

Waterside Transport Strategy and Action Plan

Main Strategy Document – DRAFT - November 2022

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Waterside Transport Strategy

Introduction

Hampshire County Council is looking at how to improve how people travel into, out of and around the Waterside area taking into account local and national requirements set against environmental and economic priorities.

As the Waterside area continues to evolve, a transport strategy is needed which responds to current and future transport needs and challenges, directs investment in the area's transport infrastructure, manages growth effectively at a local level, whilst providing resilient connections to the wider regional and national strategic transport networks.

The strategy has been developed by Hampshire County Council in consultation with key stakeholders including the New Forest District Council and New Forest National Park Authority. It has been informed by:

- A strong evidence base, which has helped to highlight the area's key transport challenges and opportunities;
- Recent transport related studies and assessments;
- Public and stakeholder engagement and working group exercises.

This transport strategy builds upon the 2017 Waterside Transport Study Phase 1, and the decision by the County Council's Executive Member for Environment and Transport in November 2017 to adopt the following [Waterside Interim Transport Policy of November 2017](#) :

- the A326 to M27 Junction 2 is part of the Major Road Network (MRN) and is the preferred route to the Strategic Road Network (SRN) from Waterside and will need to be improved to accommodate future growth;
- port expansion at ABP's Strategic Land Reserve (SLR) should be accessed directly from A326, by the shortest, least impactful route;
- in the short to medium term, bus, walking and cycling improvements will be developed focusing on making bus services quicker and more reliable; connecting Waterside settlements (and the National Park) by improving the quality of the pedestrian environment for day to day trips; and a direct cycle corridor; and
- until further evidence is forthcoming, the current County Council Position on re-opening passenger rail services on the Waterside remains unchanged.

This Waterside Transport Strategy covers the period up to 2036, which aligns with the New Forest District Council (NFDC) Local Plan period.

The Strategy takes account of the updated policy position in the recently approved Integrated Environmental Infrastructure Vision for the Waterside (Appendix A), which outlines key transport objectives within the broader context of an overarching plan for the area to support growth in a way that enhances the sensitive environment.

The Strategy complements the emerging Hampshire Local Transport Plan 4 (LTP4) [[Local Transport Plan page](#)] and policies which seek to develop a carbon neutral and resilient transport system designed around people, which supports health wellbeing and quality of life for all, connects thriving places and respects Hampshire's unique environment.

The Strategy also reflects the evolving position on the Climate Change agenda and the Solent area's recently designated Freeport status. The Strategy will consider current and future network issues and challenges, recent changes that reflect the revised planned and anticipated development position and will identify appropriate mitigation in the form of interventions that will shape the approach to planning and delivering transport infrastructure going forward. The Strategy recognises the Waterside's relationship with surrounding areas particularly Southampton city and New Forest National Park, plus takes account of potential future major development and infrastructure plans which would affect the area, particularly along the A326.

The Strategy is evidence based and defines current and future transport issues to set out an agreed list of priorities and transport improvements. An action plan and overarching programme form part of the Strategy. Public engagement was undertaken on the emerging Strategy Themes in Summer 2021, and revisions have been made to reflect appropriate feedback. Approval will be sought on a Final Waterside Strategy in Autumn/Winter 2022, in order to update the County Council's Policy position.

Section 1: What is the Waterside Transport Strategy?

The Waterside Transport Strategy is a joint policy document that sets out short-, medium- and long-term priorities for travel and transport improvements. It is a holistic, inclusive policy document, encompassing a wide range of measures to support people by setting out the Strategy's Vision and Themes which are measured against Outcomes contained in the emerging LTP4.

It will shape the approach by Hampshire County Council, working with partners, to planning and delivering transport along the Waterside Corridor. The Strategy will be accompanied by an **Action Plan** that will be regularly updated.

The Strategy will seek to address the current and forecast transport needs and challenges of the Waterside area in the following context:

- Local perspective – access to the National Park, local centres and services within the Waterside settlements
- Sub-regional perspective – connectivity to Southampton city services and facilities for residents
- Wider National Perspective - role as part of a Freeport / international gateway / gateway to the north / location for strategic sites / National Park

The relationship between the local challenges, proposed development, local and national policies and travel characteristics of the Waterside area is illustrated in Figure 1.



