South Hampshire Joint Strategy

This document sets out the shared approach to transport in the South Hampshire sub-region to 2031. This transport strategy has been developed jointly by the three Local Transport Authorities of Hampshire County Council, Portsmouth City Council and Southampton City Council, working together as Transport for South Hampshire (TfSH)[1].

This sub-regional strategy is also contained within the Hampshire County Council /Portsmouth City Council/Southampton City Council LTP3 documents. To help keep this joint strategy concise, it includes a number of hyperlinks, to a range of web pages where further explanation and detail is available. A brief glossary of terms is available on page 27 of this document.

Introduction to South Hampshire

South Hampshire is the largest urbanised area in the south of England outside London, home to almost one million people and encompasses the cities of Portsmouth and Southampton, and the urban centres of Eastleigh, Fareham, Gosport, Havant, Romsey, Totton and Hythe.

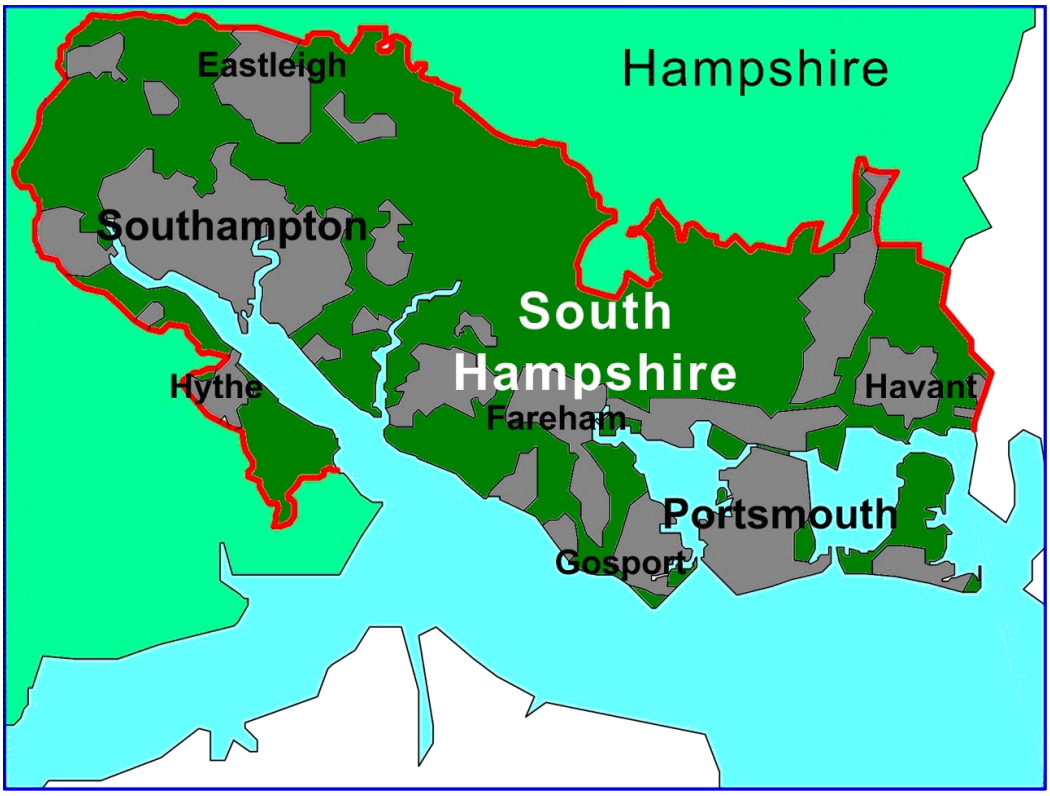
South Hampshire covers a land area of 572 square kilometres. The sub-region is composed of a rich and diverse variety of environments with 80% of its 275km coastline designated, either internationally or nationally, for its nature conservation value.

The South Hampshire economy is strong in the sectors of business services, advanced manufacturing, logistics, marine, aviation and creative industries, and boasts world-class Higher Education institutions.

However the sub-region's economic performance has historically lagged behind the South East average, and whilst some areas enjoy very strong economic performance, there are some localised pockets of deprivation[2]. Regeneration efforts are being focused on helping these deprived areas contribute more effectively to the performance of the sub-region as a whole.

The Partnership for Urban South Hampshire (PUSH)[3] is working to address this through creation of new jobs, improving workforce skills and productivity, reducing levels of economic inactivity and active involvement in regeneration of urban centres.

[1] http://www3.hants.gov.uk/tfsh
[2] PUSH IMD Map- need to insert link
[3] http://www.push.gov.uk/



[The above map will be replaced with a contextual map showing the main road and rail networks, cross-Solent ferry routes and locations of international gateways (i.e. ports and airport)]

South Hampshire benefits from extensive transport links by air, road, rail and sea to the rest of the UK and beyond. Transport corridors in South Hampshire also provide the primary means of access from much of the UK to south east Dorset (including Bournemouth and Poole), and are the principal means of access to the Isle of Wight.

South Hampshire contains three international gateways of vital importance to the UK economy. The Port of Southampton[4] is the second biggest container port in the UK by throughput and the busiest passenger cruise ship port in the UK, and also is a key route for the import and export of motor vehicles and bulk goods. The Port of Portsmouth[5] is a substantial freight and ferry port for cross-channel services, and the adjacent Naval Base and shipyard are of great importance to the economy. Southampton Airport[6] is the busiest airport in South-central England, serving a range of destinations across the UK, continental Europe and the Channel Islands.

[4] http://www.abports.co.uk/custinfo/ports/soton.htm
[5] http://www.portsmouth-port.co.uk/
[6] http://www.southamptonairport.com/

How this Joint LTP3 Strategy was developed

The three Local Transport Authorities (LTAs) of Hampshire County Council, Portsmouth City Council and Southampton City Council have an established record of working together to address strategic transport issues and challenges facing South Hampshire. This South Hampshire LTP3 Joint Strategy builds on the jointly-produced Solent Transport Strategy (in conjunction with the Isle of Wight) which formed part of Local Transport Plan 2 (2006-2011) for each of the three LTAs.

This joint working was strengthened further in 2007, by the establishment of Transport for South Hampshire (TfSH)[7] to plan transport improvements for the South Hampshire sub-region. The TfSH authorities began working together on development of a joint strategy in the summer of 2009.

The diagram overleaf shows the main steps of the process through which this Joint Strategy was produced.

The feedback from an initial round of consultation with elected members and key stakeholders in late 2009 provided a starting point for developing this Joint Strategy. The strategy also draws on existing national, sub-regional and local policies, Government guidance, and evidence drawn from a range of strategic studies, to inform the approach to strategy development. A list of these policies can be found on page 5.

