

5 Partnership

There will be no easy way to meet our future transport in an affordable, sustainable and environmentally acceptable way. Government, local authorities, businesses and even the individual transport user will all have a role to play.

Partnership with Transport Providers

Transport for South Hampshire has a long standing partnership between the local transport authorities, the transport operators, the Highways Agency, and government bodies at regional and national level. The partnership takes decisions on the delivery of future transport initiatives through a formal Joint Committee. In the future TfSH could become one of England's first Integrated Transport Authorities.

Partnership with Business

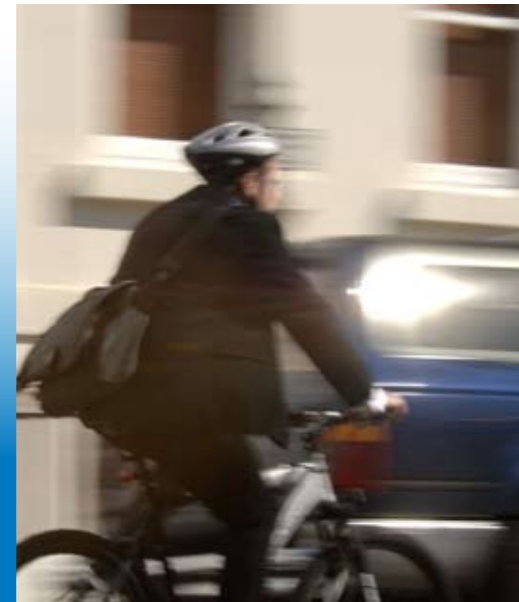
Congested, unreliable transport networks impose costs on business. But businesses have an important role in helping to deliver an effective, affordable transport system. Company travel plans can reduce unnecessary car use and make commercial sense. Businesses can develop more ambitious schemes with greater benefits by working together. Innovative technologies are opening up new opportunities to avoid the need to travel and fulfil the need to access services.

Partnership with Individuals

Transport problems are created by the individual choices made by millions of people every day. We have become over-dependent on the private car. Many urban car trips could be undertaken by other means, walking, cycling or public transport. This would help to reduce traffic congestion, while also addressing health concerns for an increasingly obese population.

Safer Routes to School projects are already reducing the impact of the school run whilst personal travel planning, by providing information directly to individuals, can reduce car use without an adverse effect on the individual's mobility or quality of life.

Wider implementation of these measures within communities, supported by investment to assist walking, cycling and public transport could make a major contribution to addressing our future transport needs.



“Are you part of the problem or part of the solution?”

“Part of the problem is convincing people we have a problem.”



6 Next step - the delivery plan

Reduce the need to travel

Land use planning decisions can help reduce the need to travel. For example, the redevelopment of Portsmouth's Northern Quarter will reduce the need to travel within and beyond the sub-region. The Strategic Development Areas at North Fareham and Hedge End will let people to live, work and be educated within the new communities, with good public transport and cycle links to nearby major centres for other employment, shopping and higher education needs.

Manage networks and resources efficiently and effectively

We will work closely with the Highways Agency to improve the management of the strategic road network and its feeder roads, together with other key routes across the sub-region and with the rail operators to improve rail services in South Hampshire, encouraging their use for local journeys.

TfSH will support growth at the Ports of Southampton and Portsmouth through joint working with the port operators and the ferry operators and at Southampton Airport with BAA and associated businesses at the airport.

A new freight strategy will be developed in consultation with the logistics industry to meet operators' needs and encourage a greater movement of freight by rail and sea.

Park and ride schemes will be provided to serve Southampton and Portsmouth city centres.

Travel Plans and Personal Travel Planning will encourage more efficient use to be made of new transport networks.

Invest where other options have been exhausted

In addition to the Reduce and Manage measures, the emerging priorities for investment to meet the needs of South Hampshire are:

- To improve the primary access to the sub-region, increasing capacity on the M3 corridor for road and rail.
- To provide access to the South Hampshire Strategic Employment Zone at Eastleigh and an associated package of rail improvements.
- To improve access between Southampton and the North / North East Hedge End Strategic Development Area
- To develop further opportunities for Strategic Traffic Management and the deployment of Intelligent Traffic Systems
- To implement Bus Rapid Transit network for South East Hampshire and serve the North Fareham Strategic Development Area
- To improve access between Port Solent and the redevelopment site at Tipner together with strategic park and ride to serve Portsmouth city centre and Gunwharf Quays.

To achieve these ambitious plans we will need funding from a number of public and private sources.

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1 Introduction

The South Hampshire sub-region stretches from the New Forest to the West Sussex border. It has three international gateways and is well served by rail and three motorways which provide good access into and across the area.

