car, encourage and prioritise the use of sustainable and active modes of travel, ensure the safety of all highway users, and manage those car trips which are necessary, taking account of the cumulative effects of development.**
- 10. Development will not create a vehicular access from classified roads unless the Council is satisfied that road safety will not be adversely affected.**
- 11. Major development will require:**
 - a. A transport assessment to identify the impact on, and improvements / mitigation required to, the transport network;**
 - b. A travel plan to promote sustainable travel;**
 - c. A delivery and service plan to promote the sustainable and efficient movement of goods and servicing.**
 - d. A construction management plan to include the management of construction traffic.**



Map 6 Transport

Overall Approach

- 7.3 Policy TR1 supports and is informed by the transport strategies for the city and wider area, which are material considerations in the determination of planning applications.
- 7.4 The transport strategies for the wider area include:
- Transport for the South East’s Transport Strategy and Strategic Investment plan;
 - Solent Transport’s Joint Local Transport Plan and supporting strategies;
 - Network Rail’s Solent Connectivity plan.
- 7.5 The transport strategies for the city set out the approach in more detail. The Council’s current transport strategies include the:
- Southampton Green City Charter and Green City Plan 2030;
 - Connected Southampton – Transport Strategy 2040 (Local Transport Plan 4)
 - Southampton Bus Service Improvement Plan
 - Southampton Cycling Strategy
 - City Centre Streets and Spaces 2
- 7.6 In addition, the following strategies are in preparation:
- City Street – City Centre Movement, Access & Public Realm Plan
 - Southampton Local Cycling & Walking Investment Plan
 - Transport Decarbonisation Plan
- 7.7 People living, working in, or visiting the city benefit from being within accessible walking or cycling distance of a wide range of jobs, shops and other services, and are served by a good and inclusive public transport network. It is important that new development located within the city capitalises on and enhances these opportunities in-order to reduce the need to travel, increase accessibility and trips by sustainable travel modes, and supports the move to a zero carbon transport network.
- 7.8 The aim is to make sustainable travel the most attractive choice. Promoting higher density development in centres and along public transport corridors will put more people within an easy and accessible walking or cycling distance of jobs, shops, services and sustainable travel routes (as well as support the vibrancy of centres). Home working will reduce the need to travel, and will be supported by a mix of new homes with sufficient internal space (policies HO2 and DE6), and broadband / telecommunications infrastructure. The sustainable travel measures set out will create and enhance an attractive, inclusive and safe network of routes, services and interchange facilities to encourage walking, micro-mobility (e.g. scooters), wheeling (e.g. wheelchairs, pushchairs, etc.), cycling and public transport use, and to ensure everyone regardless of mobility or access to a car, can access jobs, shops and services.
- 7.9 High quality pedestrian routes will ensure the design of streets and spaces are attractive for all people, including those with lower levels of mobility and sensory impairment (for example the elderly, disabled people, the very young and those using pushchairs), in accordance with policy DE5. These should be to the latest design standards. The Southampton cycle network is growing, providing high quality routes across the city. There are now 53 miles of cycle routes in Southampton. (The Green City Plan aims for 15% of journeys to be by bike by 2027).

