

## 6 Transport

- 6.1 Effective transport is one of the preconditions for economic growth in South Hampshire. The sub-region has many strengths in transport terms: a comprehensive network of strategic roads, good rail links to London, the rest of the South East and further afield, an expanding international airport and two thriving ports dealing with both commercial and passenger traffic. But we also have complex journey to work patterns that reflect the multi-centred geography of South Hampshire. A high proportion of trips are currently undertaken by private motor car (78%), often single occupancy, leading to significant congestion issues on the strategic and local road networks.
- 6.2 One of the most pressing challenges that must be addressed is the significant increase in travel demand that will result from the proposed economic growth in South Hampshire. Without a dramatic shift away from single occupancy car use, this will result in even higher levels of traffic congestion and the environmental degradation associated with it.
- 6.3 Against the requirement for growth, demand for mobility continues to increase and considerable pressures are being exerted on our transport systems. Roads are getting busier, with congestion on the trunk road network now a daily occurrence, while demand for rail travel has increased massively beyond expectations and there are now capacity constraints on further growth for both passengers and freight. At the same time, plans for expanded activity at Southampton International Airport and substantial growth in port activity (particularly at Southampton), are compounding the challenges. Transport solutions are needed that provide more reliable journeys for both passengers and freight, but which also attempt to balance the diverse current and future demands against economic and environmental objectives.
- 6.4 The Department for Transport (DfT) report 'Delivering a Sustainable Transport System' (November 2008), which pulls together the Stern Review with its challenge to cut emissions of CO<sub>2</sub> and the Eddington Report<sup>1</sup> with its links between transport and economic vitality, has formed the framework we have used to guide our future transport investment proposals. The Government's five goals are:
- to **support** national **economic** competitiveness and **growth**, by delivering reliable and efficient transport networks;
  - to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change**;
  - to **contribute to better safety, security and health** and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health;

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<sup>1</sup> HM Treasury (December 2006) *The Eddington Transport Study*.

- to **promote** greater **equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society;
- to **improve quality of life** for transport users and non-transport users, and to promote a **healthy natural environment**.

6.5 **Supporting economic growth** whilst **tackling climate change** will be the key focus for the South Hampshire sub-region.

6.6 These goals are entirely consistent with the aspirations of Transport for South Hampshire (TfSH), PUSH's partner in delivering transport improvements<sup>2</sup>. In autumn 2009, through TfSH and on behalf of the DfT, the South East England Partnership Board (SEEPB) commissioned a Stage 1 DaSTS study for the South Hampshire sub-region. This aims to produce a range of possible DaSTS compliant transport options to address sub-regional growth from 2014 onwards. A potential Stage 2 study will refine the work from Stage 1 to determine a detailed transport investment and intervention programme in South Hampshire for the 2014 to 2019 five year period and a less detailed programme for the five subsequent years, all set within the context of a 30 year strategy.

6.7.1 The following list was published in the first South Hampshire MAA and represents desired transport outcomes which support wider sub-regional objectives. These priority interventions remain of relevance, but the emphasis in this MAA refresh is focussed on public transport measures.

Transport outcomes
• Reduced reliance on the car as the travel mode of choice.
• Improved management of the road network to optimise its effectiveness.
• New and improved junction capacity on strategic highways to access major employment sites such as Eastleigh Riverside and new communities being developed.
• New and improved public transport networks, including a bus rapid transit system, to link new and existing communities.
• Better rail links within the sub-region and increased use of rail to deliver fast and efficient services both for passengers and freight traffic.
• Better information systems to allow travellers to make more informed choices.
• Integrated transport to enable travellers to make joined-up journeys without resorting to using a car.
• A freight strategy to enable economic needs to be met in a sustainable manner.

6.8 A fuller exposition of proposals for delivering the strategic transport objectives for South Hampshire is set out in the Statement 'Towards Delivery' published by Transport for South Hampshire (April 2008). This has been further developed by the publication of a 'Freight Strategy' (January 2009) and the recent approval for independent validation of a comprehensive draft 'Reduce Strategy' (September 2009).

<sup>2</sup> Transport for South Hampshire (TfSH) is a delivery agency comprising the three strategic transport authorities in South Hampshire – Portsmouth City Council, Southampton City Council and Hampshire County Council, together with a wide range of transport stakeholders.

- 6.9 The first Agreement contained an Outcome 6 that concentrated on the Highways aspect for the initial submission in June 2008. This resulted in the signing of a Memorandum of Understanding with the Highways Agency in October 2008. This has been followed by financial contributions towards the development of a sub-regional evidence base. Additionally, TfSH was successful in securing monies from the Community Infrastructure Fund and the first phase of a **Bus Rapid Transit** system for South East Hampshire will be completed by March 2011. The HA is considering whether (and if so when) it would be appropriate to conduct an Active Traffic Management Pilot, that could include proposals for hard shoulder running. Outcomes to tackle rail, bus and other transport elements are now the prime focus for this MAA refresh, hence the development of a new Outcome 6.

**OUTCOME 6 : IMPROVED PUBLIC TRANSPORT**

Deliver a step change in the perception, reliability and use of bus, rail and ferries. Ensure effective buy-in from operators and national agencies through the signing of a Bus Partnership Agreement and MoU for Rail that will result in significant modal shift for passengers and increased capacity for the movement of freight.

