

Solent Public Transport Network Vision

Atkins

29th June 2016



Solent Transport Rapid Transit Study

Objectives

- Develop a strategic vision for public transport service delivery to 2036
- Based on housing/employment plans with support for economic growth aspirations
- Reflect plans of providers
- Aligned with outputs from other initiatives
- Identify key opportunities to enhance public transport network while recognising functional constraints
- Incremental public transport improvements/investments

Bus

DataShine Census

The 2011 Census, mapped with context
Using ONS Quick Statistics data for England & Wales.
Also available for Scotland.

About Comments? Reset view

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KEY

Method of travel to work
Bus, minibus or coach

Look key | Space equally

Rescale for current view

0 LO	0%
Average	1.4%
2.0 LO	4.6%
3.0 LO	9.3%
4.0 LO	14%
5.0 LO	18.7%
6.0 LO	23.4%
7.0 LO	28.1%
	32.7%
	100%

Alderbury and Whiteparish
Wiltshire, South West

Area code: E20165042

DATA CHOOSER

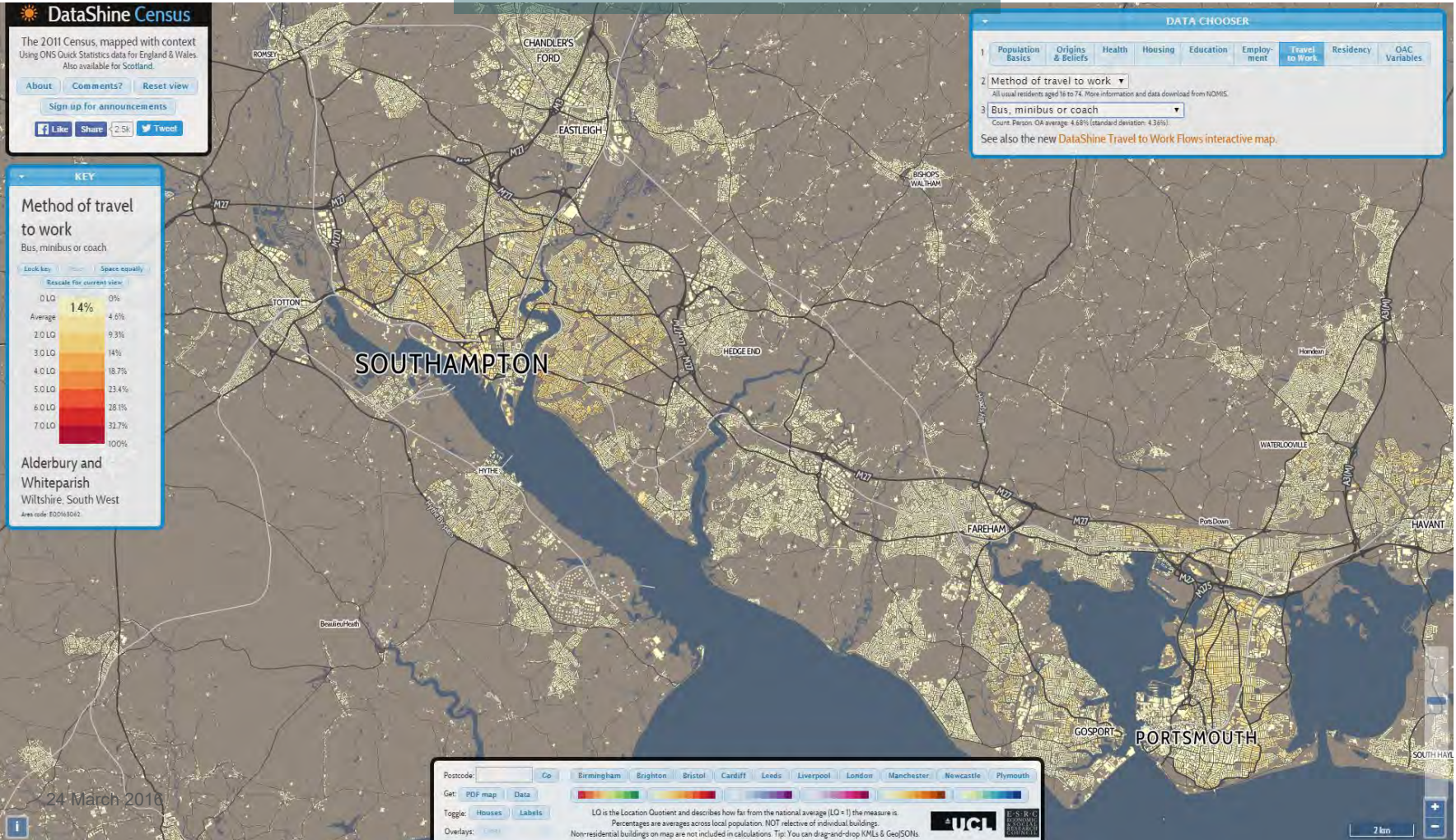
1 Population Basics | Origins & Beliefs | Health | Housing | Education | Employment | **Travel to Work** | Residency | OAC Variables

2 Method of travel to work

3 Bus, minibus or coach

Count: Person OR average: 4.68% (standard deviation: 4.36%)

See also the new [DataShine Travel to Work Flows interactive map](#).



24 March 2016

Postcode: Co Birmingham Brighton Bristol Cardiff Leeds Liverpool London Manchester Newcastle Plymouth

Get: PDF map Data

Toggle: Houses Labels

Overlays:

LO is the Location Quotient and describes how far from the national average (LO = 1) the measure is. Percentages are averages across local population, NOT reflective of individual buildings. Non-residential buildings on map are not included in calculations. Tip: You can drag-and-drop KMLs & GeoJSONs.

UCL

Car

DataShine Census

The 2011 Census, mapped with context
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Also available for Scotland.