- 7.10 At a local level, the city's walking and cycle network connect to the rapid bus and local rail services and to local destinations and mobility hubs, including district and local centres, schools, health centres, and parks. Active Travel Zones will be created, with safer, more attractive streets and spaces for pedestrians and cyclists, to generate 20-minute neighbourhoods. These are places where it is easy to get to homes, services, retail and transport services without the need for driving. (Four active travel zones will be created by 2025).
- 7.11 The Southampton Mass Transit System (SMTS) is based on using all forms of public transport to create an integrated, rapid, zero emission, and high frequency 'turn up and go' network, using high quality vehicles and seamless ticketing and information, across the city. Demand responsive transport (e.g. taxis and dial a ride) will provide added flexibility, particularly for 'out of hours' service. The network will be connected by public transport interchanges between modes, travel hubs in the districts and local mobility hubs.
- 7.12 The Southampton Mass Transit System, focussed on the main transport corridors, illustrated by Map 6, connects Southampton to the national rail and road network, Southampton International Airport, and the wider South Hampshire area. Within the city it connects:
- Key destinations: the city, town and district centres, hospitals, universities, Port, and main employment areas;
 - Public transport interchanges: Within the city centre, Southampton Central Station (rail), Albion Place (buses) and Town Quay (ferries); across the city, the Airport Parkway and local stations, town and district centres, University Hospital Southampton and Royal South Hampshire Hospital, and the University of Southampton.
 - Park and ride sites: at Adanac Park (operational) and to the north and east of the city (proposed).
- 7.13 Along the city's main transport corridors an integrated approach will be taken to achieve priority for cyclists and rapid bus / park and ride services, with targeted vehicle capacity improvements.
- 7.14 The rail network will continue play to an important role for the city and wider region. Studies and strategies with TfSE and Network Rail/Great British Railways, including the Solent Rail Connectivity Plan, have identified the ambition to create a metro level of service at all Southampton's suburban stations (e.g. four trains per hour). This includes support for rail services on the Waterside Line to Hythe/Fawley, additional infrastructure at Southampton Central, Totton, Eastleigh and Fareham stations, and additional track & signalling to support increases in train frequency. Future infrastructure and capacity work will be required at Southampton Central to support the metro services, medium to long-distance services and freight. This may include a full redevelopment of the station.
- 7.15 Table 6 identifies the key currently planned / funded improvements within the city centre and along the main transport corridors, including through the Transforming Cities Fund. Funding for further improvements will be sought over the plan period.

Table 6: Current Proposed Transport Improvements

	Currently funded or planned improvements (within the city):
Within the city centre:	
	Expanded pedestrian & cycle core including Bargate Street Albion Place Bus Interchange Central Station South Interchange The East – West spine (Civic Centre Place – New Road – Six Dials, pedestrians / cyclists / buses / taxis only). Ring road (north): Enhancing bus and pedestrian / cycle crossing points along the northern inner ring road. Central Station enhancements Replacement / widening of Northam Bridge
From Southampton city centre to:	
Totton and Fawley	SCN1 cycle route and bus priority (TCF) Park and ride: Adanac Park Roads: increased capacity at Redbridge roundabout (for Port) Rail: Solent Rail Connectivity
Shirley, Lordshill, Romsey	Park and ride: Adanac Park SCN4 cycle route to hospital Active Travel Zone – St Mark’s & Polygon-Bedford Place
Chandler’s Ford	SCN5 cycle route (TCF)
Portswood, Eastleigh and Fair Oak	SCN6 cycle and bus priority (TCF) Travel hub - University of Southampton Local mobility hub – Portswood, Swaythling Active travel zone – St Denys Roads – reduced capacity on Portswood Road, increased capacity on Thomas Lewis Way, traffic signal improvements Rail: Solent Rail Connectivity
Bitterne, Hedge End	SCN2 & 3 Cycle Route Bus priority (including replacement / widening of Northam Rail Bridge, and traffic signal priority)
Woolston, Bitterne, Bursledon	SCN1, 2 and 5 cycle route (TCF) Bus priority and traffic signal priority Public transport interchange / local mobility hub / active travel zone–Woolston and Itchen Roads – Windhover roundabout and M27 junction 8 Rail: Solent Rail Connectivity

7.16 Other strategic improvements outside of the city include upgrades to the Strategic Road Network (M27 and M3 smart motorways, M27 junction 3, M27 junction 8 / Windhover roundabout, M3 junction 9); and the Southampton International Airport (runway extension).

7.17 After sustainable travel is maximised, and with a growing economy generating more trips, some people will still need to travel by car, and a significant proportion of goods are still likely to be sent by road. A balanced approach will be taken to managing road space in-

order to maximise sustainable travel whilst supporting necessary vehicle movements. In a range of locations road space for vehicles will be reduced to enhance streets and spaces for pedestrians and cyclists and to prioritise bus movements. Where required disabled parking and level/accessible routes will be provided. In other cases, particularly on the main road network, targeted improvements to enhance road capacity for traffic may be necessary.

