

Transforming Cities Fund *Call for Proposals*



Department
for Transport

Application Form

Applicant Information

Bidding City Region: Southampton City Region

Bid Manager Name and position: Pete Boustred, Service Manager Strategic Transport

Name and position of officer with day to day responsibility for delivering the proposed interventions.

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SECTION A – Definition and challenges

A1. Constituent Local Authorities: Southampton City Council (lead), in partnership with Hampshire County Council, Eastleigh Borough Council, New Forest District Council & Test Valley Borough Council.

A2. Geographical area:

This bid is focused on Southampton City Region, within the wider Travel to Work Area, which encompasses:

- all of Southampton City;
- all of Eastleigh Borough;
- part of New Forest District on the Waterside (comprising of Totton, Hythe and Marchwood); and
- part of Test Valley Borough (covering Nursling, Rownhams, Chilworth and Chandlers Ford).

The City Region a contiguous urban area and ranges from dense urban settlements towards the centre of Southampton, to medium to low density housing and several employment areas at the urban edge in Eastleigh, Chandlers Ford, Hedge End, Totton, Waterside and towards Winchester. It is constrained by the New Forest and South Downs National Parks, and rivers Itchen and Test flowing into Southampton Water (location of the Port of Southampton) and by the M27 and M3 motorways. All of these features can form barriers to the movement of people and goods.

A map of the Southampton City Region is in **Appendix A**.

A3. Population

The **Workday Population** of the Southampton City Region is 437,086¹, comprising:

- Southampton City – 237,144
- Eastleigh Borough – 123,652
- New Forest District (part) – 61,839
- Test Valley Borough (part) – 14,451

A4. Discussion of key transport challenges:

Southampton is a major international city but changes to locations of where people work and live in the City Region over past 30-40 years has led to a decentralisation of employment hubs towards the M27 corridor, leading to car-centric patterns of development outside of the city centre, contributing to the following transport challenges.

Congestion and dependence on the private car

- Unique coastal geography constrains travel into Southampton from the M27 – doesn't have 360° access;
- The main road corridors carry 157,000+ vehicles a day and experience peak-hours congestion and unreliable journey times². By 2026, A33 Millbrook Road is forecast to see an increase in journey times of up 127% - affecting 12 buses/hr³;
- Strong commuting flows both into and out of Southampton – between Southampton and Eastleigh is largest two-way commuting flow in Solent (23,931/day);
- 65% of journeys to work are made by car, and in Southampton 8.8% of commuters use public transport but there are higher levels of car commuting for journeys outside⁴. A significant number of commuter trips to and from Southampton use the heavily congested M27 for short junction to junction trips;
- Seen growth in cycling, but only 3.9% of journeys to work are cycled⁵;

¹ NOMIS 2011 Census Workday Population WD102EW for Southampton UA, Eastleigh DA, New Forest MSOA 002-009, 011, 013 & 014 and Test Valley MSOA 014 & 010.

² SCC Permanent Traffic Counters, average weekday, 2017

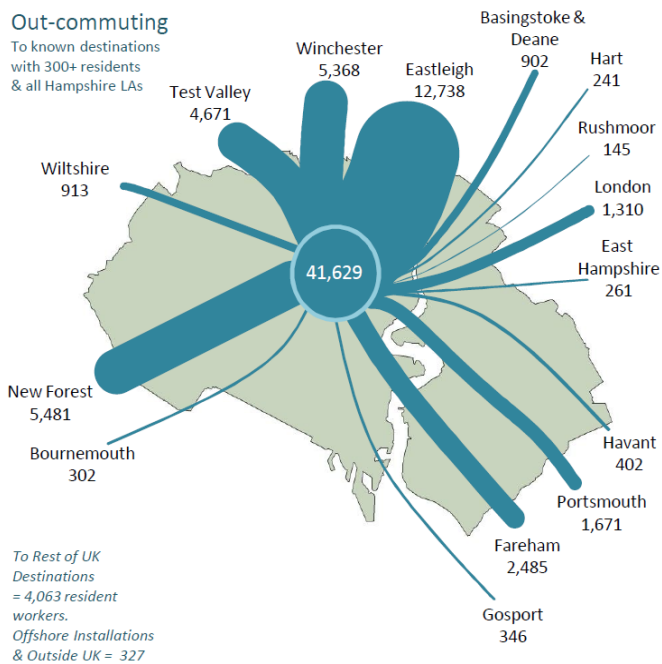
³ PUSH/Solent Transport Modelling – Sub-Regional Transport Model 2015