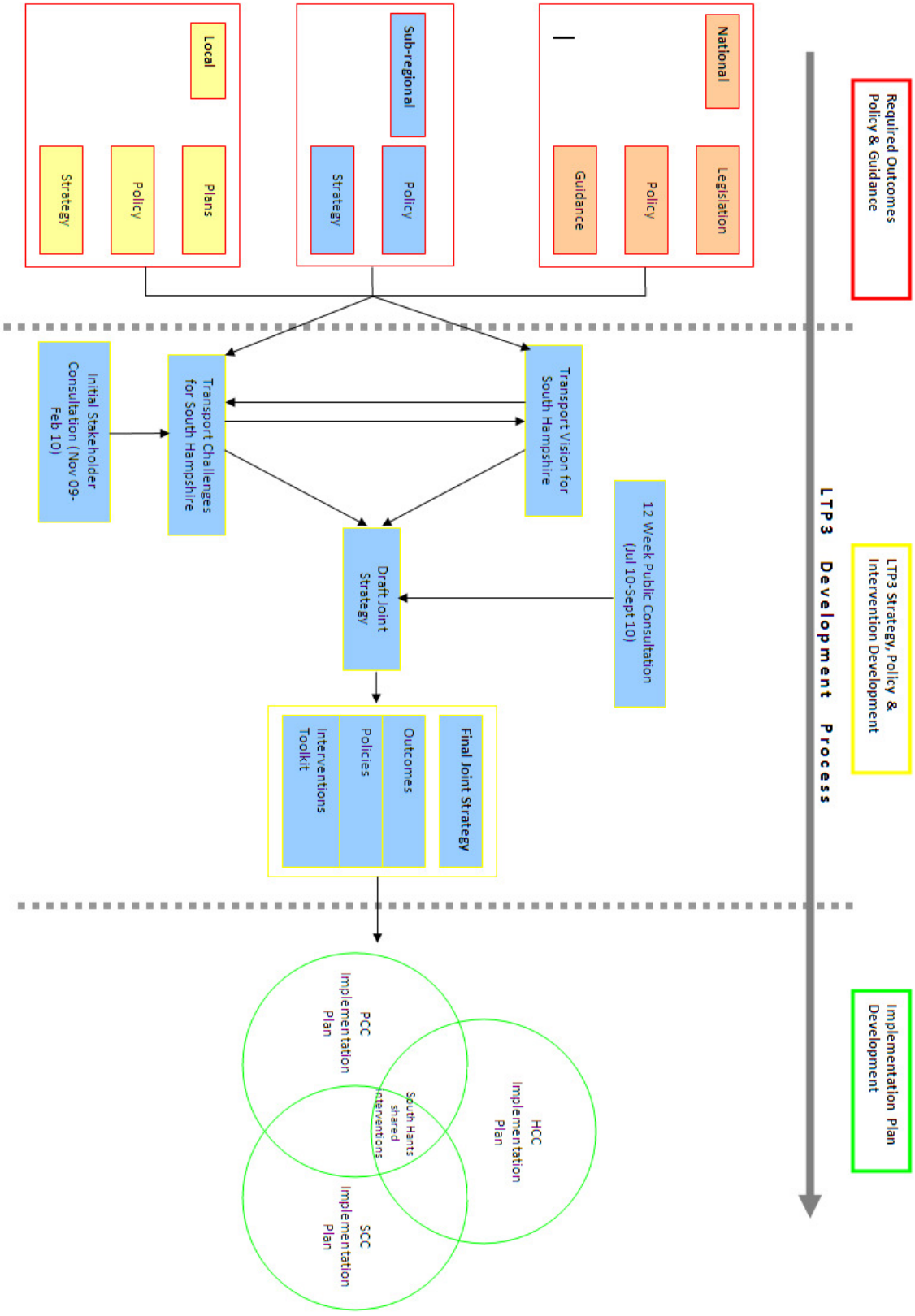
During the spring of 2010, the three LTAs produced a draft Strategy, which was subject to internal consultation with officers and Executive Members. A revised draft Strategy reflecting these comments was circulated for general public consultation.

The consultation ran for a twelve-week period between July and September 2010, during which a series of presentations and workshops with stakeholders and community representatives were held, as well as three major stakeholder events and a range of other activities to publicise the proposed strategy and gain opinions of stakeholders, elected members, and the public. The document "Local Transport Plan 3: a Joint Transport Strategy for South Hampshire- Summary of Consultation Activities"[8] describes and summarises all consultation activities, responses, and results.

During the autumn of 2010, the three LTAs made a series of revisions that sought to enhance and refresh the Joint Strategy. These changes reflect both feedback from respondents to the consultation and also the numerous Government policy announcements made over the summer and autumn of 2010 on the abolition of regional government bodies, the move towards greater localism and de-centralisation of powers, and the development of Local Enterprise Partnerships. Importantly, these changes in policy are occurring within an increasingly constrained funding environment. The Department for Transport has rationalised the number of funding streams. From 2011, Local Transport Authorities will be able to submit bids to a new Local Sustainable Transport Fund.

[7] http://www3.hants.gov.uk/tfsh
[8] LTP3 South Hants Consultation Summary Document- INSERT HYPERLINK WHEN PUBLISHED!

Approval of the Joint LTP3 South Hampshire Strategy will be sought from the TfSH Joint Committee on 22 November 2010, prior to the Strategy being taken forward as part of the LTP3s of the respective Local Transport Authorities.



Policy Background

Adoption of this Local Transport Plan is a statutory requirement under the Local Transport Act (2008)[9] and this document has been informed by a framework of national, sub-regional and local policy.

The transport strategy for South Hampshire has taken into account national legislation, policy and guidance and a number of key sub-regional and local level plans and strategies, as outlined below. The diagram on the next page illustrates the LTP3 production process.