Figure 1: Relationship between Transport Challenges, Policy, and Waterside Key Characteristics

Key Characteristics

The Waterside area is a mix of urban, semi-rural and industrial areas between two internationally protected nature conservation areas; Southampton Water and the New Forest National Park. It is almost peninsular in nature due to this linear geography. The local towns and villages provide a range of facilities and due to its proximity, Southampton also provides commerce, employment, retail, education and leisure services to the residents of the area.

Southampton Water, which as a deep-water inlet, is a key feature of the area and is one of the busiest waterways in the world and is home to a significant maritime industry. Nationally significant infrastructure on the Waterside includes Marchwood Military Port, the Fawley Refinery and former Fawley Power Station site. The Fawley Oil Refinery is a major employer in the Waterside area and together these industrial assets play a critical role in the UK economy (Table 1).

The Waterside is well placed with good connectivity and wider UK networks to London and the north via the strategic transport links (Figure 2).

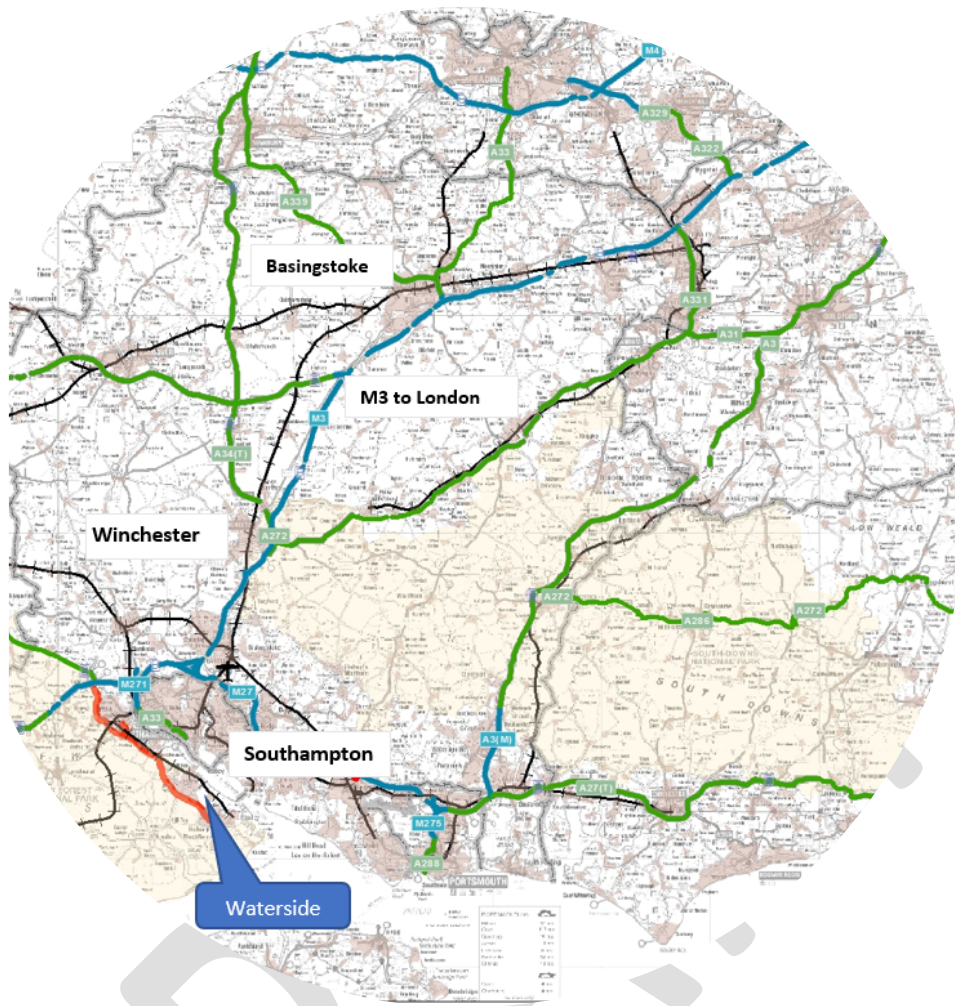


Figure 2: Waterside Transport Connectivity

A profile of some of the area's key characteristics:

<p>Population</p>	<ul style="list-style-type: none"> Population in the Totton and Waterside area is just over 69,800 (57% working age, 18% under 15 years and 23% elderly aged 65+) The population density in this area is notably higher than other parts of the New Forest district at 9.1 ppha and reflects a mostly urban landscape
<p>Economy</p>	<ul style="list-style-type: none"> The Waterside sub-area contributes about £1.5bn annually to the Hampshire economy Levels of economic prosperity in Totton & the Waterside are over a fifth below the national average. Production (manufacturing) accounts for almost a quarter of the overall economic activity in Totton & Waterside. The broad distribution, the public sector and construction are slightly overrepresented (larger) in the area than in New Forest High concentration of marine and maritime businesses, but with a trend of decline of the sector (around 2.1% per annum in employment terms between 2010 and 2020)

Deprivation	<ul style="list-style-type: none"> • Two sub-areas of Butts Ash and Dibden Purlieu and Holbury and North Blackfield fall within the 20% most deprived in England based upon the Office for National Statistics (ONS) Index of Multiple Deprivation (IMD) • Over one third (39%) of the Waterside area has at least one aspect of IMD, mainly barriers to housing and services
Employment and Skills	<ul style="list-style-type: none"> • Resident workforce of approximately 38,200 (ONS 2011) • Average rate of 1.5% claimants of residents aged 16-64 years (2019) which is above New Forest average rate of claimants but below UK average figures

Table 1: Waterside Profile and Key Characteristics

Transport and Travel in the Waterside

The main road access to the Waterside peninsula is by the A326 which is part of the Major Road Network (MRN). It provides access to some key employment sites and links the towns and villages of the Waterside to each other and to Southampton. To the north the A326 links to the M27, part of the Strategic Road Network at Junction 2 and at Totton the A336 and A35. To the south it links to Fawley and Calshot via the B3053.

The only passenger railway station in the Waterside area is at Totton, which is served by hourly services to Southampton. The railway line between Totton and Fawley has not been used as a passenger line since 1966 but is now only used by a small number of freight services going to Marchwood Military Port.

There is a network of bus services linking the Waterside communities with some frequent services along the A326 corridor to Southampton. There is also a ferry service between Hythe and Southampton.

The area has a network of on and off-road cycle routes linking towns and villages and there are several crossing facilities, mostly pedestrian crossings, located along the A326 connecting to the New Forest, but most crossings located along the route are uncontrolled crossings. Whereas generally there is a cohesive walking network within the individual towns and villages with footways running adjacent to most roads, the network of walking routes between the settlements is less developed.

Travel in the Waterside area is car orientated with high levels of car ownership and travel to work trips by car or van (Table 2). There is a large number on commuter trips (both in and out) between the Waterside and Southampton with a low resident worker self-containment ratio (41%) and only 15,660 residents living and working within the Waterside area.

Car Ownership	<ul style="list-style-type: none"> • 43% of households have one car/van • 87% of households have one or more car/van • Higher proportion of car ownership than Hampshire as a whole (85%) – 2011 census
Commuter Trips	<ul style="list-style-type: none"> • At 69% the car or van is the main mode of transport to work • Around half (19,400) working residents out-commute with a further 3,130 with no fixed workplace • Over 1/3rd of out-commute trips are to Southampton

	<ul style="list-style-type: none"> • Other key work destinations are New Forest (core and coast), Eastleigh, Test Valley and Winchester • Low resident worker self-containment ratio (41%) with only 15,660 living and working within the Waterside area • Approximately 12,187 workers in-commute to the Waterside area • Just over 1/3rd of in-commute employees are from Southampton
Mode of Travel to Work	<ul style="list-style-type: none"> • 74% travel to work by car or van (driver/passenger) • 10% use active travel (4% cycle, 6% walk) • 5% by public transport (2% by train, 3% by bus)

Table 2: Waterside Car Ownership and Commuting Patterns

Policy and Wider Context

National, regional and local policy have all contributed to the development of the Waterside Transport Strategy with Figure 3 providing a summary of policy documents that are relevant to this Strategy and the Waterside area.