⁴ Census 2011 – Nomis ED703EW – Method of travel to Work – workday population

⁵ Census 2011 - Nomis ED703EW – Method of travel to Work – workday population

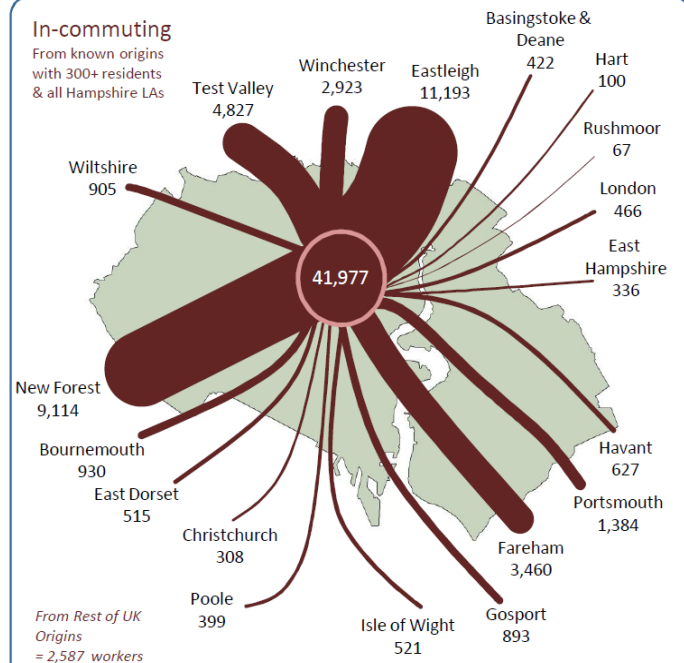
Out-commuting

To known destinations with 300+ residents & all Hampshire LAs



In-commuting

From known origins with 300+ residents & all Hampshire LAs



- Sustained bus operator investment in the fleet is contributing to growth in bus patronage – 21.4m passengers making 84.1 journeys/head in 2016/17 – up 16% on 2011/12⁶. However, buses are held up in congestion – journey times on a cross-city route increased by 9 mins since 2011, meaning these gains could be eroded;
- Frequent bus services connect some areas into Southampton but cross-city travel is difficult involving long journey times (65-71mins)⁷. There are gaps in service provision - bus links to some urban edge employment sites are limited, creating reliance on driving; and
- 15.2m rail passengers⁸ across sixteen stations, but suburban stations have poor train frequency, and disconnected interchange at Southampton Central.

Considerable scope exists to switch people's mode of choice from cars to public transport and cycling if the quality of these alternatives can be made more attractive.

Congestion affects productivity levels which is lower than average

- Total GVA of £9.5bn for Southampton City and Eastleigh Borough in 2016⁹;
- Weekly wages for Southampton residents are £60.00 lower than non-residents working there, and City Region GVA/head is 4.6% lower than the SE average. Within Southampton, this differential rises to 16.6%¹⁰, given that 8.5% of the economically active population are unemployed and 7.6% of 16-17s are classed as NEETs¹¹; and
- Congestion costs the Southampton economy £100m pa¹².

Addressing deficiencies in transport connectivity between home, jobs and skills would help reduce unemployment and improve productivity.

Vital maritime trade and logistics industries needing reliable access

- Port of Southampton – UK's third largest port by tonnage handled and busiest to non-EU markets - worth £36bn¹³, currently 39m tonnes of international trade and 1.8m cruise passengers pass through annually¹⁴, all accessing it from A33 corridor - which suffers from congestion. Doubling of cargo and cruise passenger throughput is forecast by 2035¹⁵; and
- Strong logistics sector benefits from proximity to the Port but adds to demand on network.

⁶ SCC Bus patronage data & DfT Bus Patronage Statistics 2017/18

⁷ Bluestar 18 Thornhill-Millbrook and First Reds 3 Lordshill-Harefield

⁸ Office of Rail & Road Estimates of Station Usage Entries & Exits 2016/17

⁹ ONS Regional GVA by LA 2016

¹⁰ ONS Regional GVA by LA 2016

¹¹ 16-17 yr olds Not in Education, Employment or Training (NEET) data by LA, DfE, 2017

¹² Oxford Economics 2014

¹³ ABP Draft Port of Southampton Masterplan 2016

¹⁴ DfT Port & Shipping Statistics 2017

¹⁵ ABP Draft Port of Southampton Masterplan 2016

The growth of the Port and associated logistics firms is reliant on reliable onward transport links to strategic transport networks and the ability to retain a skilled workforce.