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KEY

Method of travel to work

Driving a car or van

Look key Zoom Space equally

Rescale for current view

0 LO	0%
0.44 LO	16.4%
0.62 LO	33.4%
0.81 LO	30.3%
Average	37.3%
1.2 LO	44.2%
1.4 LO	51.2%
1.6 LO	58.2%
	100%

Redlynch and Landford
Wiltshire, South West

Area code: E02063054

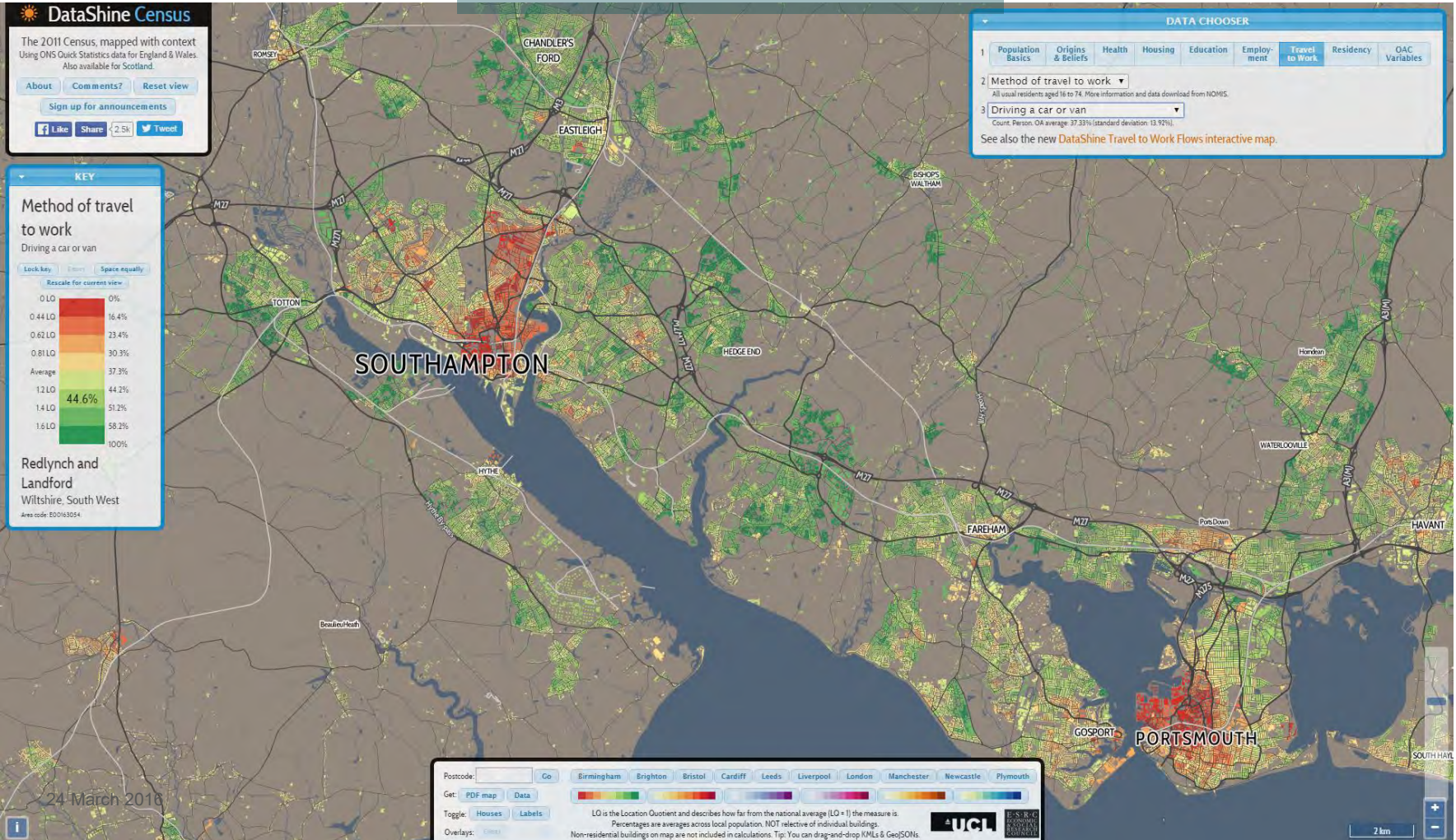
DATA CHOOSER

1 Population Basics Origins & Beliefs Health Housing Education Employment **Travel to Work** Residency OAC Variables

2 Method of travel to work ▾
All usual residents aged 16 to 74. More information and data download from NOMIS.

3 Driving a car or van ▾
Count: Person: OA average: 37.33% (standard deviation: 13.92%)

See also the new [DataShine Travel to Work Flows interactive map](#).



Postcode: Go Birmingham Brighton Bristol Cardiff Leeds Liverpool London Manchester Newcastle Plymouth

Get: PDF map Data

Toggle: Houses Labels

Overlays:

LO is the Location Quotient and describes how far from the national average (LO = 1) the measure is. Percentages are averages across local population. NOT reflective of individual buildings. Non-residential buildings on map are not included in calculations. Tip: You can drag-and-drop KMLs & GeoJSONs.

