

RESPONSE TO SOUTHAMPTON CITY COUNCIL 'CONNECTED SOUTHAMPTON – TRANSPORT STRATEGY 2040' DRAFT FOR CONSULTATION

1. PURPOSE OF REPORT

- 1.1. The purpose of this report is to agree the Council's response to Southampton City Council who are consulting on a Transport Strategy to cover the period to 2040. The consultation closes on Tuesday 16 October 2018.

2. BACKGROUND

- 2.1. As a Local Transport Authority, Southampton City Council has a statutory duty under the Transport Act 2000, as amended by the Local Transport Act 2008, to produce a Local Transport Plan (LTP) for its area. The 2008 legislation allows local transport authorities to replace their Plans as they see fit and it requires that LTPs contain policies (a 'strategy') and implementation plans (the proposals for delivery of the policies contained in the strategy). The third Southampton LTP was published in April 2011 and covers the period up to 2031.
- 2.2. Southampton City Council are currently consulting on their fourth LTP strategy entitled *Connected Southampton – Transport Strategy 2040* which identifies their proposed transport priorities for the city and the investment required to support growth. The draft strategy can be found at: http://www.southampton.gov.uk/policies/connected-southampton-2040-draft-for-consultation_tcm63-400959.pdf
- 2.3. Southampton City Council will be publishing a three-year Implementation Plan covering the period from 2019 to 2022 in Winter 2018/19.

3. THE STRATEGY

- 3.1 The vision for the strategy focusses on: "Creating a liveable city where people and goods can move easily, efficiently and safely. Priority will be given over to public transport, active travel, and spaces for people, but there will still be a role for road based transport in supporting the economy of the city in providing connections to our main economic hubs. Technology and innovative practices will be introduced to enable the transport network operate as efficiently as possible, helping to accommodate new trips generated by growth without increasing Traffic."
- 3.2 The strategy identifies three strategic goals which support the vision for Connected Southampton in 2040:
 - A successful Southampton
 - A system for Everyone
 - Changing the way people travel
- 3.3 Under these strategic goals there are eight themes.
 - A connected City

- An Innovative City
- A resilient city
- An attractive city
- A safe City
- An equitable City
- A healthy and Active City
- A zero emission city

3.4 The strategy proposes a number of high level strategic options to introduce a well-functioning transport system within the City, such as Active Travel zones, an improved cycling network and park and ride facilities.

3.5 This District is within a key travel to work connection with Southampton City Council at the Redbridge Causeway and it will therefore be important that the Council continue to work collaboratively with Southampton as options are further developed.

4. ISSUES FOR THIS COUNCIL

4.1 There is reference in the strategy to working collaboratively and working in partnership to deliver the ambitions for transport. This is particularly important in relation to the Redbridge Causeway which is a critical route in maintaining the diverse economy of the New Forest District. The Waterside area of the New Forest is home to in excess of 1700 individual businesses providing 22,000 jobs. The route supports the significant incidence of cross commuting both into and out of the district as well as providing the single most important route onto the motorway network. Within the movement of freight onto the motorway network is provision for UK's largest oil refinery at Fawley.

4.2 The Council will also look to work with the City Council to see improvements in strategies that will create recreational walking routes and cycling routes, particularly where these link to the District. Also, the District Council will want to be involved in discussions should a Park and Ride facility be proposed on the western area of the City, particularly to avoid any impacts on the internationally designated sites within this District.

5. NEXT STEPS

5.1 Once the consultation period is over in October, the City council we will review any comments made and update the plan accordingly. The District Council intend to formally adopt 'Connected Southampton' during the winter. The Council's proposed response is attached as Appendix 1.

6. ENVIRONMENTAL IMPLICATIONS

6.1 Environmental implications include; the potential environmental impact of the plan on the internationally designated New Forest sites (SPA and SAC and Ramsar sites).