- 7.18 Goods should be transported by rail, coastal shipping or by using vehicles efficiently wherever possible. The efficient use of delivery vehicles (or 'consolidation') should be achieved through Delivery Service Plans. Sustainable and local distribution centres can provide delivery consolidation points for 'last mile' deliveries using zero emission vehicles, and the hours of delivery can be controlled for new development.

City Centre

- 7.19 Within the city centre the aim is to connect the key destinations by a first-class public transport system and by creating a series of world-class civilised streets and spaces for people to walk and cycle. This will create a high-quality liveable city centre connecting people to the city's heritage, culture, waterfront and green spaces. Traffic will be encouraged to use the ring road where appropriate. The following measures will be implemented within the city centre:

Strategic Links

- 7.20 The strategic links specified in policy DE2 connect the main arrival points (transport gateways and hubs) with the final key destinations within the city centre. These include:
- Main arrival points: Central Station (rail); Albion Place (bus); Town Quay (ferry); and the main car parks (relocated to the inner ring road).
 - Key destinations: the primary shopping area; office and leisure areas; major development areas including at Mayflower Quarter and the Itchen Riverside Quarter; the waterfront; and the Port.
- 7.21 Streetscape and public realm improvements will be implemented along these routes to reduce the dominance of roads and create streets which are inclusive for everyone. 'Way finding' improvements will also be implemented, including signs, paving, lighting and activities.

Strategic Cycle Network (SCN)

- 7.22 All SCN routes connect through the City Centre. These will include dedicated facilities, and improvements to cycle crossing facilities at all junctions on the Ring Road. Two cross-city axis (Central Station-Six Dials and Charlotte Place-Town Quay) will aim to have segregation where appropriate to provide dedicated cycling spines into and across the City Centre.

Public Transport Interchanges

- 7.23 Multi-modal transport hubs will be created at the gateways of Central Station South (rail), Albion Place (bus), and Town Quay (ferry). These will provide multi-model facilities,

including for taxis, travel information and improved waiting and boarding facilities. Mass Rapid Transit (MRT) routes will connect the Central Station to the Port, Town Quay, Above Bar, St Marys and other key destinations.

Ring Road

7.24 The Ring Road around the city centre will be improved to accommodate traffic flows, bus priority at points where services cross, and cycle & pedestrian crossing facilities at all its major junctions. Traffic signal technology is coordinated and connected signage provides information and direction for visitors. Car parks will be consolidated and relocated to the Ring Road. The potential to realign West Quay Road (policy SI1 key option 1) would enable the existing route to become a spine for MRT, green parks, cycle and walking routes.

City Centre Core

7.25 The re-routeing of traffic to the ring road will enable roads within the core of the city centre to be recreated as streets, with more space for people. This will include an expansion of the main pedestrianised area around the Bargate, on Above Bar Street to link to Guildhall Square, Hanover Square, and at Civic Centre Place. In addition, the environment will be substantially improved supporting an expansion of green infrastructure (for example avenues of trees, sustainable drainage, meadow planting, green walls and public spaces). Bus services will be changed with existing routes along Bargate Street and Above Bar Street re-routed. A bus priority 'loop' will be created along New Road, Portland Terrace, Bernard Street, and Palmerston Road-Queensway, with new bus hubs at Vincents Walk and Above Bar Street, and improved bus stops.

Key Policy Options

National, regional and Council policy set clear aims to reduce the need to travel and support sustainable travel wherever possible. The policy sets out this approach and it is considered there are no reasonable alternatives to the general policy approach. Do you agree, or are there other key policy options we should consider?

Further options are likely to arise regarding the specific design of transport schemes, and these will be considered through transport planning processes).

Evidence

Existing Evidence:

- Transport strategies (listed above); City Centre Masterplan; draft Mayflower Quarter Masterplan

New Evidence:

- Sub regional transport model run (baseline and do something)
- Transforming Cities Fund bid business case

- West Quay Road – high level business case and engineering feasibility
- Northam Rail Bridge Safeguarding – scheme details.