Deprivation, health inequalities and poor air quality require concerted action

- Pockets of high deprivation (among top 10% most deprived in England) in parts of Redbridge, Millbrook, Sholing, Bargate and Bevois wards – having connections to the public transport network and the cost of using it affects a person's ability to get, and retain, a job;
- 22% of households have no access to a car, this rises to 51% in parts of Southampton¹⁶, acting as a barrier to accessing employment;
- Physical activity levels are low – 65% of Southampton residents are classed as obese/overweight¹⁷; and
- Southampton is the eighth most polluted city in the UK – DEFRA has designated Southampton & Totton as one of six areas that is expected to establish a Clean Air Zone (CAZ) by the end of 2019. Transport is (HGV predominately) is a major contributor to poor air quality. There are 15 AQMAs across the City Region.

Bold ambition to deliver new housing and employment growth

Given already congested highway links, the travel demand generated by Southampton's growth cannot be accommodated as private car movements. Instead, the most effective and sustainable way to accommodate this growth is by investing in delivering a new plan for transformative change in transport connectivity in Southampton City Region.



¹⁶ 2011 Census - KS4040EW

¹⁷ Public Health England LA Profiles - Obese & Overweight, 2016

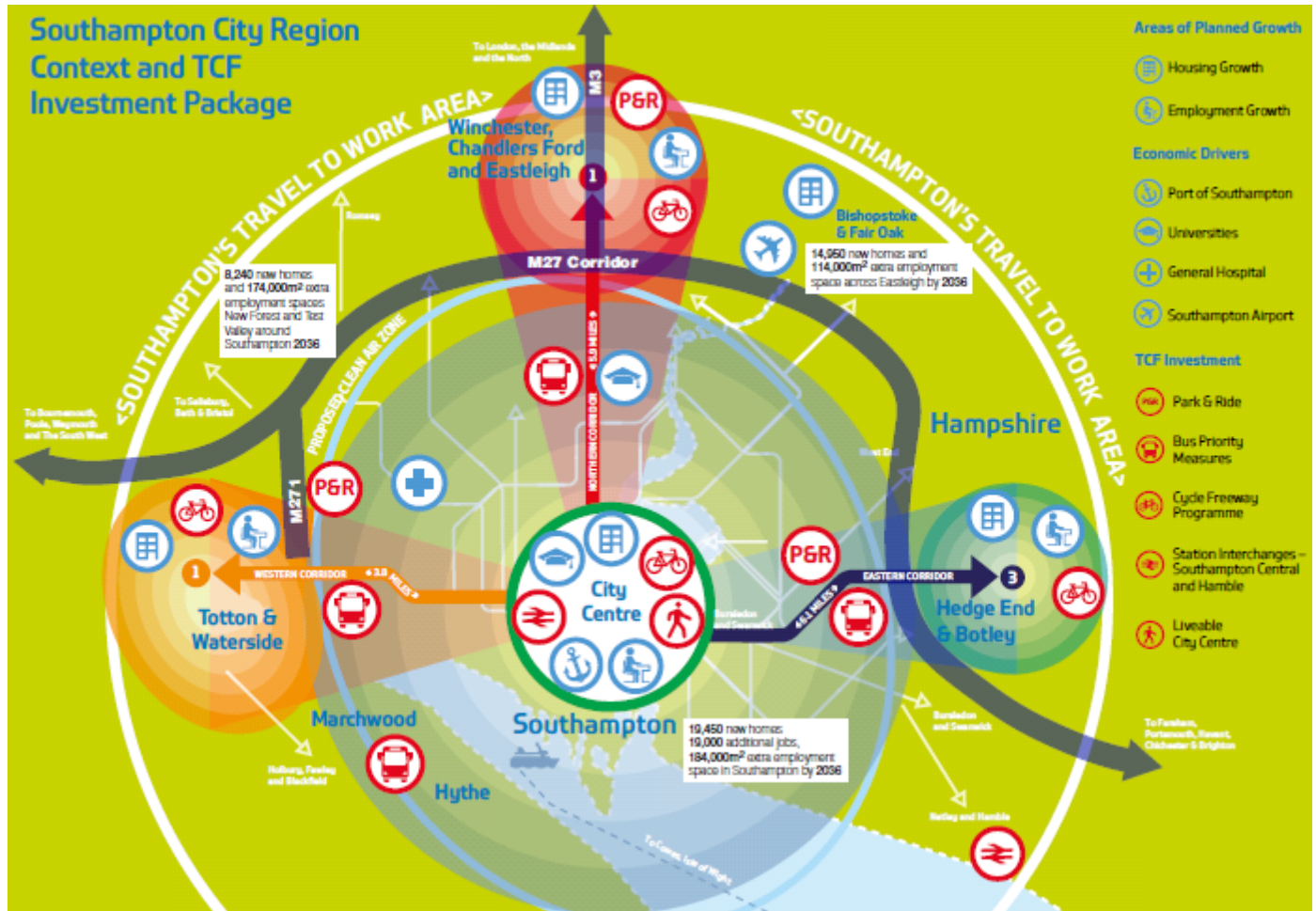
SECTION B: Who & Where

Where

Focused on three key corridors,

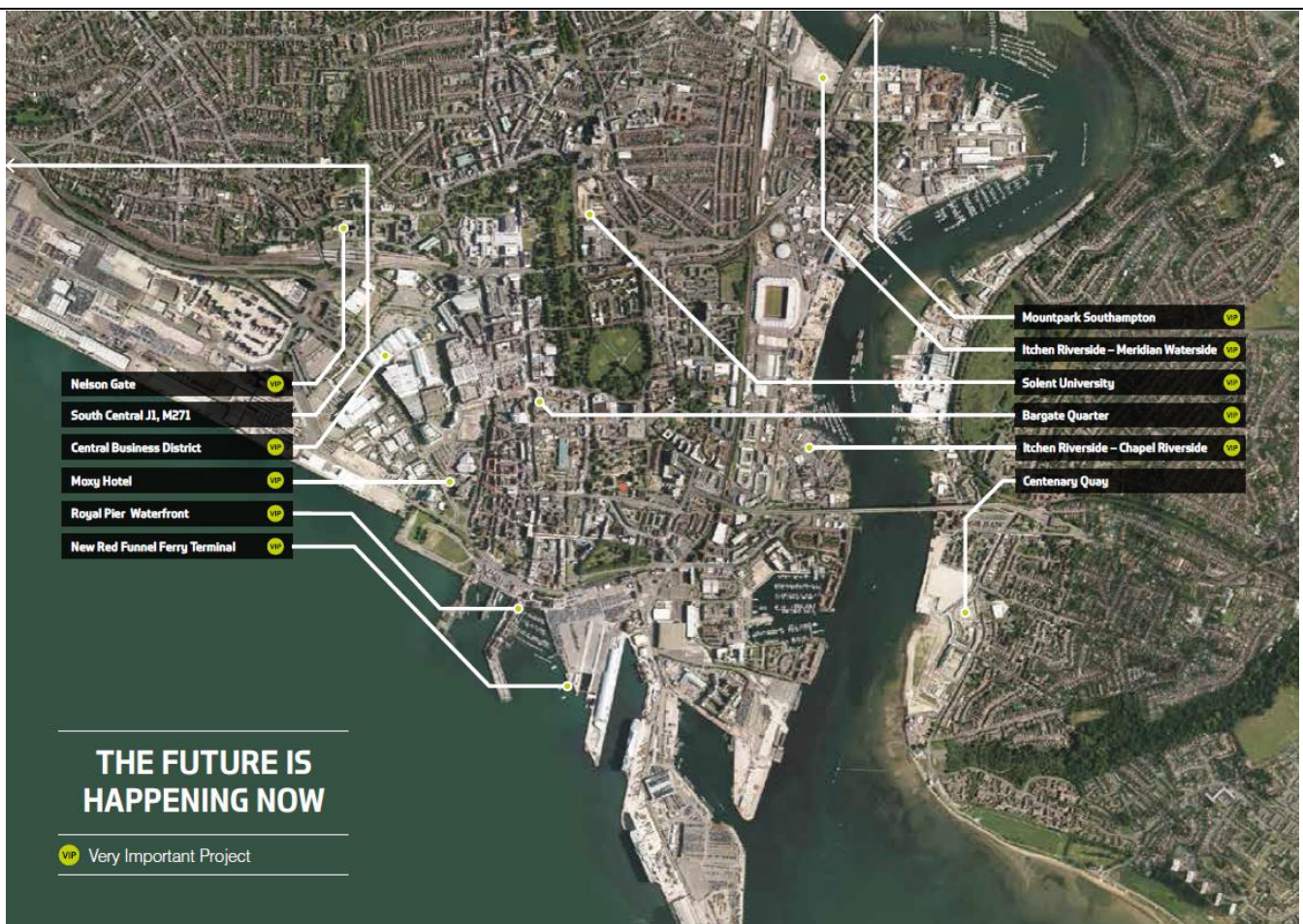
- **Western** - A33 Waterside and Totton to Southampton, 58,000 vehicles/day & 12 buses/hr),
- **Northern** - A33-A335 Eastleigh and Chandlers Ford to Southampton; 66,000 vehicles/day & 24 buses/hr,
- **Eastern** - A334-A3024 Hedge End to Southampton; 33,000 vehicles/day & 25 buses/hr.