***Our Proposals***

- 6.10 In this revised Agreement, we are focusing on creating a sustainable policy framework for a range of interventions that will ensure that improved public transport supports development and helps to overcome transport constraints on economic growth.
- 6.11 Action is needed to **cement the relationship with Network Rail**, in order to provide a basis to consider the impacts of development in the sub-region. In this context, the new partnership would enable a balance to be struck between securing growth and maximising the use of rail (which will also help to maintain a sufficiently resilient highway network in an environmentally sensitive area), and between the impacts on the strategically important national routes for freight and long-distance passenger travel and the development of stations as key hubs within local communities. Our intention would be to negotiate a **Memorandum of Understanding** to ensure that the sub region's priorities are reflected in the future planning of Network Rail, DfT rail and insofar as relevant the TOCs.
- 6.12 We need to build on the **establishment of a South Hampshire Bus Operators Association** (which encompasses every operator of local bus services in the sub-region), to ensure that they play a full role in delivering modal shift from private motor cars to bus. By working together we can ensure that economic growth is delivered in the most sustainable manner possible, minimising pollution and freeing up congested roadspace. We want to develop a high-quality, accessible and legible modern bus network for South Hampshire. Our plan is to sign a formal **Partnership Agreement** with SHBOA that will contain challenging targets on increasing bus patronage, improvements to reliability and punctuality, consistent (legible) publicity and

information and development of the Solent Travelcard into a genuine multi-modal Smartcard.

- 6.13 By working more closely with NR and SHBOA to consider together the impacts of development and appropriate interventions on the rail and bus networks, we will be better placed to address the impacts of planned growth.
- 6.14 Typically, increased traffic is an inevitable consequence of economic and housing growth. This carries with it, in the short term, potential for increased congestion, poor accessibility to key development areas and deteriorating journey time reliability. However, over the long time horizon of the South Hampshire Sub-Regional Strategy, and with the right investment in measures across all three elements of TfSH's '**Reduce-Manage-Invest**' approach, sustainable solutions will address these impacts. For instance, TfSH propose a package of measures to reduce the need to travel and better management of transport networks, including improved public transport, park and ride, traffic management and information systems.
- 6.15 In particular, the recently published Port of Southampton MasterPlan (2009) envisages substantial long-term growth in port activity and taken together with the surge in internet shopping generating a dramatic increase in numbers of LGV movements, we seek support from Government in formalising our already good relationship with NR and to assist in fostering closer joint working with SHBOA.

#### Enabling Measure 6:

Development of the Department for Transport and NR relationship with Transport for South Hampshire to facilitate a balanced approach to the delivery of the sub-regional strategy, and management of the rail network to achieve economic growth and improve accessibility.

This to be achieved by:-

- developing a formal Memorandum of Understanding as a framework within which the parties will operate and develop their approaches.

The Department for Transport and GOSE to be co-signatories to a formal Partnership Agreement with SHBOA which will deliver increased mode share for bus based public transport, minimising congestion and pollution on South Hampshire's roads.

#### ***Our ask of Government***

- 6.16 **Memorandum of Understanding.** National programmes for rail investment need to take greater account of the need to help remove barriers to economic growth, such as that proposed in South Hampshire. We therefore seek Government support to developing a formal Memorandum of Understanding as a framework within which the relevant parties, particularly Network Rail can work together on shared priorities for growth on the rail network. This could be based on the Network Rail MoU with Transport for London and those proposed in Manchester, Leeds and North Kent.

- 6.17 **Flexibility.** We would welcome dialogue with DfT and OFT in respect of the potential relaxation of certain rules and regulations that currently govern bus operation. A possible example being the 50km single driver change rule. Responsibility for Concessionary Fares in South Hampshire lies with the two Unitary City Councils and the lower-tier District Councils, the District responsibility will be passed up to Hampshire County Council from April 2011 and this will be an opportune moment to consider policy harmonisation across South Hampshire.
- 6.18 **Smartcards.** TfSH seeks a joint commitment with Government to the earliest possible implementation of ITSO compliant rail Smartcard systems, in advance of currently envisaged timescales. This is essential to ensure interoperability with bus and ferries. We intend to build on the success of Solent Travelcard and develop a premium sub-regional Smartcard that will be the multi-modal (bus, rail and ferry) product of choice for those travelling in and throughout South Hampshire.
- 6.19 The proposed timetable for implementing these actions is as follows:

Component	Actions	Deadline
a) Developing a formal Memorandum of Understanding for rail as a framework within which the parties will operate and develop their approaches	1) Establish a core group to develop Memorandum of Understanding comprising DfT/GOSE/NR/TfSH	End Feb 2010
	2) Meeting of core group	Early April 2010
	3) Draft Memorandum of Understanding	Early May 2010
	4) Final Draft Memorandum of Understanding	Mid July 2010
	5) Sign off	End Sept 2010
b) Working together with bus operators to sign a formal Partnership Agreement with SHBOA	1) Draft Partnership Agreement	Early Feb 2010
	2) Finalise Agreement	Early May 2010
	3) Sign Agreement	Late June 2010
c) Working together on the early roll-out of multi-modal Smartcards	1) TfSH to produce a position paper for discussion	Late Feb 2010
	2) Meeting TfSH/DfT/NR/SHBOA/SWT	Mid April 2010
	3) Agree an accelerated framework and flexible funding package to deliver a real step-change	End Sept 2010

### ***Impact of the Enabling Measure***

- 6.20 This closer working relationship with NR would add a new dimension to delivering the sub-regional strategy in South Hampshire, by assisting the delivery of development (housing and employment) that supports economic growth, whilst at the same time protecting the high-quality environment of South Hampshire.
- 6.21 The enabling measure would strengthen the existing partnership with SHBOA to deliver a significantly improved bus network without the need for ongoing subsidy. The implication of not agreeing to the requests on flexibility and accelerated implementation of Smartcards is that bus use is likely to continue to fall in relative terms, people will be discouraged from using different types of public transport and the increased car use this implies will hamper economic development, increase congestion and worsen pollution throughout South Hampshire.