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Southampton: Bus

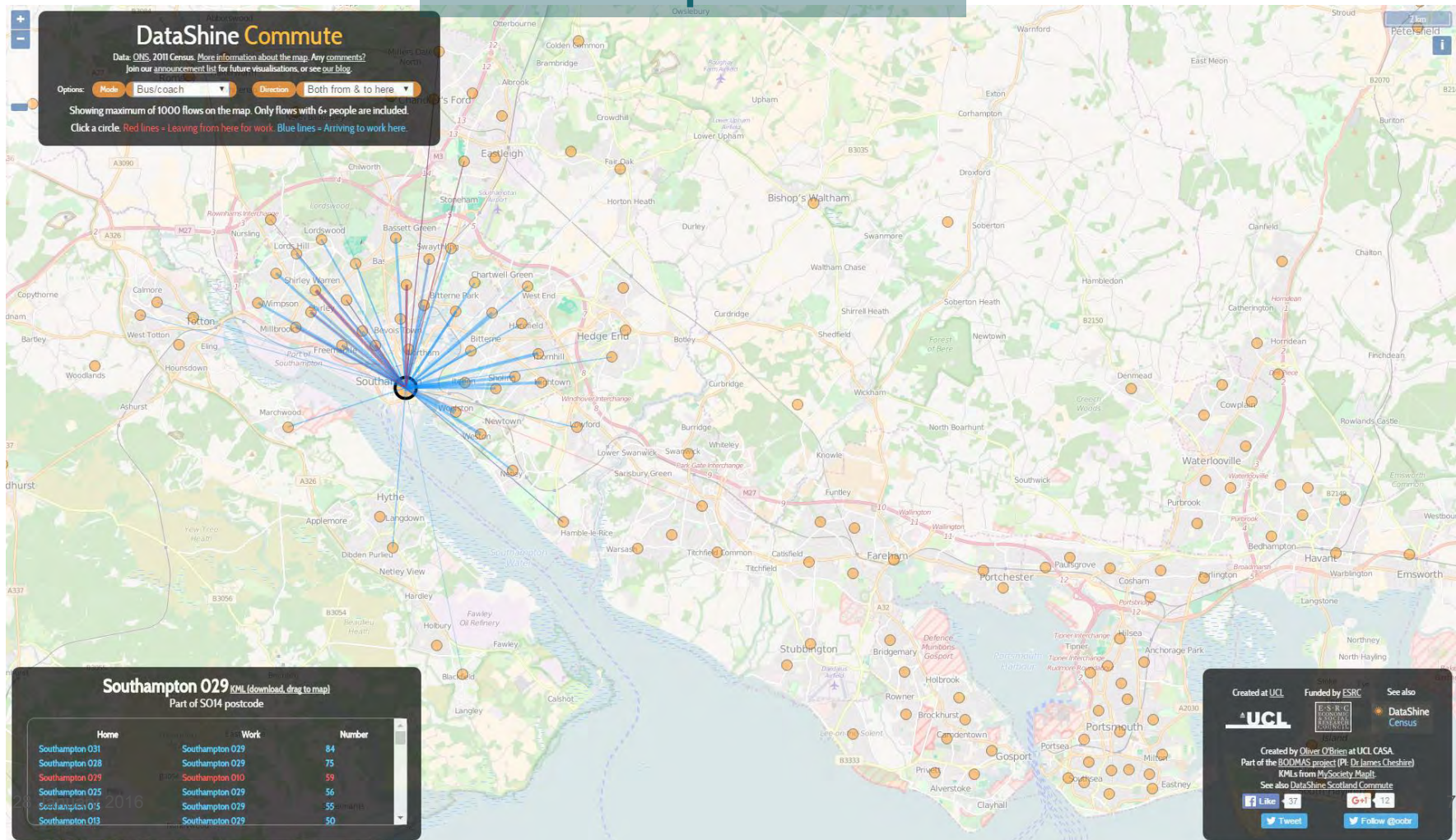
DataShine Commute

Data: ONS, 2011 Census. More information about the map. Any comments?
Join our announcement list for future visualisations, or see our blog.

Options: Mode: **Bus/coach** Direction: **Both from & to here**

Showing maximum of 1000 flows on the map. Only flows with 6+ people are included.

Click a circle. Red lines = Leaving from here for work. Blue lines = Arriving to work here.



Southampton 029 KML (download, drag to map) Part of SO14 postcode

Home	Work	Number
Southampton 031	Southampton 029	84
Southampton 028	Southampton 029	75
Southampton 029	Southampton 010	59
Southampton 025	Southampton 029	56
Southampton 015	Southampton 029	55
Southampton 013	Southampton 029	50

Created at UCL Funded by ESRC See also
UCL ESRC DataShine
Census

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Part of the BODMAS project (PI: Dr James Cheshire)
KMLs from MySociety MapIt
See also DataShine Scotland Commute

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Southampton: Train

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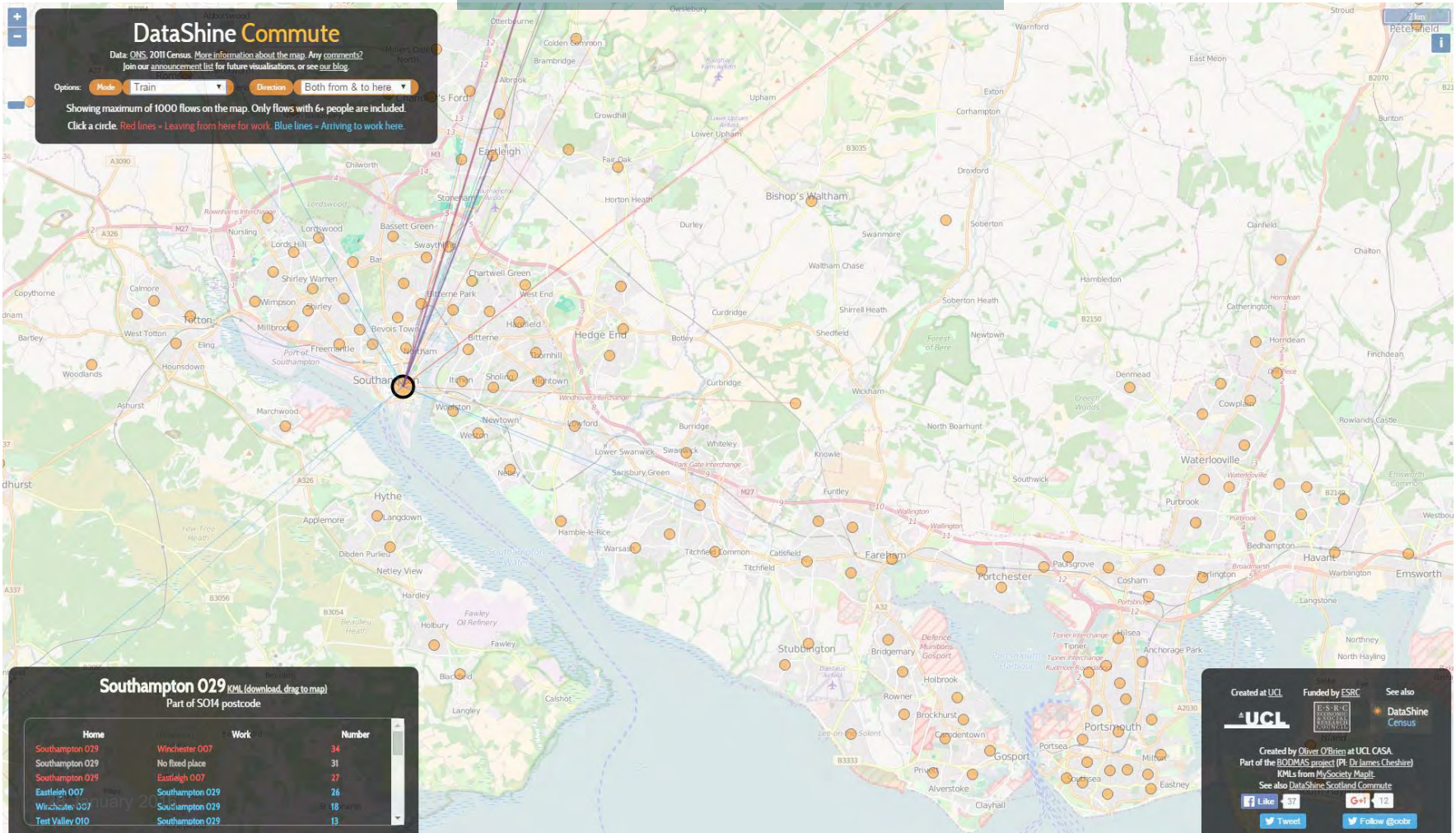
DataShine Commute

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Options: Mode: **Train** Direction: **Both from & to here**

Showing maximum of 1000 flows on the map. Only flows with 6+ people are included.