Level	Legislation, plan, strategy or guidance
National legislation, policy and guidance	• The Local Transport Act 2008[10] • The Climate Change Act 2008[11]; • Decentralisation and Localisation Bill[12] (Autumn 2010); • The Coalition: Our programme for government[13] (May 2010); • Guidance on Local Transport Plans[14] (July 2009); • Low Carbon Transport: A Greener Future[15] (July 2009); • A Safer Way: Consultation on Making Britain's Roads the safest in the world[16] (April 2009); • Delivering a Sustainable Transport System[17], (November 2008); • The Eddington Transport Study[18] (December 2006); • The Stern review on the Economics of Climate Change[19] (October 2006); • Localism and Decentralisation Bill(expected November 2010)
Sub-regional policies and strategies	• Transport for South Hampshire Reduce[20] and Manage[21] Strategies (consultation drafts); • The South Hampshire Agreement - Multi-Area Agreement (MAA)[22]; (March 2010) • Transport for South Hampshire Freight Strategy[23] (June 2009) • Towards Delivery: The Transport for South Hampshire statement[24] (April 2008) • The Urban South Hampshire 2014-19 Delivery Strategy[25] (Due ????)
Local plans, policies and	• Local Development Frameworks (LDFs) of local planning authorities [26]; • Hampshire County Council's Draft Economic Assessment[27] (final version due

[9] http://www.opsi.gov.uk/acts/acts2008/pdf/ukpga_20080026_en.pdf
[10] http://www.opsi.gov.uk/acts/acts2008/ukpga_20080026_en_1
[11] http://www.opsi.gov.uk/acts/acts2008/ukpga_20080027_en_1
[12] http://www.number10.gov.uk/queens-speech/2010/05/queens-speech-decentralisation-and-localism-bill-50673
[13] http://www.cabinetoffice.gov.uk/media/409088/pfg_coalition.pdf
[14] http://www.dft.gov.uk/adobepdf/165237/ltp-guidance.pdf
[15] http://webarchive.nationalarchives.gov.uk/+/http:/www.dft.gov.uk/pgr/sustainable/carbonreduction/low-carbon.pdf
[16] http://www.dft.gov.uk/consultations/closed/roadsafetyconsultation/roadsafetyconsultation.pdf
[17] http://www.dft.gov.uk/about/strategy/transportstrategy/dasts/
[18] http://www.dft.gov.uk/about/strategy/transportstrategy/eddingtonstudy/
[19] http://www.hm-treasury.gov.uk/sternreview_index.htm
[20] http://www3.hants.gov.uk/tfsh/tfsh-what-tfsh-does/tfsh-reduce.htm
[21] TfSH MANAGE STRATEGY-NEED TO FIND LINK!
[22] http://www.push.gov.uk/priorities/multi_area_agreement.htm
[23] http://www3.hants.gov.uk/tfsh/tfsh-freight-strategy.htm
[24] http://www3.hants.gov.uk/tfsh-towards-delivery-april-2008.pdf
[25] The Urban South Hampshire 2014-19 Delivery Strategy- NO LINK AS NOT YET PUBLISHED

strategies	April 2011); • Existing and emerging Local Authority Economic Development Strategies for PUSH[28], Hampshire, Portsmouth & Southampton; • The Sustainable Community Strategies of Hampshire[29], Portsmouth[30] and Southampton[31]; • Corporate strategy of Hampshire[32], and Corporate Plans of Portsmouth[33] and Southampton[34]; • Children and Young Peoples Plans of Hampshire[35], Portsmouth[36] and Southampton[37].
Infrastructure-related plans	• Port of Southampton Master Plan[38] • Southampton Airport Master Plan[39] • Port of Portsmouth Master Plan (??) • South West Main Line Route Utilisation Strategy (RUS)[40] • Freight Route Utilisation Strategy (RUS)[41] • Strategic Freight Network(Network Rail/ DfT)[42]

No reference has been made in the policy table to the regional level, as this tier of planning has been abolished by the coalition government and is set to be replaced by a national planning framework. An increased focus on decentralisation and localism will mean more powers are devolved to a more local level. Regional Development Agencies are set to be replaced by Local Enterprise Partnerships (LEPs)[43]. More information about LEPs will emerge in due course

[26] - Southampton LDF: http://www.southampton.gov.uk/s-environment/policy/developmentframework/
- Portsmouth LDF: http://www.portsmouth.gov.uk/living/3850.html
- Havant LDF: http://www.havant.gov.uk/havant-4302
- Fareham LDF: http://www.fareham.gov.uk/council/departments/planning/ldf/
- Eastleigh LDF: http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/planning-policies-and-design/local-development-framework.aspx
- Gosport LDF: http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-development-framework/

[27] http://www3.hants.gov.uk/business/economic_data/economicassessment.htm
[28] http://push-staging.hants.gov.uk/push_consultation-4.pdf
[29] http://www3.hants.gov.uk/73496_sustain_communities_2.pdf
[30] http://www.portsmouth.gov.uk/media/CPT_Strategy_Vision_-_aspirations.pdf
[31] http://www.southampton-partnership.com/images/City%20of%20Southampton%20Strat_tcm23-196707_tcm23-249613.pdf
[32] http://www3.hants.gov.uk/corporatestrategy
[33] http://www.portsmouth.gov.uk/media/Corporate_Plan_2008_Final_30_July_08_(low_res)_web.pdf
[34] http://www.southampton.gov.uk/modernGov/mgConvert2PDF.aspx?ID=2461
[35] http://www3.hants.gov.uk/cypp-forweb.pdf
[36] http://www.portsmouth-learning.net/pln/custom/files_uploaded/uploaded_resources/2617/PORTSMOUTH_CYPP_2009-2011.pdf
[37] https://www.southampton.gov.uk/Images/3%2009%2021309%20CYPP%20FINAL%20PRINT_tcm46-233296.pdf
[38] http://www.southamptonvts.co.uk/portconsultation/files/SMP.pdf
[39] http://www.southamptonairport.com/assets/Internet/Southampton/Southampton%20downloads/Static%20Files/Southampton_masterplan_final.pdf
[40] http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/south%20west%20main%20line/37299%20swml%20rus.pdf
[41] http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/freight/freight%20rus.pdf
[42] http://www.dft.gov.uk/pgr/rail/strategyfinance/strategy/freightnetwork/strategicfreightnetwork.pdf
[43] http://www.communities.gov.uk/localgovernment/local/localenterprisepartnerships/

Transport Vision for South Hampshire

Transport is an enabler of activity, allowing people to access a wealth of opportunities for work, education and leisure.

The movement of people and goods in efficient and sustainable ways helps support the South Hampshire economy and protects, preserves and enhances the environment, can reduce greenhouse gas emissions, and can contribute to a sense of place.

In addition, this also delivers against a wider range of local and national objectives, delivering improvements in health, quality of life, equality of opportunity, safety and security.

The vision of the TfSH authorities is to create:

"A resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment"

This vision will be delivered through the set of thirteen transport policies detailed within this document.

To successfully deliver our transport vision for South Hampshire, there are six key challenges which need to be tackled.

Challenges facing South Hampshire

Building on consultations carried out between November 2009 and February 2010, the TfSH authorities identified the following seven key challenges as being key issues that this transport strategy must address. The challenges are not listed in any order of importance.