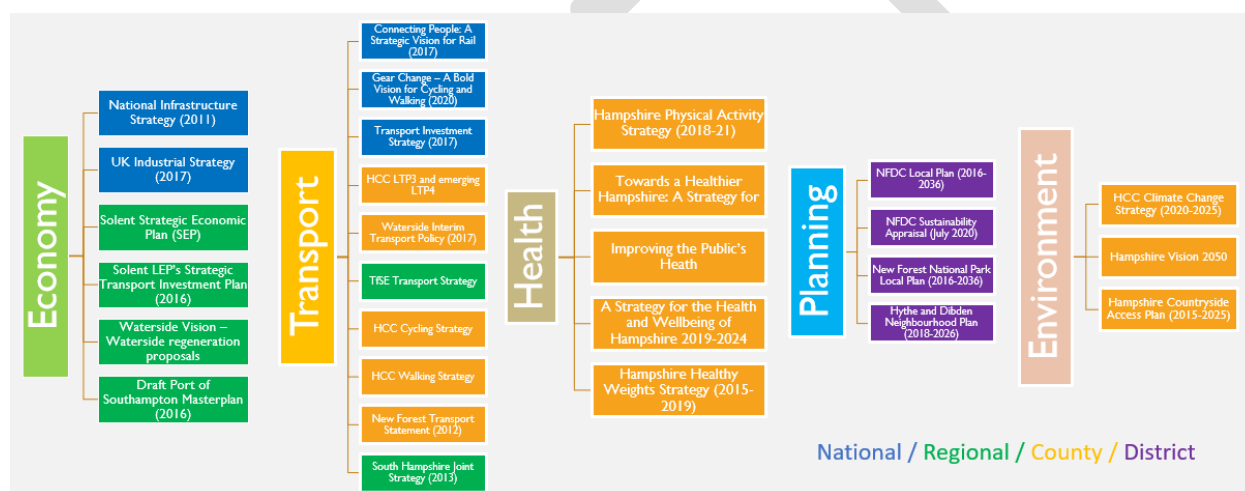


Figure 3: Related Policy Documents

Local Policy

Development and Regeneration

The majority of the Totton and the Waterside area lies within the administrative boundary of the New Forest District Council, with the remaining part lying in the New Forest National Park Authority area. There are ambitious plans to support the growth of the economy and provide much needed homes.

Local Plan

The development aspirations for the New Forest District area have been confirmed in the Local Plan adopted in July 2020. The Plan includes strategic housing sites within Totton and the Waterside, including the regeneration of the Fawley Waterside for a new mixed-use community. Significant economic growth is planned within the area with investment in the Fawley Refinery and the use of Marchwood Port for commercial, economic and local employment, including the potential expansion of the Port of Southampton.

Integrated Environmental Infrastructure Vision for the Waterside

The three local authorities have developed an Integrated Environmental Infrastructure Vision, which sets out a shared vision of the opportunity across the whole of Totton and the Waterside, a collective assessment of the cumulative impact of the development aspirations, and an understanding of the total infrastructure needed to support and enable the growth plans for the area.

The Vision statement (Appendix A) is a blueprint for how to deliver growth in an environmentally sensitive area with the key objective 'to achieve economic growth in an innovative way that enhances this internationally important and sensitive nature conservation area creating a flagship area where people, the economy and the environment thrives'. The Growth Opportunity is:

- Fawley Refinery (ExxonMobil) – the UK's largest refinery, representing 20% of UK capacity, with a major ongoing investment programme encompassing increased output of ultra-low sulphur diesel;
- Fawley Waterside – the former Power Station and one of the largest brownfield development sites in the South of England, with plans to deliver a new sustainable community and centre of marine and maritime innovation;
- Marchwood Military Port (Solent Gateway) – the UK's only combined military and commercial port, with plans to deliver significant commercial space utilising existing on-site rail infrastructure and deep-water dock capacity;
- Port of Southampton expansion (ABP) – has proposals to develop a deep-water port providing extra capacity for the UK's leading export port;
- New homes – offering development capacity for 5000 new homes

To make this happen transport related support will be needed, including:

- Investment in the A326 to reduce congestion, improve journey time reliability and connectivity to the wider UK economy;
- Investment that enhances choice and the accessibility of public transport, cycling and walking routes;
- Investment in Environmental Infrastructure to support connectivity for people, places and nature

Transport is identified as having an important role to play in delivering growth and the Waterside Transport Strategy will therefore also be a supporting policy, providing more information on transport and travel requirements and opportunities in the short, medium and long term.