7. FINANCIAL, EQUALITY & DIVERSITY and CRIME & DISORDER IMPLICATIONS

7.1 Funding for transport in Southampton comes from a number of different sources. The majority comes from an annual grant that the council gets from Central Government.

7.2 These two grants total about £3.4m a year. However it does not cover the cost of delivering all of the aspirations we are proposing in Connected Southampton, so the City Council will need to bid for and win additional funding from other sources. These include other central Government funds (from the Department for Transport, the Department for Food and Rural Affairs, the Solent Local Enterprise Partnership (LEP), InnovateUK and other bodies such as Highways England (who manage the motorway and strategic road network), Network Rail, and housebuilders and developers

8. RECOMMENDATIONS

8.1 It is recommended that:

- the response at Appendix 1 is approved to submit to Southampton City Council on the draft transport plan.
- Officers continue to work with Southampton City Council on the further development of the plan.

9. PORTFOLIO HOLDER ENDORSEMENT

I agree the recommendation set out in this report.

Signed: CLLR E J HERON

Date: 3 October 2018

Date notice of decision given: 3 October 2018

Last date for call-in: 10 October 2018

For further information contact: Dean Brunton Senior Policy Planner (Implementation and Transportation) E-mail: dean.brunton@nfdc.gov.uk Tel: 023 8028 5588	Background Papers: Published documents
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Appendix 1

Thank you for consulting New Forest District council on the 'Connected Southampton Transport Strategy 2040 Draft for Consultation – July 2018'.

The District Council agrees that a well-functioning transport system is important for both Southampton, and the wider area and recognise that the Southampton sites on a key travel to work connection with the Council on the A35 junction at the Redbridge Causeway.

The Council notes the three strategic goals within the strategy of being:

- A successful Southampton
- A system for Everyone
- Changing the way people travel

This Council is pleased to see references in the plan to working collaboratively and working in partnership to deliver the ambitions for transport. This Council supports the ambition to offer commuters a viable alternative to the private car through delivering a reliable, attractive and high quality public transport network supported by high quality, safe cycle freeways.

Redbridge Causeway is a critical route in maintaining the diverse economy of the New Forest. The Waterside area of the New Forest is home to in excess of 1700 individual businesses providing 22,000 jobs. The route supports the significant incidence of cross commuting both into and out of the district as well as providing the single most important route onto the motorway network. Within the movement of freight onto the motorway network is provision for UK's largest oil refinery at Fawley. Surveys have also shown that around 70% of visitors to the New Forest each year are from Hampshire, of which around 12% are from Southampton, Eastleigh & Chandlers Ford and 4% from Portsmouth, Fareham, Gosport & Havant. With around 85% of people using a car as their primary mode of transport a significant proportion of these visitors will be using this route.

The Council also notes that the strategy proposes the option of new Park and Ride sites around the city. The Council will welcome discussions on the potential locations, particularly if they located within the West of the City bordering on the District Council plan area.

This Council is keen to see strategies that offer opportunities for sustainable transport methods, such as walking and cycling routes, and already have a number of adopted policy documents that set out strategies to achieve this. Any proposals that may encourage new routes in to this District will need to have regards to the sensitive habitats that exist. In this Council's Local Plan Review 2016-2036 Part One: Planning Strategy, draft policy 31 point v states that new development will be required to "incorporate infrastructure to support the use of electric vehicles" and point vi "provide, or contribute proportionately to the provision of, any highways or public transport measures necessary to enable the development to be accommodated in a safe and sustainable manner".

Recent transport modelling for the Council's Local Plan has shown that based on recent housing completions, over the course of the Local Plan period (to 2026) the junction will be at 93% capacity at am (89% pm) and reaching 100% with anticipated Local Plan allocations. This further highlights that this is a key traffic corridor for the New Forest to deliver the Council's planning aspirations over the course of the next 20 years and that the much needed maintenance needs to be delivered.

This Council will be particularly keen to be involved in discussions about components of the scheme that affect its area.