Challenge	Background
Securing funding to deliver transport improvements during what is expected to be a prolonged period of public-sector spending restraint.	Short term funding for investment in transport will be extremely limited. Developer contributions are important sources of funding for essential transport infrastructure to support economic growth, and have become increasingly important in the current funding climate. In addition, we need to work more closely with partners to identify and maximise use of alternative funding sources.
Ensuring the timely delivery of transport infrastructure to support housing and employment growth and regeneration opportunities	Improvements to the transport system will be necessary in order to support growth identified within Local Development Frameworks and the associated additional trips. We aim to accommodate these additional trips through sustainable modes wherever possible. Investment in sustainable modes will also encourage modal shift within existing trips. There are also local requirements for critical infrastructure to unlock and facilitate some planned development.
Ensuring continued reliable transport access to the sub-region's three international gateway ports and airport	The international gateway ports of Portsmouth and Southampton and the airport at Southampton rely on good access for both passengers and freight. In the medium to longer term, forecast growth in volumes of passenger and freight traffic originating from all three international gateways will be catered for by targeted investment to improve journey time reliability on strategic transport corridors. Rail will play an increasingly significant role, requiring both investment in new rolling stock and enhanced rail infrastructure.

Challenge	Background
Maintaining the existing transport network and its resilience to the effects of extreme weather events	Climate change is expected to result in warmer, wetter winters and hotter, drier summers meaning changes in approach to highway design, maintenance and assessment will be required. The physical highway infrastructure deteriorates with age and use. Regular maintenance is required to ensure that they meet the needs of users of the highway network and enable the safe movement of people and goods by road; In a challenging funding climate, there is a need to ensure that value for money is realised from investment in maintenance
Widening travel choice to offer people reasonable alternatives to the private car for everyday journeys and reducing the need to travel, moving towards a low-carbon economy	The complex nature of journey patterns and travel to work across the sub-region has resulted in heavy reliance on the private car. To reduce this, there needs to be significant improvements in quality and affordability of public transport networks which are controlled by private operators. Walking and cycling must be made a more viable option for shorter journeys. The promotion of travel planning, flexible working and car sharing will be further developed. Car ownership levels tend to be lower in deprived areas and so these communities are more reliant upon public transport to access jobs and services. In rural areas it is often not possible to run bus services on a commercial basis, so lower cost alternatives such as shared taxis need to be considered.
Managing the existing transport network to ensure that journey time reliability is maintained and improved to help support economic competiveness, regeneration, and growth.	Traffic levels are forecast to grow due to background increases in car journeys and trips generated by new developments. There will be a need to mitigate the impact of this forecast growth in travel, to ensure that the sub-region continues to be an attractive place to live and work, supporting the economy by safeguarding reliable access to the international gateways.

Challenge	Background
Mitigating the adverse impacts of transport activity on people, communities and habitats	Whilst transport is an important enabler of activity, the movement of people and goods can result in adverse impacts on the environment and communities. Transport activity is a major contributor towards carbon dioxide and other greenhouse gas emissions. Climate change is expected to result in more extreme weather patterns and increased risk of coastal flooding. Air quality and noise impacts from transport are harmful to the health and wellbeing of communities. Transport corridors can also cause severance of communities and habitats. The South Hampshire sub-region contains a number of sites of high environmental value and importance.

Transport Outcomes

In order to deliver the transport vision for South Hampshire, the TfSH authorities have identified seven key outcomes, which are complementary to the corporate priorities of Hampshire, Portsmouth and Southampton. These outcomes define the policy framework for delivery. All of the seven outcomes are closely inter-linked and inter-dependent. Addressing one outcome may help address other outcomes. The table below details the outcomes and how they contribute to the policies. The challenges are not listed in any order of priority:

Outcome	Policies that contribute
Reduced dependence on the private car through increased number of people choosing public transport and active travel modes i.e. walking and cycling	H, I, J, K, L
Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how	H, I, J, L
Improved journey time reliability[44] for all modes	A, B, C, D, F, I
Improved road safety within the sub-region	D, G
Improved accessibility[45] within and beyond the sub-region	B, I, K, L, M, N
Improved air quality and environment, and reduced greenhouse gas emissions	E, F, H, K
Promoting a higher quality of life	C, D, E, G, H, I, L, M

[44] http://www.highways.gov.uk/business/19073.aspx
[45] http://www.dft.gov.uk/pgr/regional/ltp/accessibility/guidance/gap/accessibilityplanningguidanc3634

Transport policies

The 13 policies that follow (Policies A to M) set out the policy framework through which the TfSH authorities will seek to address the challenges. The philosophy of Reduce-Manage-Invest[46] is central for each proposed policy. This means the TfSH authorities will work to reduce the need to travel, maximise the use of existing transport infrastructure and deliver targeted improvements. A combined approach to delivering the policies will enable us to deliver the proposed transport vision, address the challenges and achieve the outcomes set out above. The policies constitute a package, with each policy contributing to and complementing the others. For each policy there is a toolkit of delivery options, from which each Local Transport Authorities will select the most appropriate for inclusion within their Implementation Plans. Many of these delivery options will be common to each authority.

[46] http://www3.hants.gov.uk/tfsh/tfsh-strategy.htm

Policy A: To develop transport improvements that support sustainable economic growth and development within South Hampshire.	
Why?	The transport network plays a vital role in supporting the economic prosperity of South Hampshire by ensuring people can go about their day to day activities of journeys to work, training, shopping, leisure and recreation. A well-functioning transport system enables people and goods to be moved sustainably, efficiently and reliably. Unpredictability of journey times and congestion increases costs to businesses and results in wasted time (and therefore money). New development brings with it additional demand for travel. It is essential that transport infrastructure in the vicinity of development sites is improved where necessary to support sustainable access to and from new developments.
How?	The TfSH authorities will develop closer partnerships and dialogue with businesses to ensure that transport improvements are geared towards improving economic prosperity and helping to unlock planned development sites. Part of this dialogue will involve encouragement of businesses to contribute towards the cost of innovative transport improvements and solutions that would benefit them through match funding.
Delivery options	• Engage closely with Local Enterprise Partnerships and business on transport issues; • Explore the potential of tax increment financing to help fund transport improvements; • Work with business sector to explore opportunities for sponsorship and match funding by commercial partners for schemes
Outcomes	**This policy will contribute to the following outcomes:** • Improved journey time reliability[47] for all modes