These carry the greatest levels of traffic and link development in Southampton city centre with its rapidly growing economic hinterland. Currently have reasonable public transport services and cycling infrastructure but capacity to accommodate growth is finite. Our plan is to transform them so they are capable of carrying greater numbers of people more efficiently by bus and cycling, enabling less reliance on the car.



Why?

- These corridors are central to realising the City Region's growth ambitions with 42,600 new homes and 472,000m² commercial space planned over next 20 years
- They pass through areas of deprivation
- £3bn of growth is planned for Southampton with £1.9bn committed - centred on ten Very Important Projects (VIPs):



City Centre:

- Seven VIPs are in the city centre- a “pipeline” for 5,450 homes across CBD, Itchen Riverside, Royal Pier, West Quay & LeisureWorld and 110,000m² of employment space creating 24,000 jobs by 2026.
- Need for transformation to make it a liveable place for an increasing population and workforce – removing cross-centre car traffic and increase space for people walking, cycling and using public transport
- Southampton Solent University (employing 1,400 with 11,300 students) is investing £100m in its facilities
- Opportunities to improve transport interchange between bus, rail and ferry links to Isle of Wight.

Western:

- Link housing growth in Totton and Waterside, and Millbrook/Maybush – 4,000+ new homes;
- With large employment hubs employing 17,000 FTEs that are growing and investing - Millbrook Industrial Estate, Southampton General Hospital - a regional hub that is intensifying on a constrained campus including a new £22m outpatient’s centre, and Port with ambitious plans for more throughput of freight and is investing (£200m in next 5 years) to improve its’ competitiveness against rivals;
- A33-A35 is an AQMA – greatest concentration of NO_x; and
- An opportunity to connect Totton and New Forest NP with Southampton Central by bike and bus.

Northern:

- Connecting planned significant housing growth in Eastleigh Borough – 7,800 across Stoneham, Horton Heath and Bishopstoke;
- With major employment area in Chandlers Ford Business Parks (8,000 jobs), the University of Southampton (6,000 staff and 25,000 students) – investing £300m in its’ estate to improve the quality of teaching spaces, new employment at Mountpark Southampton (1,200 jobs);
- Serves Southampton Airport and towards Winchester; and
- Opportunity to connect the cycle networks in Southampton and Chandlers Ford-Eastleigh

Eastern:

- Joins significant housing growth – 5,800 across Itchen Riverside, Thornhill, Bursledon, Hedge End, Botley and Boorley Green;
- With major employment areas in Itchen Riverside (6,250 jobs, focus of intensification), Hamble (GE Aviation - £32m Composite Facility) and Hedge End;
- A3024 Bitterne Road West and Hamble Lane are AQMAs; and

- Complements Highways England's RIS1 M27 Southampton Junction project to improve capacity on route along A3024 into Southampton from M27 J8 which could attract more car-based trips on this route,