Click a circle. Red lines = Leaving from here for work. Blue lines = Arriving to work here.



Southampton O29 KML (download, drag to map) Part of SO14 postcode

Home	Work	Number
Southampton O29	Winchester O07	34
Southampton O29	No fixed place	31
Southampton O29	Eastleigh O07	27
Eastleigh O07	Southampton O29	26
Witchamere O07	Southampton O29	18
Test Valley O10	Southampton O29	13

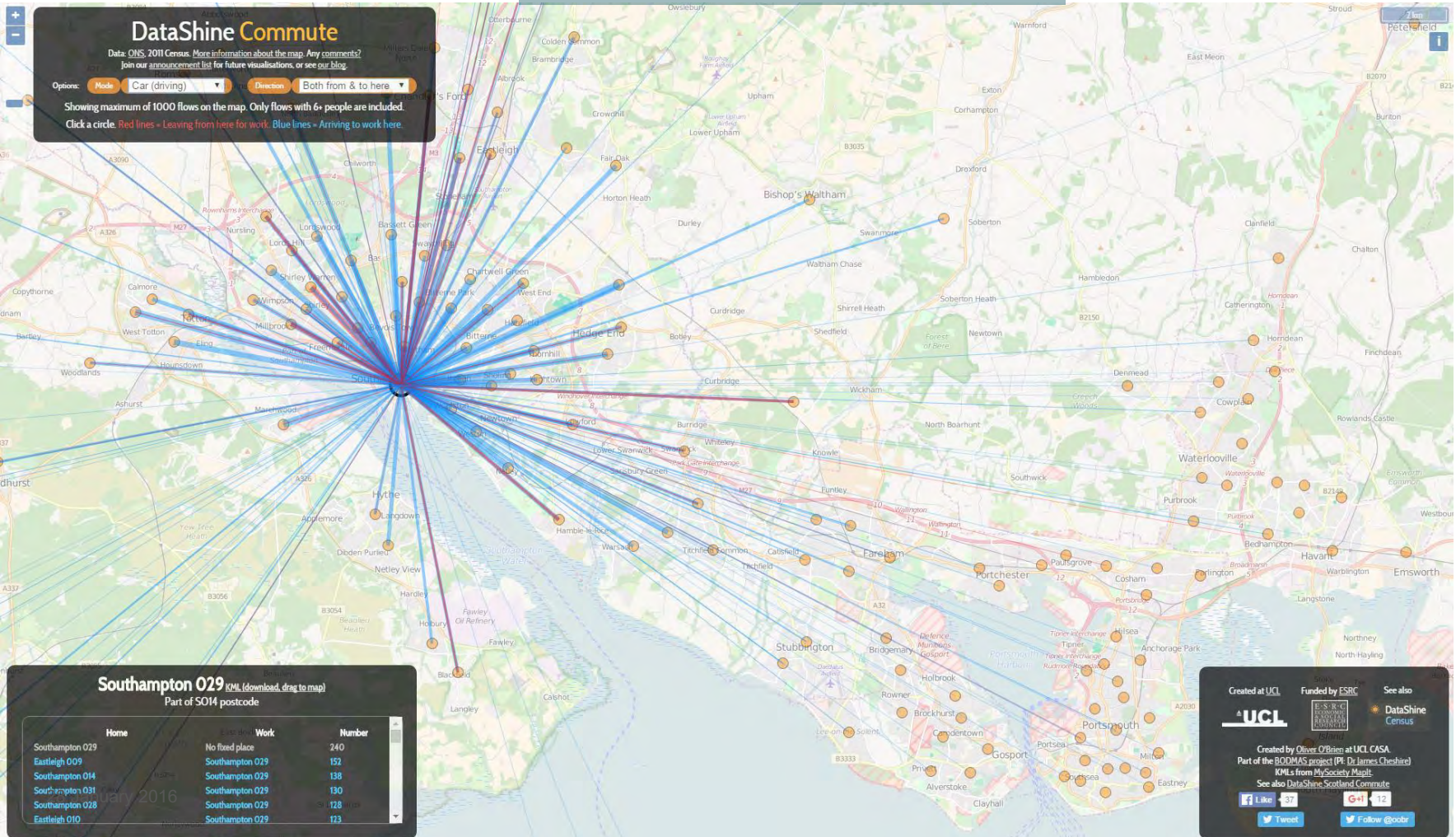
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Southampton: Car

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DataShine Commute
 Data: ONS, 2011 Census. More information about the map. Any comments?
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Options: Mode: **Car (driving)** | Direction: **Both from & to here**

Showing maximum of 1000 flows on the map. Only flows with 6+ people are included.
 Click a circle. Red lines - Leaving from here for work. Blue lines - Arriving to work here.