[47] http://www.highways.gov.uk/business/19073.aspx

Policy B: Work with the Highways Agency, Network Rail, ports and airports to ensure reliable access to and from South Hampshire's three international gateways for people and freight	
Why?	The three international gateways serve a large hinterland. Making sure that people and goods can flow easily and reliably to and from these gateways will maximise their contribution to the wealth and health of the wider UK economy. The economic success of South Hampshire depends on maintaining or improving levels of journey time reliability on strategic road and rail corridors. Cross-Solent ferry services from both gateway ports provide vital access to Isle of Wight.
How?	Decisions regarding investment in strategic transport corridors are taken by central Government utilising national budgets. The TfSH authorities will seek to influence investment decisions at national level to ensure timely investment to enable the best use to be made of existing transport infrastructure and deliver new infrastructure or capacity where most needed to improve journey time reliability. The TfSH authorities will work to encourage a greater share of onward movement of container freight traffic is catered for by rail.
Delivery options	• Investigate the potential for Hard shoulder running[48] and variable speed limits[49] on the busiest sections of motorway; • Traffic lights at the busiest motorway onslips[50] to improve traffic flow; • Work towards a joint traffic control and information centre[51] and other partnership measures; • Improvements to quality and availability of travel information; • Continued develop of initiatives by South Hampshire Freight Quality Partnership • Port Traffic Management Plans; • Provide extra capacity to enable movement of more freight by rail – (e.g. new 'passing loops').
Outcomes	**This policy will contribute to the following outcomes:** • Improved journey time reliability for all modes • Improved accessibility within and beyond the sub-region

[48] http://www.highways.gov.uk/roads/projects/22988.aspx
[49] http://www.highways.gov.uk/news/25754.aspx
[50] http://www.highways.gov.uk/knowledge/17308.aspx
[51] http://www.romanse.org.uk/theteam.htm

Policy C: To optimise the capacity of the highway network and improve journey time reliability for all modes	
Why?	Increasing levels of congestion affect both the operation of strategic linkages which are often already at-capacity, and journey time reliability, impacting on economic productivity across the sub-region.
How?	The TfSH authorities will work to better manage the existing highway network to ensure that existing capacity is optimised and used efficiently. This policy will maximise the throughput of the highway network for all users and modes. This will entail using traffic signal and other highway technologies, helping to improve network management, bus priority, to improve journey time reliability for all forms of travel and contribute to modal shift. Real-time traffic and travel information will be gathered and disseminated through a variety of sources and systems in a timely, efficient manner to enable people to make informed decisions about their travel choices.
Delivery options	• Upgrading and enhancing Urban Traffic Control systems[52] enabling bus priority and Real Time Passenger Information provision; • Improved road network monitoring and operation (e.g. junction improvements and re-allocation of road space); • Pre- and in-journey travel Information (using static[53] and mobile[54] media); • Improvements to Information Systems on the local highway network (e.g. Variable Message Signing); • Car Park Guidance Systems; • High Occupancy Vehicle[55] (HOV) Lanes; • Investigating the removal of traffic lights at specific locations.
Outcomes	**This policy will contribute to the following outcomes:** • Improved journey time reliability for all modes • Promoting a higher quality of life

[52] http://utmc.uk.com/index.php
[53] http://www.romanse.org.uk/technologies/VMS.htm
[54] http://www.romanse.org.uk/technologies/mobiledevices.htm
[55] http://www.konsult.leeds.ac.uk/private/level2/instruments/instrument029/I2_029summ.htm

Policy D: To achieve and sustain a high-quality, resilient and well-maintained highway network for all	
Why?	Physical highway infrastructure deteriorates with age and use and as a result requires regular maintenance to ensure that they meet the needs of users and provide for the safe movement of people and goods. The economy and well-being of the sub-region depends on having a well-maintained highway network that can cater for the movement of people and goods. The effects of climate change will necessitate a highway network that is more resilient to more extreme weather conditions. Additionally, through improvements to street lighting, energy efficiency can be increased, which alongside recycling of highway materials and other methods, will help reduce the carbon footprint of maintenance and operation of the highway.
How?	Each Local Transport Authority will tailor the delivery of highway maintenance to the particular needs of their own areas. Each authority has its own arrangements with highway maintenance contractors. However, as a general rule, highway maintenance investment will be targeted where it is needed to ensure value for money whilst protecting and enhancing the condition of the existing network, so it is better placed to cope with more extreme weather events, factoring in the 'whole life costs' of assets.
Delivery options	• Transport Asset Management Plans; • Maintenance contracts; • Improved maintenance and energy efficiency of street lighting and traffic control systems; • Improved co-ordination of street works; • Improvements to highway drainage to better cope with heavy rainfall (e.g. Sustainable Urban Drainage Systems[56]); • Delivery of maintenance programmes for roads, bridges, pavements and cycle paths; • Maximise the re-cycling of highway construction materials.
Outcomes	**This policy will contribute to the following outcomes:** • Improved journey time reliability for all modes • Improved road safety within the sub-region • Promoting a higher quality of life

[56] http://www.environment-agency.gov.uk/business/sectors/36998.aspx

Policy E: To deliver improvements in air quality	
Why?	Congestion creates higher levels of air pollution as queuing traffic, especially in more restricted or confined spaces, generates higher concentrations of vehicle emissions. Poor air quality, can create or exacerbate health and respiratory problems (e.g. asthma). Air Quality Management Areas (AQMAs) are places where pollutant levels exceed government thresholds. Twenty Air Quality Management Areas (AQMAs) have been identified within urban areas across the sub-region. Local authorities have responsibility for public health.
How?	The TfSH authorities will work with key partners, environmental health professionals and transport operators to mitigate the impacts of traffic on air quality. The principal causes of poor air quality will be addressed by implementing a strategic area-wide approach within each urban centre to minimise the cumulative effect of road transport emissions. This can be achieved through measures promoting modal shift towards public transport modes, walking and cycling, reducing single occupancy car journeys and tackling congestion.
Delivery options	• Air Quality Management Areas[57] and Air Quality Action Plans; • Promotion of cleaner, greener vehicle technologies e.g. alternative fuels; • Car Share Schemes[58]; • Support for *Car clubs*[59] and similar schemes;
Outcomes	**This policy will contribute to the following outcomes:** • Improved air quality and environment, and reduced greenhouse gas emissions • Promoting a higher quality of life

[57] http://www.airquality.co.uk/laqm/information.php?info=aqma
[58] https://hants.liftshare.com/default.asp
[59] http://www.carplus.org.uk/car-clubs/benefits