South Hampshire has been designated a 'growth area' to provide 80,000 new homes and two million square metres of new employment land by 2026. The councils that as local planning authorities together form PUSH, the Partnership for Urban South Hampshire, will achieve this through building two new settlements, north of Hedge End and Fareham, further development in both cities and the designation of a major employment site north of Southampton International Airport, as well as many smaller developments across the sub-region.

Whilst this growth is good for our future it poses challenges in terms of more traffic on our roads and possible damage to the environment. We need to plan to ensure that the good quality of life currently enjoyed by residents of South Hampshire continues and is safeguarded for future generations.

2 The Story So Far

Traffic in southern Hampshire has seen sustained growth since the 1960's. Despite major investment in new roads, including motorways, the demand for transport, and particularly by private car, has always exceeded the rate of supply. The rate of growth has been driven by changing lifestyles with an increased reliance on cars to meet the needs of an increasingly dispersed population, with employment and shopping facilities moving out of the cities and main urban areas.

Traffic levels on the area's motorways, other major roads and in the cities have now grown to the point where peak hour traffic congestion is common and incidents can lead to widespread disruption. Unless action is taken, congestion, with its adverse effects on the economy, is forecast to get much worse in future years.

Traffic studies have shown that an "Invest only" policy designed to meet even existing trends would need long stretches of five lane motorways in South Hampshire by 2026 as well as massive investment in local roads. Such expenditure is neither practical nor deliverable and even if it were would be environmentally damaging. A new approach which emphasises a reduction in the need to travel and better public transport options, making the best use of existing transport networks as well as selective and targeted investment in additional road capacity, is the basis of the TfSH/PUSH strategy.

Transport for South Hampshire (TfSH) is fundamental to that new approach. TfSH is a formal joint committee of the three highway authority councils, supported by a partnership of government bodies and businesses providing transport services. Complementing PUSH, TfSH is the delivery agent for sub-regional transport projects and programmes necessary to meet the transport requirements of the sub-region in line with the need for economic growth and continuing development.



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3 Vision

The Transport for South Hampshire vision

The vision for South Hampshire is to achieve economic growth whilst maintaining a high quality of life for all in a way that is sustainable in the long term - economic prosperity without harm to the environment. For this challenge to be met it is essential that all of the interested parties (national, regional and local public bodies, transport operators, business leaders and local communities) work together.

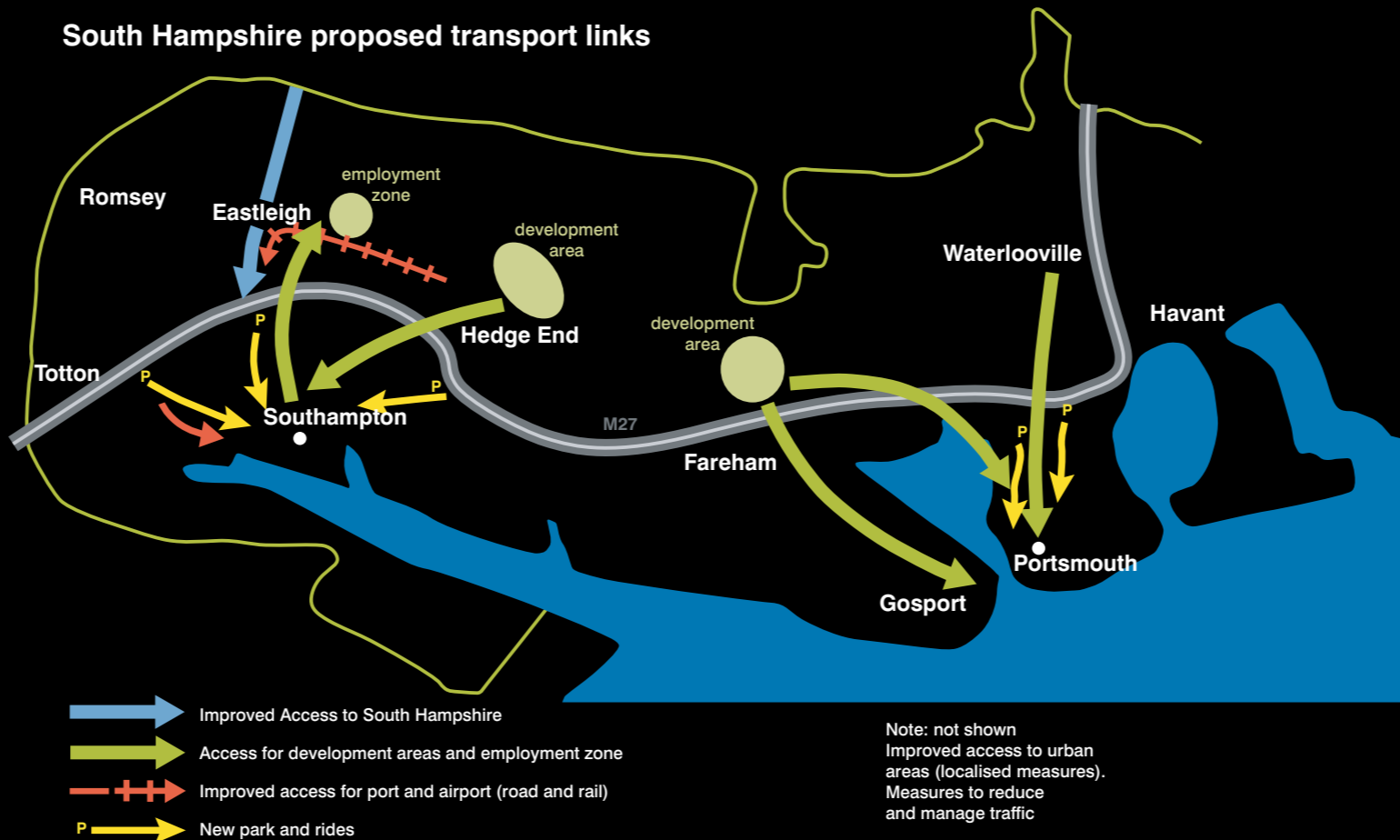
TfSH is developing an integrated transport system to meet future travel needs. Delivery of the growth strategy depends upon the achievement of a number of critical objectives for transport and accessibility.