Southampton O29 KML (download, drag to map)
 Part of SO14 postcode

Home	Work	Number
Southampton O29	No fixed place	240
Eastleigh O09	Southampton O29	152
Southampton O14	Southampton O29	138
Southampton O31	Southampton O29	130
Southampton O28	Southampton O29	128
Eastleigh O10	Southampton O29	113

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Portsmouth & Southsea: Bus

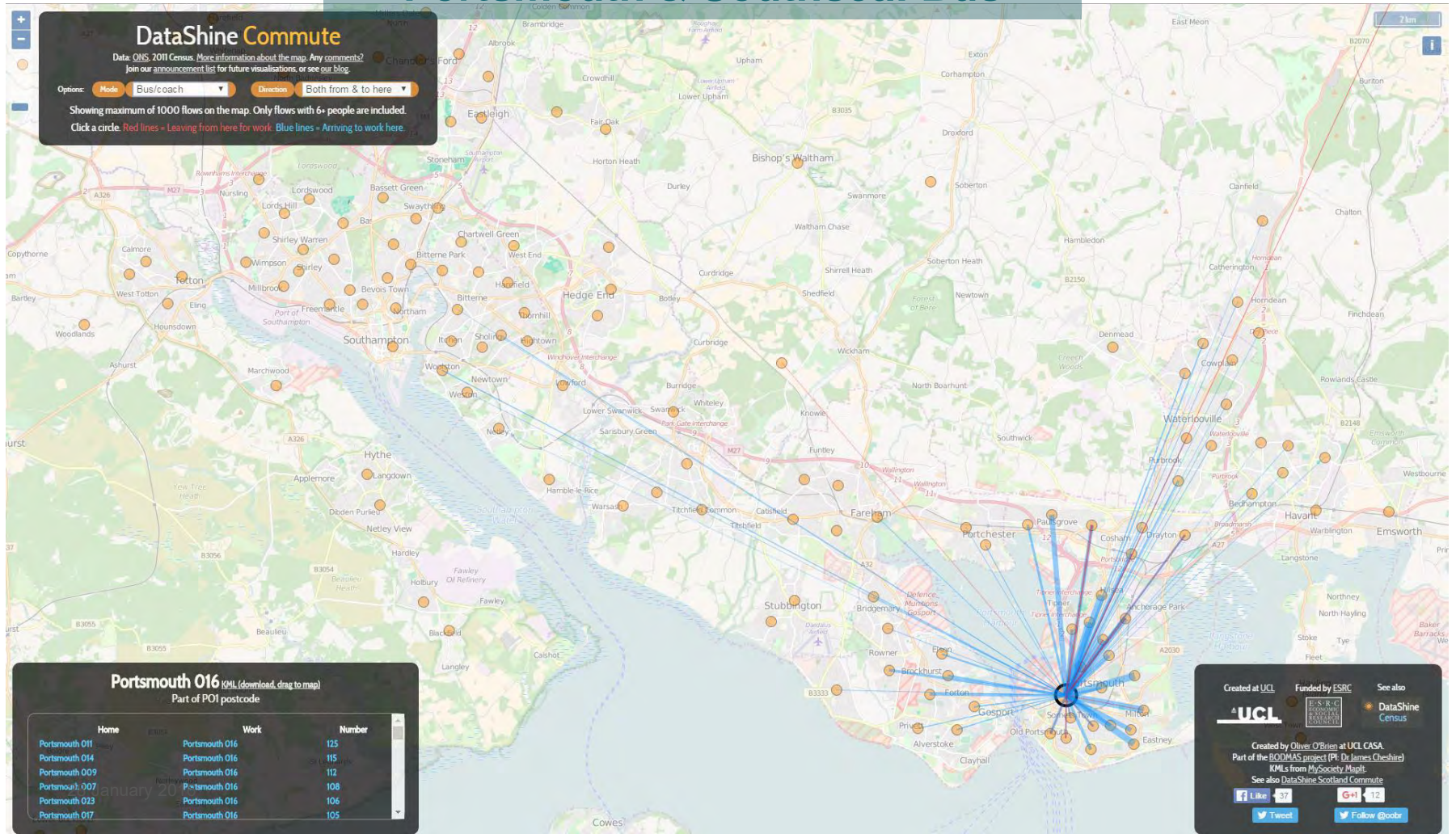
DataShine Commute

Data: ONS, 2011 Census. [More information about the map.](#) [Any comments?](#)
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Options: **Mode** Bus/coach **Direction** Both from & to here

Showing maximum of 1000 flows on the map. Only flows with 6+ people are included.

Click a circle. Red lines = Leaving from here for work. Blue lines = Arriving to work here.



Portsmouth 016 (KML download, drag to map) Part of POI postcode

Home	Work	Number
Portsmouth 011	Portsmouth 016	125
Portsmouth 014	Portsmouth 016	115
Portsmouth 009	Portsmouth 016	112
Portsmouth 007	Portsmouth 016	108
Portsmouth 023	Portsmouth 016	106
Portsmouth 017	Portsmouth 016	105

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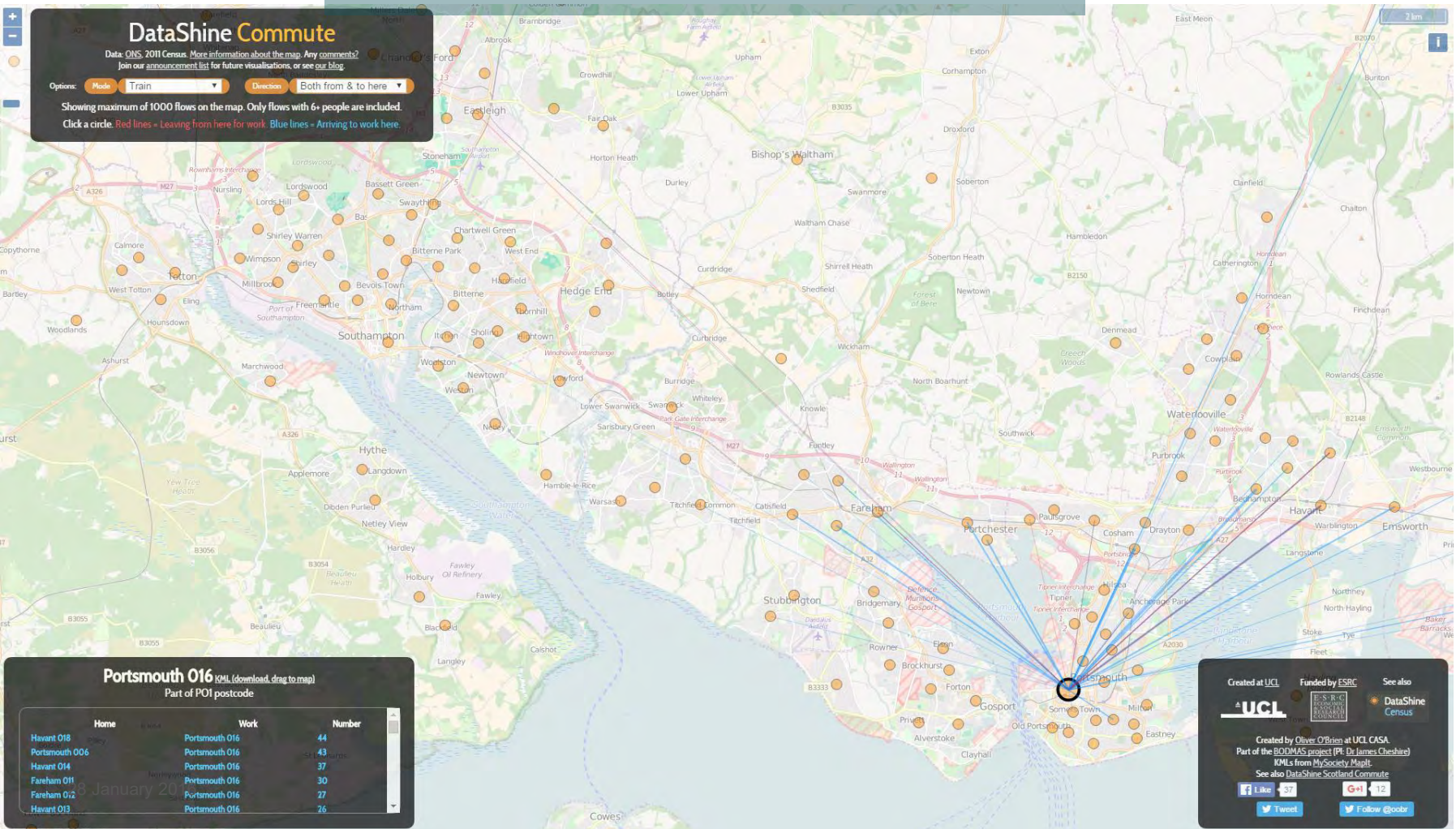
Portsmouth & Southsea: Train