Policy F: To develop strategic sub-regional approaches to management of parking to support sustainable travel and promote economic development	
Why?	The cost and availability of parking has considerable influence on travel choices and if not managed in a co-ordinated manner can act as a barrier to efforts to widen travel choice. If insufficient parking is provided or if prices are considered high, then parking can be displaced into residential areas further out from town centres. Provision of free staff workplace parking may make it less likely for people to choose to use alternative travel methods.
How?	The TfSH authorities will encourage better co-ordination between local authorities with responsibilities for car parking to improve the way existing parking is used and priced. Discounts can be offered to encourage car sharing, low-emission vehicles, mopeds and motorcycles. Park and ride sites offering lower cost parking than in urban centres can help reduce congestion and address poor air quality in the centres. It is important that parking management measures are implemented alongside improvements to sustainable travel modes to help increase the attractiveness and viability of these alternatives over private car trips, to support widening travel choice.
Delivery options	• Develop complementary policy approaches to parking; • Controlled Parking Zones; • Improved management and supply of residential parking; • Park and ride network (e.g. bus and rail based systems); • Improved parking at well-used commuter railway stations; • Improved parking provision for motorcycles; • Car park management and guidance systems; • Workplace travel planning[60]; • Appropriate consideration of the needs of blue badge holders; • Ensure appropriate parking provision for motorcycles and mopeds • Enable and manage deliveries to and servicing of buildings • Investigation into Appropriate parking provision for commercial vehicles • Car clubs[61]; • Provision of electric vehicle charging points within car parks.
Outcomes	**This policy will contribute to the following outcomes:** • Improved journey time reliability for all modes • Improved air quality and environment, and reduced greenhouse gas emissions

[60] http://www.dft.gov.uk/pgr/sustainable/travelplans
[61] http://www.carplus.org.uk/car-clubs/benefits

Policy G: To improve road safety across the sub-region	
Why?	Road traffic collisions, as well as causing distress to those involved, also result in wider costs to society in terms of cost of providing healthcare treatment to those injured, and loss of productivity. Accidents create tailbacks and delays that adversely affect journey time reliability within the sub-region.
How?	Work to date has been effective at reducing incidences of speeding and unsafe road-user behaviour through education, engineering and enforcement. Reductions in speed limits and crossing improvements within built up areas have further improved the safety of vulnerable road users.
Delivery options	• Speed Management[62] measures; • Actively consider wider implementation of 20mph speed limits/ zones within residential areas; • Traffic Management measures; • Safer Routes to schools[63] schemes; • Road Safety education and training to improve road user behaviour.
Outcomes	**This policy will contribute to the following outcomes:** • Improved road safety within the sub-region • Promoting a higher quality of life

[62] http://www.roadsafe.com/programmes/speed.aspx
[63] http://www.portsmouth.gov.uk/living/649.html

Policy H: To promote active travel modes and develop supporting infrastructure	
Why?	Encouraging and making it easier for people to choose to walk or cycle for everyday journeys helps people to build physical activity into their routines, improving health and general wellbeing. Increasing the number of journeys undertaken by Active Travel modes will help to tackle the obesity epidemic, improve air quality and reduce congestion.
How?	The TfSH authorities will work with key health and activity partners (e.g. Sport England) to develop a network of high quality, direct, safe routes targeted at pedestrians and cyclists. Well-designed routes and secure cycle parking can be partly delivered through the planning system. Pro-active marketing and participative events will radically increase the profile and understanding of the benefits of active travel.
Delivery options	• A Legible South Hampshire project to provide integrated, high-quality information for public transport, walking and cycling; • Delivery of comprehensive walking and cycling networks (e.g. Green Grid); • Delivery of walking and cycling measures identified within Town Access Plans (TAPs); • Crossing improvements for pedestrians and cyclists; • Cycle hire scheme for urban centres; • Delivery of improved secure cycle parking facilities at key destinations; and • Support the delivery of measures contained within Rights of Way Improvement Plans (ROWIPS).
Outcomes	**This policy will contribute to the following outcomes:** • Reduced dependence on the private car through increased number of people choosing public transport and active travel modes i.e. walking and cycling • Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how • Improved air quality and environment, and reduced greenhouse gas emissions • Promoting a higher quality of life

Policy I: To encourage private investment in bus, taxi and community transport solutions, and where practical, better infrastructure and services.	
Why?	Improving the quality of public transport will widen travel choice giving a viable alternative to the private car for certain everyday journeys such as those to work, shops, education, health and leisure facilities. For those without access to a car, buses and taxis are often the only realistic travel option for journeys to access goods and services. The large majority of bus services in South Hampshire are provided on a commercial basis by privately owned operators. This means that the TfSH authorities must work with these operators in order to encourage provision of better bus services. As new jobs are created, more people will wish to access the city centres of Southampton and Portsmouth and it is essential that a good quality bus service is provided along main corridors. This will accommodate growth whilst reducing the overall carbon footprint of transport and prevent deterioration of journey time reliability on main routes into urban centres.
How?	The TfSH authorities will work closely with commercial bus operators to help them plan and deliver service improvements and develop Bus Rapid Transit on a number of key corridors. This will help improve the reliability and attractiveness of bus services, making them a more viable alternative to the private car, with accurate and up-to-date information on how services are running. Measures to take advantage of advances in ticketing technology such as smartcards (already being introduced by some bus operators across their networks) will improve the affordability, convenience and attractiveness of buses. Management of taxi operators, and support for the voluntary sector in the provision of community transport services helps to meet transport needs that cannot easily be met by bus services.
Delivery options	• Development of a Bus Rapid Transit (BRT) network[64] and other innovative public transport solutions between main centres; • Bus Priority measures; • Development of a comprehensive premium urban bus network offering high frequency services using high-quality vehicles; • Improved strategic interchanges and high quality bus stop Infrastructure; • Delivery of public transport measures identified within Town Access Plans (TAPs); • Park and ride network; • Improved travel information in user-friendly formats; • Measures to support taxi services eg suitably located taxi ranks; • Improved ticketing (e.g. smartcards, ticket purchase via mobile phones); • Support for Community Transport services.
Outcomes	**This policy will contribute to the following outcomes:** • Reduced dependence on the private car through increased number of people choosing public transport and active travel modes i.e. walking and cycling • Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how. • Improved journey time reliability for all modes

[64] http://www3.hants.gov.uk/tfsh/bus-rapid-transit.htm

	• Improved accessibility within and beyond the sub-region • Promoting a higher quality of life

Policy J: To further develop the role of water-borne transport within the sub-region and across the Solent	
Why?	The sub-region already has a good network of ferry services, connecting coastal settlements. In addition, cross-Solent ferry services from both gateway ports provide vital access to Isle of Wight for passengers and freight. Enhancing the integration between waterborne transport and other sustainable travel modes through improved interchanges, will help widen travel choice and reduce peak hour congestion.
How?	The TfSH authorities will work to improve the quality of bus, taxi and cycle interchange facilities and information at ferry terminals, particularly at Town Quay in Southampton, The Hard in Portsmouth and Gosport.
Delivery options	• Development of improved transport interchange facilities for buses and taxis at ferry terminals; • Improved ticketing (e.g. smartcards, ticket purchase via mobile phones); • Maintain ongoing dialogue with ferry operators to encourage delivery of passenger improvements; • Provision of secure cycle parking in the vicinity of ferry terminals. • Support port operators in their aspirations to increase freight moved by short-sea shipping
Outcomes	**This policy will contribute to the following outcomes:** • Reduced dependence on the private car through increased number of people choosing public transport and active travel modes i.e. walking and cycling; • Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how;