Transport for South Hampshire's key objectives

- To develop and deliver sub-regional transport policies, interventions and systems
- To support and boost the economic competitiveness of the South Hampshire sub-region
- To meet the sub-region's future transport needs in the most sustainable way
- To support a good quality of life both now and in the future
- To pursue and secure funding for scheme delivery
- To provide strategic transport advice to PUSH



South Hampshire proposed transport links



4 The Strategy Reduce - Manage - Invest

Reduce

Reducing the need to travel, will reduce the demand for resources (including fossil fuels) by encouraging shorter journeys and more sustainable choices.

The strategy envisages the Reduce element being achieved by:

- maintaining the importance of the two cities
- prioritising development on brownfield sites
- where possible, co-locating homes, employment and retail facilities to reduce travel distance
- reducing car dependency and encouraging more walking and cycling, e.g. to work and school.
- planning for the long-term sustainability of new developments, by offering easy access by non-car modes.

Land use planning encouraging less car dependent lifestyles will be reinforced by investment, in improved public transport, encouraging walking and cycling and in personal travel planning to influence a change in people's travel behaviour. The challenge is to develop an affordable and acceptable combination of measures that can be implemented to deliver the economic and environmental objectives.

Manage

Networks will be managed to optimise their performance. Highways will be improved where the capacity of the wider network will benefit. Bus operators will be encouraged to develop premium, high quality networks more responsive to new and changing demands and thus increase patronage, provide travel choices and serve the new developments. A new Bus Rapid Transit network will link the largest communities. The rail network in South Hampshire could increasingly help to meet local transport needs.

Advances in technology, together with local highway schemes where they will relieve bottlenecks or improve the overall performance of the network, will enable highway capacity to be better managed, particularly at times of major events or incidents. In the longer term, measures may be required to prioritise use of the available capacity.

Invest

Some new infrastructure will be essential to achieve the growth and the improvement in economic viability of South Hampshire, yet still maintain a high quality of life for residents and visitors.

Much of the growth up to 2016 will be on brownfield sites closely associated with the cities. It is vital that supporting transport investment takes place concurrent with the development, to create the social conditions that will reinforce a new, sustainable approach to meeting travel demand. From 2016 there will be more green field development, creating further demands for new transport infrastructure whilst placing greater demands on the existing network.

Without investment the current transport system – and especially the road network – will not cope with these future developments. Investment to improve capacity will be vital but there remains a limit to the amount of additional traffic that the motorways can accommodate. This is a serious challenge because much of the residential and economic growth will feed onto the motorways.

It is vital that future transport demands be forecast as accurately as possible to ensure that appropriate networks are in place to meet needs and that a range of infrastructure investments are planned. To do this a multi-modal transport model for South Hampshire is required. This will forecast capacities for additional growth on the existing strategic and local road networks to determine the effect of different interventions and to help assess the best measures to develop and implement.