Who

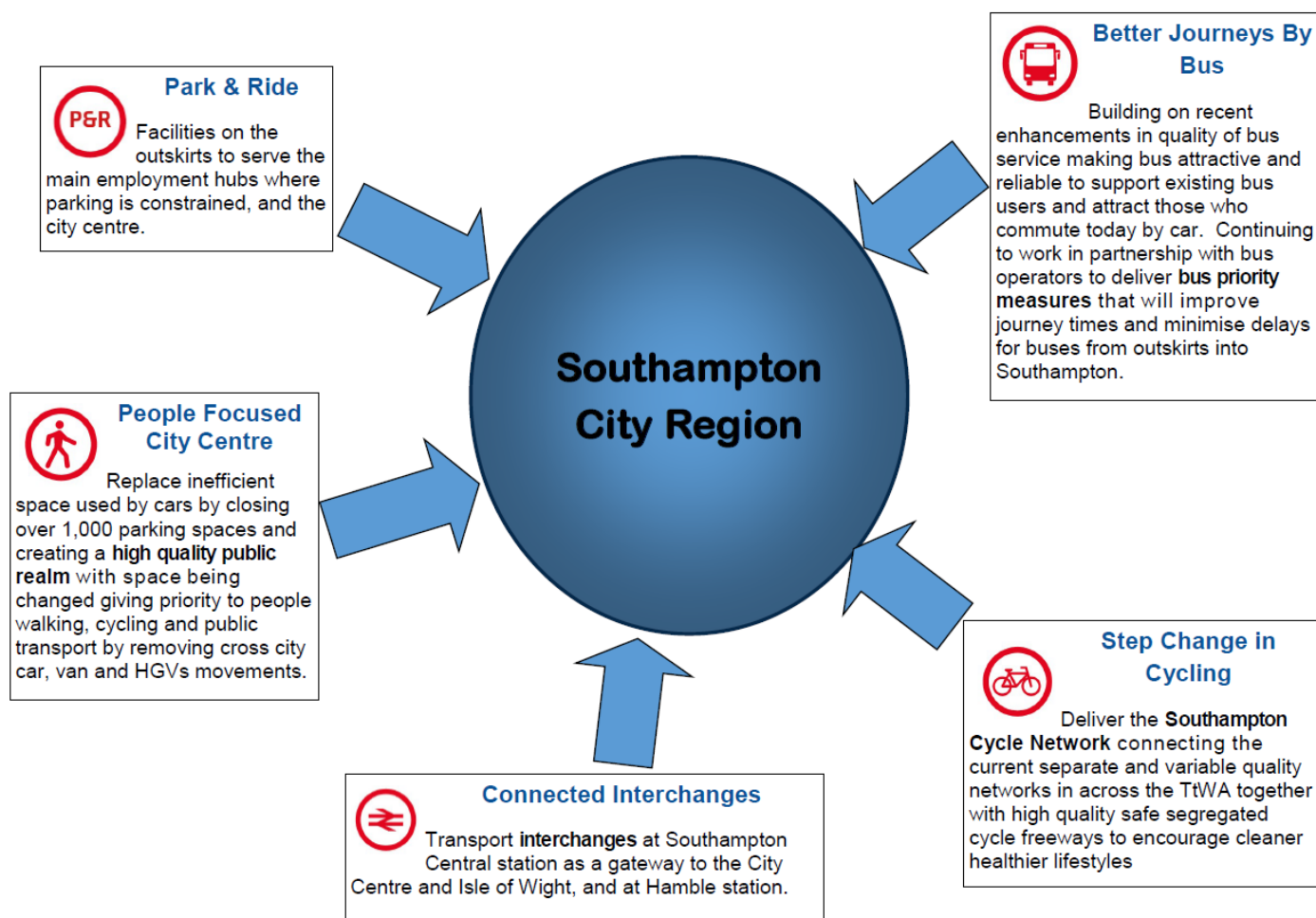
- **31,300 businesses** who will see improved network reliability and journey times supporting improved access to labour markets.
- **5,000 direct and 10,000 indirectly employees at the Port** have continued reliable access to maintain position as one of most efficient Ports in Europe and enable Masterplan growth ambitions to be realised.
- **437,000 existing and 96,000 future residents** with better connections to main employment hubs, training/skills opportunities and improved air quality.
- **21.4m per year bus users** who will experience improved journey time reliability particularly those residents in the areas of deprivation who rely on the bus services.
- **11m annual train, coach and ferry passengers** through provision of improved interchange facilities at Southampton Central station – predicted to grow by 26% PT trips requiring interchange.
- **17,400 Hospital and University staff** travelling to a large employment site with constrained parking.
- **People who cycle** with development of the SCN looks to provide segregated freeways on the corridors to deliver 20,000 additional cyclists by 2027.

SECTION C: Ambition for change

Our Ambition

...is for a Southampton City Region that is successful, productive and sustainable through **transformative** change, achieving this through an ambitious package worth £60m to address car dominance on the corridors between Southampton and surroundings to support **intensification of development and productivity**, for a **clean people centred liveable place**. We will replace space inefficient car trips to the centre by encouraging them to park on the outskirts in new Park and Ride facilities and by implementing a step change in cycle facilities, bus priority, interchange, and high quality public realm as better alternatives.