Policy K: To work with rail operators to deliver improvements to station facilities and where practical, better infrastructure and services for people and freight.	
Why?	The rail network in South Hampshire is of strategic importance for both passengers and freight. There is potential to grow the modal share of rail for passenger and freight movements both within and beyond the sub-region. This policy will seek to facilitate a greater role for rail for local journeys within the sub-region. Targeted improvements to rail can help this mode provide an attractive alternative to the car for peak hour commuter journeys to key employment areas.
How?	The TfSH authorities will work with the rail industry encourage investment in improved station facilities, enhanced interchange facilities at main rail stations , and rail infrastructure such as track capacity, to make rail a more attractive option. Further investment in train services is also needed. The TfSH Rail Communications Protocol will be used to take forward improvements to the South Hampshire rail network ensuring more passengers and freight are carried by rail and improve rail service frequencies.
Delivery options	• Promote measures which will enable more freight to be moved by rail; • Re-opening freight only lines for passenger use (e.g. Waterside line); • Improving rail access to Southampton Airport from the east and west; • Increasing capacity on the rail route between Eastleigh and Fareham; • Improved station and key city centre interchange facilities; • Improved cycle and car parking at well-used commuter railway stations; • Investigate opportunities for park and rail; • Working with train operators to deliver station travel plans; • Further development of Community Rail Partnerships[65] (CRPs); • Improved capacity for cycles, wheelchairs and pushchairs on trains; • Use of rolling stock suitable for the type of route across the network. • Explore the feasibility of options for light rail in South Hampshire
Outcomes	**This policy will contribute to the following outcomes:** • Reduced dependence on the private car through increased number of people choosing public transport and active travel modes i.e. walking and cycling • Improved accessibility within and beyond the sub-region • Improved air quality and environment, and reduced greenhouse gas emissions

[65] http://www.acorp.uk.com/Values%20of%20CPR's%20project.html

Policy L: To work with Local Planning Authorities to integrate planning and transport	
Why?	The location, scale, density and design of new development and the mix of land uses has a significant influence on the demand for travel. Encouraging development on brownfield sites close to existing shops and services, and supporting higher density, mixed use development helps reduce the need to travel and the length of journeys, and makes it easier for people to walk, cycle or use public transport.
How?	The TfSH authorities will work with local planning authorities across the sub-region to encourage higher density and mixed-use developments to be located within main urban centres, in locations that are easily accessible by a range of travel methods. Planning authorities will be encouraged to locate new housing and employment development within close proximity. This will help reduce the need to travel and encourage the use of sustainable travel modes, thereby improving health. Good design of residential developments will ensure that key services are provided locally and that neighbourhoods are walkable, with good cycle and public transport links to nearby urban centres. Residential and workplace travel planning will be used to effectively manage the journeys created with development.
Delivery options	• The current and emerging local planning authorities' Local Development Frameworks (LDF) infrastructure delivery plans will be developed alongside the Implementation Plan sections of the Hampshire, Portsmouth and Southampton Local Transport Plans; • Seeking developer contributions from new development to mitigate the impact of new development on existing transport networks; • Residential and workplace travel planning[66];
Outcomes	**This policy will contribute to the following outcomes:** • Reduced dependence on the private car through increased number of people choosing public transport and active travel modes i.e. walking and cycling • Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how • Improved accessibility within and beyond the sub-region • Promoting a higher quality of life

[66] http://www.dft.gov.uk/pgr/sustainable/travelplans/work/

Policy M: To develop and deliver high quality public realm improvements	
Why?	The quality of streetscape can have a big influence on the vibrancy of a place and the way people use streets. Place-making initiatives and the development of 'Naked Streets' will provide a better setting for people friendly activity, providing a more user-friendly public realm for pedestrians, vulnerable road users and cyclists. Public Realm improvements utilising high quality materials, where affordable and practical, with careful detailing and public art will add to the character, feel and ownership of local places.
How?	Within cities, town and district centres, the TfSH authorities will reduce street clutter and make streetscape improvements using high-quality materials and street furniture to enhance the public realm and its accessibility.
Delivery options	• Reducing street clutter (e.g. pedestrian guard railing); • Streetscape enhancements (e.g. lighting, paving, planting, and street furniture); • Delivering improvements that follow the design principles set out in current design guidance and informed by examples of best practice.
Outcomes	**This policy will contribute to the following outcomes:** • Improved accessibility within and beyond the sub-region • Promoting a higher quality of life

Policy N: To safeguard and enable the future delivery of transport improvements within the sub-region	
Why?	A limited number of targeted highway and rail improvements have been identified which would serve to address problems of localised congestion, unlock development sites with highway access problems and tackle adverse impacts of traffic on quality of life in communities.
How?	Delivery of major schemes for highway improvements is dependent on funding decisions by Government and external contributors. The TfSH authorities will safeguard the routes of proposed highway improvements and continue to work with these agencies to secure funding for these schemes.
Delivery options	• Safeguarding routes of proposed bypasses for communities where heavy traffic causes problems of severance, noise and poor air quality (e.g. Botley, Stubbington); • Safeguarding land to enable developer-led access solutions to unlock Dunsbury Hill Farm and Eastleigh River Side for new employment uses; • Enabling developer-led road improvements to facilitate access to planned major development areas (e.g. North Whiteley); • Safeguard land for developing a new motorway junction on the M275 serving Tipner, Portsmouth; • Investigate feasibility for provision of a bridge link from Tipner to Horsea Island (for all modes); and • Safeguard land for new stations at certain locations e.g. Farlington.
Outcomes	**This policy will contribute to the following outcomes:** • Improved accessibility within and beyond the sub-region