ATKINS

DataShine Commute
 Data: ONS, 2011 Census. More information about the map. Any comments?
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Options: Mode **Train** Direction **Both from & to here**

Showing maximum of 1000 flows on the map. Only flows with 6+ people are included.
 Click a circle. Red lines = Leaving from here for work. Blue lines = Arriving to work here.



Portsmouth O16 (KML, download, drag to map)
 Part of POI postcode

Home	Work	Number
Havant O18	Portsmouth O16	44
Portsmouth O06	Portsmouth O16	43
Havant O14	Portsmouth O16	37
Fareham O11	Portsmouth O16	30
Fareham O12	Portsmouth O16	27
Havant O13	Portsmouth O16	26

18 January 2015

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 DataShine Census

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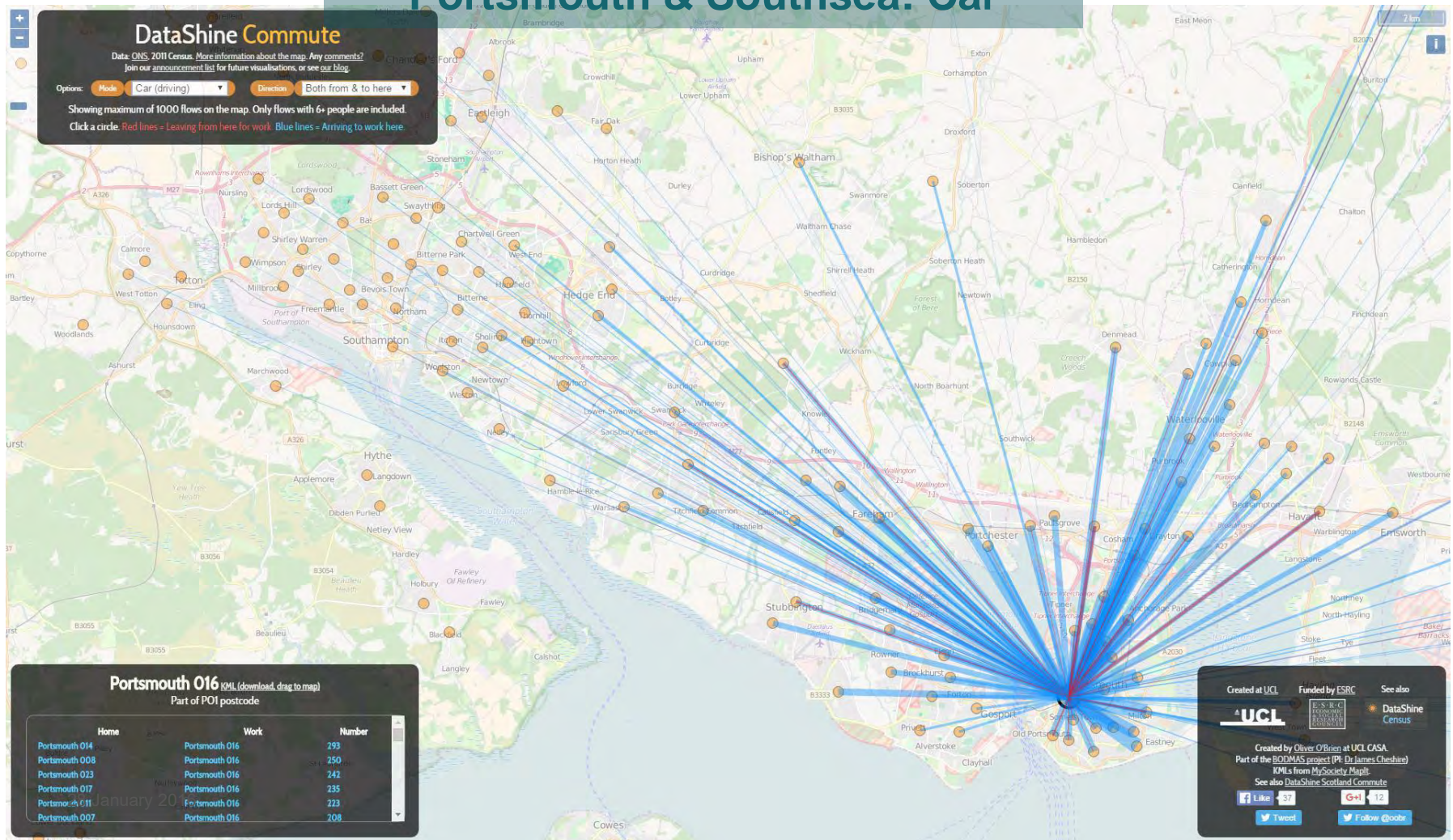
Portsmouth & Southsea: Car