Emerging Hampshire Local Transport Plan (LTP4)

The emerging LTP4 ([Local Transport Plan page](#)) proposes transformational changes for transport and travel in Hampshire in a shift away from planning for vehicles, towards planning for people and places. It also includes policies to meet national priorities to decarbonise the transport system, reduce reliance on private car travel and support sustainable economic development and regeneration; and promote active lifestyles.

Climate Change Strategy (2020-2025)

Hampshire declared a Climate Emergency in June 2019, setting two challenging targets to be carbon neutral by 2050 and to build resilience to a two-degree rise in temperature. The Climate Change Strategy ([Hampshire-Climate-Change-Strategy-2020-2025.pdf \(hants.gov.uk\)](#)), which sets a pathway for the reduction in CO₂ emissions which is needed for the County to be carbon neutral by 2050.

National Policy

Recent events, including the Covid-19 pandemic, Brexit and the climate emergency have resulted in the UK government setting out a series of national policies and strategies which have major implications at all levels.

With the unprecedented impact of the Covid-19 pandemic, the UK government has committed to rebuild Britain and fuel economic recovery by investing in and accelerating infrastructure, promoting a clean, green recovery and reforming the planning system. The restrictions to control the pandemic has given momentum to working at home and supporting active travel to make it easier and safer as more people have been cycling and walking, not only for short trips but also for exercise, health and mental wellbeing.

Leaving the European Union has resulted in a change in trading arrangements impacting on the import and exports of goods and the Waterside area is likely to be at the forefront of Solent Freeport benefits.

Transport Challenges

In conjunction and in support of the development of the emerging New Forest District Local Plan, the Waterside Transport Study undertaken in 2017 looked at existing and future transport in the Waterside area. The study considered travel by all modes throughout the peninsula, identifying existing transport issues and the potential major land use developments.

Based on this study work, five key transport issues have been identified as outlined in Table 3 below – the data that underpins the development of the Strategy is contained in the [Evidence Base](#).

Key Issue	Details
Traffic congestion and delays	<ul style="list-style-type: none">• Car is the main mode of travel to work• Southampton is a key origin and destination for the Waterside• Link to M27 J2 is a key strategic connection, particularly in terms of movements by HGVs• Journey time variability• Single carriageway sections of A326 (south and west of Totton and Marchwood) are predicted to exceed capacity in the future• Unequal lane usage at a number of roundabouts on the A326• Number of roundabouts to the west of Totton and Hythe are approaching capacity• Existing and future capacity issues at Rushington roundabout and at the Jacobs Gutter Lane signal junction• Existing and/or anticipated future capacity side road access to the A326 at staggered crossroads at Staplewood and Twiggs Lane
Bus trips take longer and are less reliable than car travel	<ul style="list-style-type: none">• Bus is an important mode of travel between Waterside and Southampton• Bus stops are relatively well located throughout the Waterside• Eight main bus services in the area including bus services Bluestar 8 and 9 which provide a total of 3 buses in either direction between the Waterside and Southampton in the peak hours.