To meet our ambition and the challenges of car-centric patterns we will deliver these transformative interventions:



These will:

- Create a liveable city centre for people to live, work and enjoy;
- Improve access and connections at Southampton Central;
- Improve connectivity to major employment hubs – particularly the Port, so they can achieve ambitions for growth based on more bus and cycling, and fewer car journeys;
- Deliver a true cycling city by 2027, though a 10% annual increase in cycling;
- Achieve statutory air quality values and continue to reduce them; and
- Make use of new technologies and powers to continue to grow public transport by 20%.

Our proposal builds upon past DfT and LEP investment in Southampton City Region which has initiated a behaviour change revolution. We need to invest now to sustain this revolution, before the value of earlier investment decays. Now is the time to further support those who have changed their travel choices, or want to but cannot due to un-resolved infrastructure barriers. Failure to do so will jeopardise and prevent delivery of **42,600 homes** and **472,000m² employment land** in a way that achieves sustainable less car-dependent travel patterns across the city region, reducing the economic benefits these will bring due to higher congestion due to absence of infrastructure for alternatives which our plan would deliver.

The political will exists to implement our plan if we can access sufficient funding to make this transformative change.

We forecast that this package will enable a net increase in daily commuting into Southampton of **11%** in the weekday morning peak, increasing economic activity and productivity of the City Region. We estimate that the wider economic benefits of this package will be worth **£587m** to the area's annual GVA from 24,000 additional jobs.

Letters of support from our stakeholders and partners are attached in **Appendix B**.

Complements investment being made by stakeholders such as GoSouth Coast's £11.5m in new Euro VI buses, SWR's franchise commitment to in the Solent Go Smartcard, and additionality of £3bn private investment in Southampton.

This level of ambition is fully consistent with and supports investment in the City Region's growth, connectivity & environmental aspirations:

- Various strategies in the region for DfT¹⁸, Transport for the South East (TfSE)¹⁹, Solent LEP²⁰, PUSH²¹, Solent Transport²² and SCC²³;
- Solent LEP's GVA growth target of 2% by 2020²⁴, and support the delivery of intensification in the City Centre²⁵;
- SCC's Cycle Strategy²⁶ and the measures currently being implemented along the SCN corridors for cycling in advance of the CAZ with £3.8m of funding;
- Ongoing NOx reductions to achieve Clean Air Strategy²⁷ goals – supported by £3.67m for cleaner buses and EV Charging;
- The ongoing £3.2m Southampton City Region Access Fund behaviour change project;
- £445m of Highways England RIS1 investment to 2021; and
- Local bus operator goals of continuing to achieve substantial year on year growth in bus patronage.

We will work within existing collective governance structures (e.g. Southampton Strategic Bus Operators Board) to deliver elements of our proposals, and will consider implementation of relevant powers within the Bus Services Act (2017) as supporting measures.

Please specify the weblink where this bid will be published:

<http://www.southampton.gov.uk/roads-parking/transport-policy/transport-funding-bids.aspx>

Submission of proposals:

Proposals must be received no later than 2359 on **Friday, 8 June 2018**.

An electronic copy only of the bid including any supporting material should be submitted to:
TCFproposals@dft.gsi.gov.uk

Enquiries about the Fund may be directed to TCFenquiries@dft.gsi.gov.uk

¹⁸ Transport Investment Strategy, DfT, 2017

¹⁹ Economic Connectivity, TfSE, 2018

²⁰ Solent Strategic Economic Plan, Solent LEP, 2014; Solent LEP Transport Investment Plan, Solent LEP, 2016

²¹ PUSH Spatial Statement, PUSH, 2016

²² Transport Delivery Plan, 2012; Public Transport Vision, Solent Transport, 2017

²³ City Centre Action Plan, 2015; LTP3, 2011; Draft LTP4, 2018, Southampton City Council

²⁴ Solent Strategic Economic Plan, Solent LEP, 2014

²⁵ PUSH Spatial Strategy Statement, PUSH, 2016; City Centre Action Plan, SCC, 2017

²⁶ Cycling Southampton – 10 Year Cycle Strategy, SCC, 2017

²⁷ Southampton Clean Air Strategy 2016-2025, SCC, 2016