DataShine Commute

Data: ONS, 2011 Census. More information about the map. Any comments?
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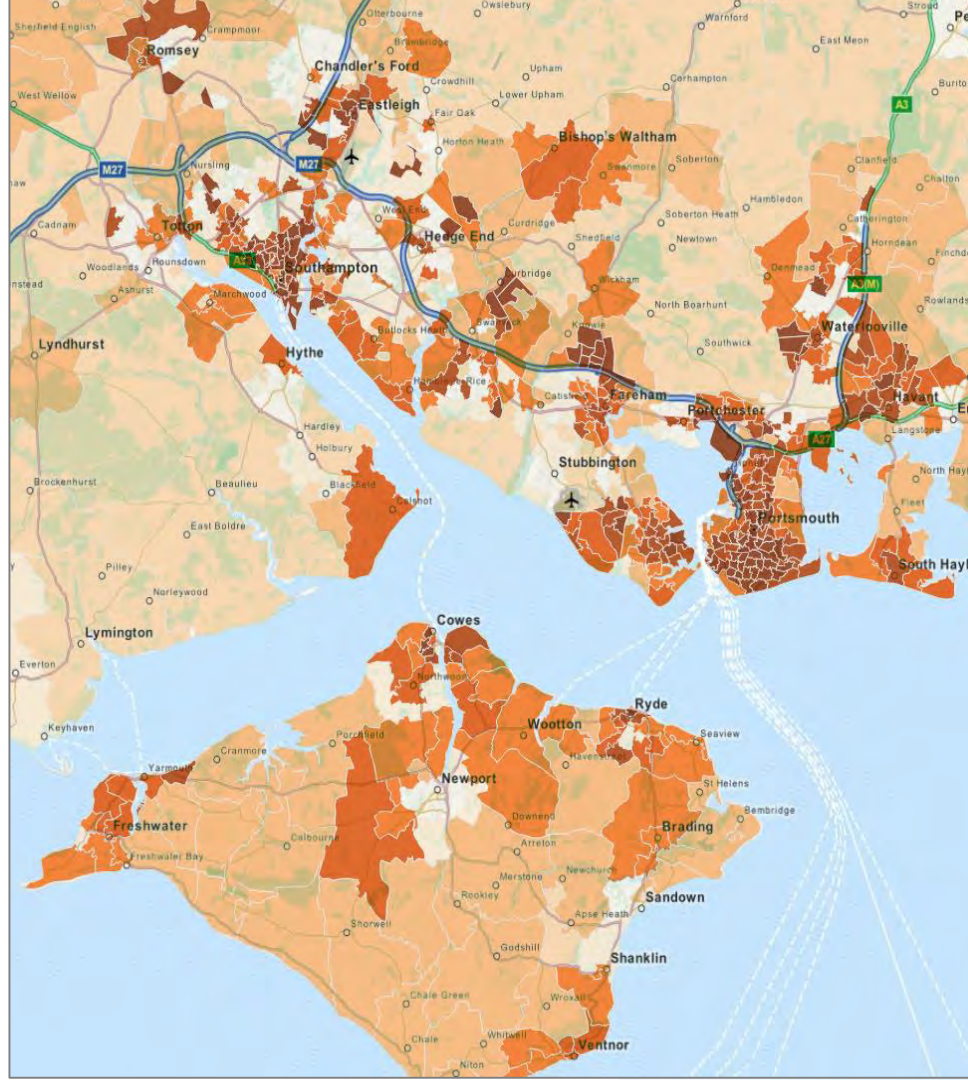
Portsmouth O16 (KML (download, drag to map))
Part of POI postcode

Home	Work	Number
Portsmouth O14	Portsmouth O16	293
Portsmouth O08	Portsmouth O16	250
Portsmouth O23	Portsmouth O16	242
Portsmouth O17	Portsmouth O16	235
Portsmouth O11	Portsmouth O16	223
Portsmouth O07	Portsmouth O16	208

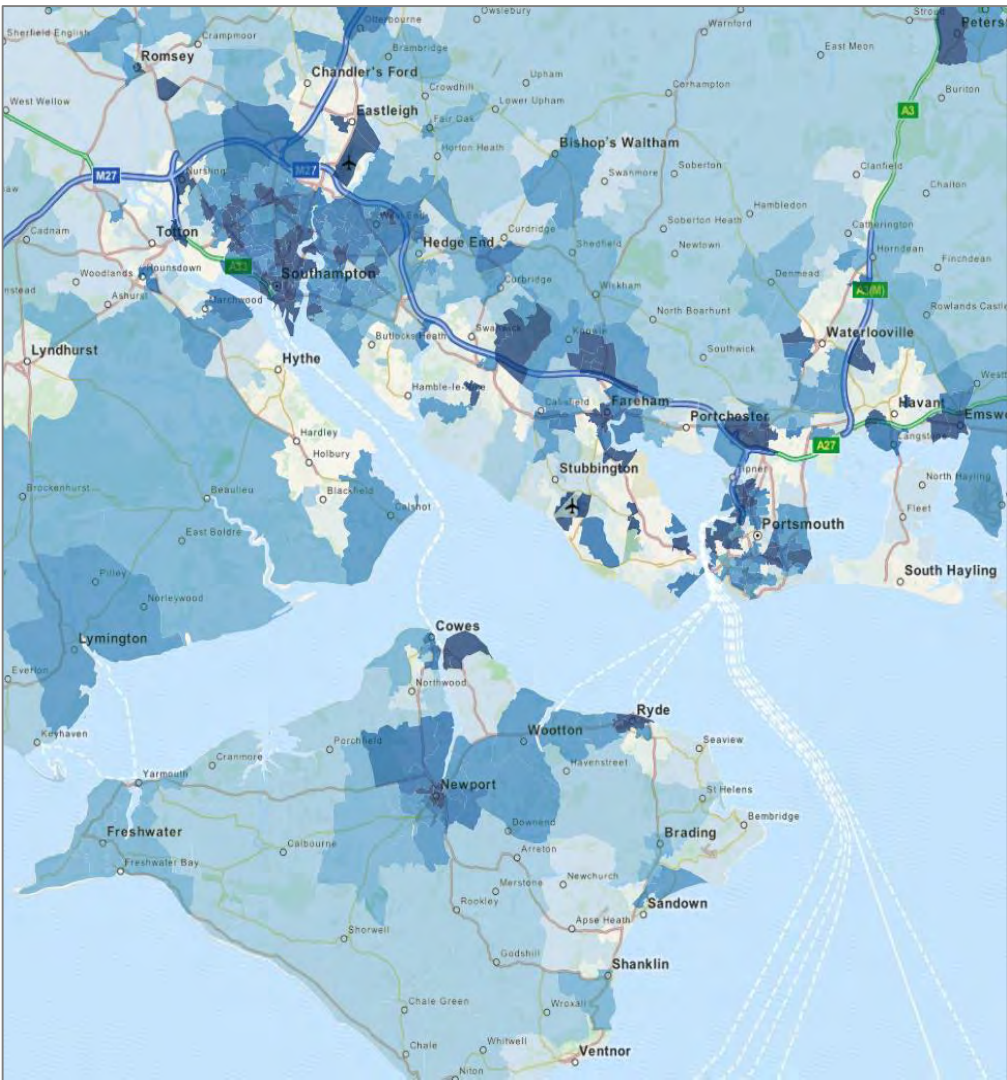
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 Created by Oliver O'Brien at UCL CASA.
 Part of the BODMAS project (PI: Dr James Cheshire)
 KMLs from MySociety MapIt.
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Change in Population Density