Glossary of Terms

Acronym/ Common Term	Full Title	Explanation

Acronym/ Common Term	Full Title	Explanation
AQMA	**Air Quality Management Area**	An identified area where various air pollutant levels breach national limits, requiring action to deal with poor air quality.
Active Travel		Modes of travel which require physical activity, ie walking and cycling.
BRT	**Bus Rapid Transit**	Provision of dedicated, segregated bus lanes, junction priority, high quality "stations" and other infrastructure to provide a bus-based version of light rail rapid transit, capable of supporting high frequency services moving large volumes of passengers.
Car Club		Organisations providing cars based in key locations for hire to members via an online or telephone booking system. Car clubs allow infrequent car users to access a car when they need it, without the high cost or parking difficulties associated with car ownership.
CPGS	**Car Park Guidance System**	System which combines monitoring of car park capacity and occupancy with Variable Message Signage (see "VMS") to route car drivers to car parks with available parking spaces, reducing the number of vehicles circulating searching for spaces at busy times and reducing traffic congestion.
CPZ	**Controlled Parking Zone**	An area where parking restrictions (typically a requirement to display a valid ticket or permit) are in force.
CRP	**Community Rail Partnership**	Community Rail Partnerships encourage greater use of rail services on rail routes away from main-line corridors by raising their profile in the community. This can be achieved by publicity, developing links with local communities served by the rail route and recruiting volunteers to help 'adopt' stations.
DaSTS	**Delivering a Sustainable Transport System**	Government report and policy guidance outlining goals and planned development for transport, aiming to balance the delivery of economic growth with reductions in the environmental impact of transport.
Eddington Report	**Eddington Transport Study**	A report authored by Sir Rod Eddington in 2006. This report examined the relationship between transport and the economy and the environment, and made recommendations on the direction future transport direction should take.
Green Grid		The Green Grid concept aims to create a multi-functional network of interlinked, multi-functional and high quality open spaces that connect with town centres, public transport nodes, the countryside in the urban fringe, and major employment and residential areas. The PUSH Green Infrastructure Strategy is a step towards the creation of a Green Grid in South Hampshire.
HA	**Highways Agency**	Government agency responsible for managing the trunk road and motorway network.
Hampshire County Council		County Council covering the county of Hampshire but excluding the cities of Portsmouth and Southampton. Major urban areas in Hampshire include Havant, Gosport, Fareham, Eastleigh, Winchester, Basingstoke, Andover, Farnborough, and Aldershot.

Acronym/ Common Term	Full Title	Explanation
HOV Lanes	**High Occupancy Vehicle Lanes**	Lanes dedicated for use by buses and cars carrying multiple occupants. Intended to encourage car-sharing by rewarding car-sharers with faster, less congested journeys.
Journey time reliability		It is important for people making a regular journey that the length of time taken between their origin and destination is reasonably predicable, and does not fluctuate excessively from day to day. Unpredicability adds to costs of business and results in wasted time.
LDF	**Local Development Framework**	A series of local development documents prepared by district councils and unitary authorities that outline the spatial planning strategy for their area.
Legible Cities/ Legible South Hampshire		The Legible Cities concept involves the development of direction signage and maps to enable pedestrians and cyclists to navigate around the city with greater ease and confidence. A Legible South Hampshire project would involve deployment of a common brand of Legible Cities signage in urban locations across South Hampshire.
LEP	**Local Enterprise Partnership**	The current Government has proposed to set up a number of regional / sub-regional organisations known as LEPs to replace the now-decommissioned Regional Development Agencies (RDAs). LEPS will provide the strategic leadership in their areas to set out local economic priorities and will feature more private sector representation than RDAs. LEPs will address such areas as planning, housing, local transport and infrastructure, employment, and inward investment. More information on the development of LEPs will become available during winter 2010 and into 2011.
Local Transport Act		The Local Transport Act (2008) is an act of Parliament that enables local authorities to better manage bus services, consider introduction of road charging schemes, and also outlines the requirements for delivery of Local Transport Plans.
LTA	**Local Transport Authority**	A Local Authority responsible for the operation, management and development of the highway network (excluding trunk roads and motorways, which are the responsibility of the Highways Agency) within its area. LTAs are also generally responsible for subsidy of certain bus routes and maintenance and improvement of transport infrastructure (excluding infrastructure under control of the Highways Agency, Network Rail, and private operators).
LTP3	**Local Transport Plan 3**	The document for which this glossary is written. Local Transport Plan 3 outlines the transport policies, strategy and implementation plans for Local Transport Authorities from 2011 to 2031.

Acronym/ Common Term	Full Title	Explanation
Modal Share		The proportion of journeys made by a mode (ie type) of transport, eg a modal share of 70% for cars means 70% of journeys are made by car.
Naked Streets		Streets with none (or very little) of the usual street furniture such as traffic lights, signs, kerbs, railings, white lines and other road markings. In certain locations, studies have found that "naked streets" reduce traffic speeds and improve safety for users compared to more traditional street layouts, markings and furniture.
PTW	**Powered Two-Wheeler**	A powered two wheel vehicle, ie a motorbike, motor scooter, or electric scooter.
PCC	**Portsmouth City Council**	Unitary Authority covering Portsea Island, and the mainland consisting of Paulsgrove to the west and Farlington to the east.
PUSH	**Partnership for Urban South Hampshire**	A partnership between Local Authorities in South Hampshire which aims to deliver sustainable, economic growth and regeneration to create a more prosperous, attractive and sustainable South Hampshire.
ROWIP	**Rights of Way Improvement Plan**	A plan which considers how best to manage and develop the Public Rights of Way network (including bridleways and public footpaths).
RTI	**Real Time Information**	System providing live updates on expected arrival times of buses at each stop, and often also accessible online or via text message.
SCC	**Southampton City Council**	Unitary Authority covering the city of Southampton and much of its urban and suburban area.
SUDS	**Sustainable Urban Drainage System**	Urban drainage system designed to reduce the impact of water runoff from urban developments. SUDS generally use systems of collection, storage, cleaning, and controlled release to more slowly release cleaner drainage water back into the environment. These systems are less prone to flooding than conventional drainage.
Stern Review	**Stern Review on the Economics of Climate Change**	A report produced in 2005 for the British Government by economist Nicholas Stern. It examines the economic impacts of climate change, as well as considering the policy challenges involved in developing a low-carbon economy and in adapting to the consequences of climate change.
TAMP	**Transport Asset Management Plan**	A Transport Asset Management Plan aims to bring together the management processes associated with the maintenance of the transport network with information on the transport assets maintained by a local authority in one document.
TAP	**Town Access Plan**	A programme identifying schemes which can help improve movement in and around towns, and to make the best use of roads and public spaces. TAPs are Hampshire County Council's primary vehicle for identifying how to improve parts of the transport network in towns in Hampshire.

Acronym/ Common Term	Full Title	Explanation
TfSH	**Transport for South Hampshire**	Transport for South Hampshire is a delivery agency formed in 2007 for the South Hampshire sub-region, bringing together local transport authorities, transport operators, business interests and government agencies to deliver change. The organisation is a partnership made up of the Local Highway Authorities of Hampshire, Southampton and Portsmouth, together with transport providers and other agencies.
TIF	**Tax Increment Financing**	The coalition government in autumn 2010 announced new powers for Local Authorities to be able to borrow against future estimated local tax receipts. This could mechanism be used to help deliver local transport improvements.