Change in Employment Density



Transport Network Characteristics and Outlook

- Trip origins and destinations are increasingly diverse
- In places development design is effectively designing out a viable public transport offering
- Private car use is high and is likely to remain so
- The cost of congestion is a barrier to future growth
- Bus patronage is increasing on corridors into Southampton and Portsmouth with considerable potential for growth
- Contradictory opinions about the value of improving connectivity between Southampton and Portsmouth





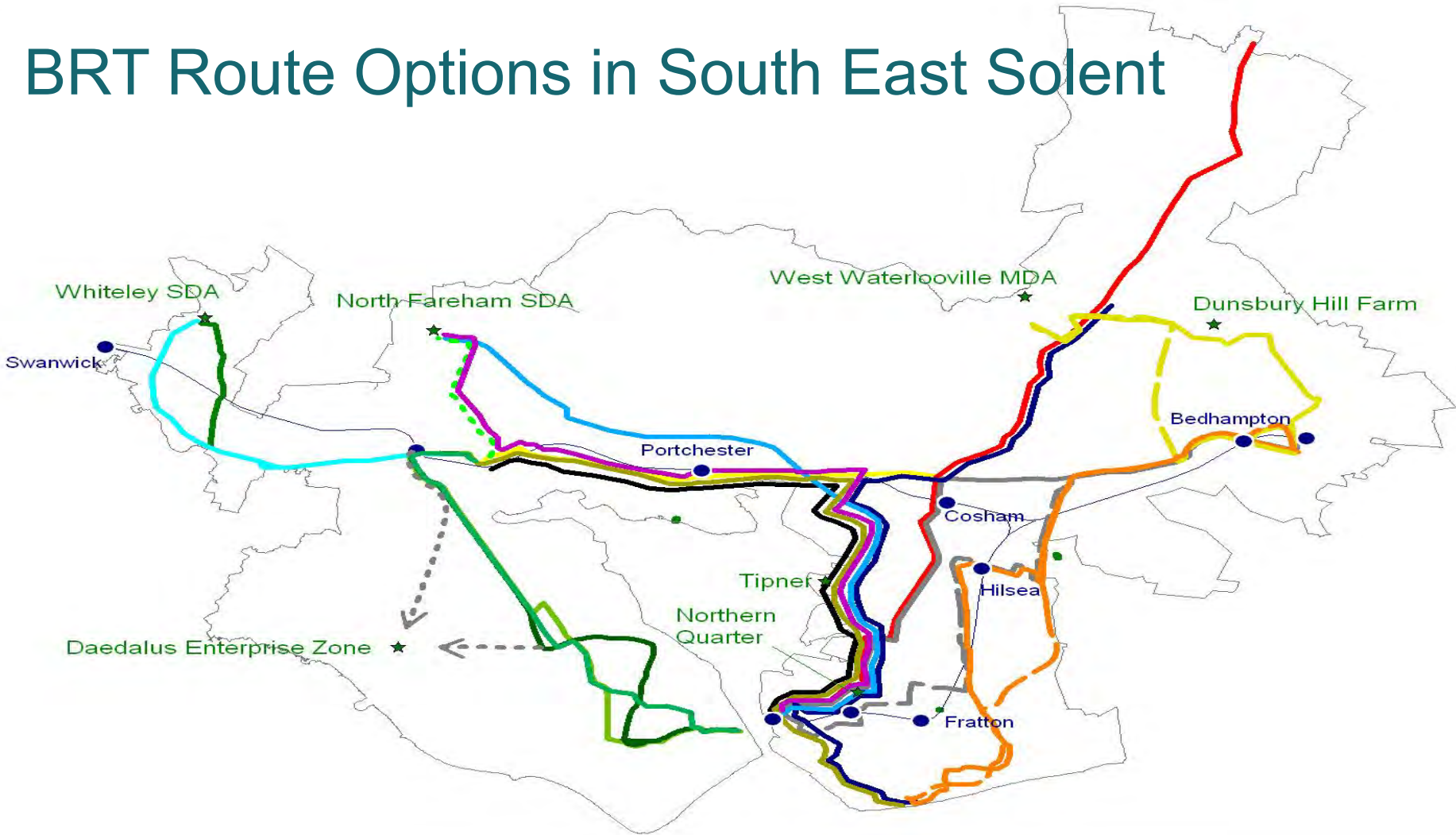








BRT Route Options in South East Solent







Associated Initiatives

- Increase partnership working
- Improve connectivity between transport modes and services
- Introduce end-to-end solutions including common payment systems
- Introduce a body with both highway and public transport powers
- Increase sustainable transport marketing
- Improve walking and cycling infrastructure connecting to hubs/ bus services/ stations
- Explore opportunities to overcome barriers to multi-operator/ mode ticketing