	<ul style="list-style-type: none"> • Buses experience congestion in the northern part of Waterside along the A326, along the A35 and in the vicinity of Rustington roundabout • No bus priority in the most congested areas • Buses are also subject to delays in the towns and villages of the Waterside, including Marchwood and Hythe
Ferry travel is less attractive than travelling by car for commuter trips	<ul style="list-style-type: none"> • Carries passengers and bicycles (not motor vehicles) • Ferry journey time is competitive but distance to Hythe for many residents negates the journey time advantage • Few ferry commuter trips • Ferry cost is an issue
Rail is under-utilised	<ul style="list-style-type: none"> • Only one passenger station in the area at Totton • Totton is a mainline station on the South Western Main Line, services are operated by South West Trains on the London Waterloo to Poole route. • Railway line between Totton and Fawley was closed as a passenger line in 1966 • Waterside railway line is only used by a small number of freight services going to Marchwood Military Port on an ad hoc basis. • Commercial freight services to the refinery ceased in 2016. • Rail freight needs to be a key element of any major port development at Marchwood or Dibden Bay
Walking and cycling provision is not coherent or attractive	<ul style="list-style-type: none"> • Walking and cycling are important modes of travel to work around the Waterside and between the Waterside, Totton and Southampton. • There are gaps and constraints in the existing walking and cycling network. • Speed and volume of vehicles do not provide a comfortable cycling or walking environment. • Busy roads with limited safe crossing facilities, • Generally a cohesive walking network within the individual towns and villages of Waterside, with footways running adjacent to the majority of roads located in each of the settlements. • The network of walking routes between the towns and villages is not as cohesive, although there are a number of Shared Use Paths (SUPs) that link some of the settlements • Whilst advisory cycle lanes are provided in places, cycling specific infrastructure is not continuous along some routes.

Table 3: Transport Challenges

The public engagement undertaken in 2021 confirmed that there are several concerns about travel in the Waterside, with greatest concerns related to traffic congestion and delays (especially on the A326), the continued operation of the Hythe Ferry Service (following the impacts of the pandemic on the service); busy roads were not safe or attractive for walking and cycling; and that there was no passenger rail services linking to the Waterside towns and villages. Concerns were acknowledged about bus travel and journey times primarily by those using the bus services.

Section 2: Vision, Themes and Outcomes

The public engagement showed strong public support and revisions have been made to the Strategy, incorporating appropriate changes based on the engagement feedback. Our transport Vision for the Waterside area is underpinned by seven Themes to support residents, businesses and visitors. The Vision, Themes and Outcomes (Table 4) are at the heart of the transport strategy and will be the basis upon which we take decisions and evaluate the success of transport interventions, schemes and policies going forward to 2036.

There was strong public support for all of the Themes which with a robust evidence base reflect the uniqueness of the area, socio-economic trends, travel behaviour and local challenges and opportunities. We believe the Waterside has the potential to become a national exemplar for delivering growth in an environmentally sensitive area which is reflected in this multi-modal Transport Strategy which will be set against the outcomes identified in line the emerging Local Transport Plan (LTP4).

The outcomes define what we are seeking to achieve and provide the focus for how we progress to considering the right solutions for the Waterside. They help to establish the scale of the challenge, and hence the types of transport interventions and approaches that will be necessary. The outcomes are important to support the core Themes relating to transport and travel and reflect wider policy objectives including sustainable development, economic growth, carbon reduction, health and wellbeing.

TRANSPORT VISION

The Waterside will have a low carbon, resilient and fully integrated transport network designed around people and communities, enabling economic growth in an innovative way whilst protecting and enhancing health, quality of life and the surrounding internationally important environment.

It will provide for a prosperous community within which people can live, work and have easy access to local facilities, whilst enjoying easy, direct and affordable access to:

- The New Forest’s unique environment;
- Southampton Water’s unique deep-water harbour, leisure activities and habitats; and
- The city of Southampton’s wide-ranging employment, leisure, health and education facilities.

THEMES	Theme A - Improve access to local settlements/ centres to support businesses, services and communities	Theme B - Provide a sustainable means of access to education, health, leisure, services and retail facilities in Southampton and surrounding areas	Theme C - Provide a reliant and efficient transport network to enable the growth of the economy	Theme D - Supporting and enabling a carbon neutral and resilient transport system designed around people, which connects thriving places, supports	Theme E - Protect and enhance the special qualities of the New Forest National Park	Theme F - Supporting healthier lifestyle choices and wellbeing	Theme G - Integrating new developments with well-planned travel choices
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INTERVENTIONS, SCHEMES AND POLICIES

TRANSPORT OUTCOMES	<p><i>A carbon neutral, resilient Hampshire</i></p> <p>Reduce transport-related carbon emissions to net zero (neutrality) by 2050</p> <p>A transport network that is resilient to climate change, extreme weather, incidents and major disruptive events</p>	<p><i>Respect and protect Hampshire’s environment</i></p> <p>Improved air quality and less noise disturbance from transport</p> <p>A transport network that protects and enhances our natural and historic environments, resulting in an overall net environmental gain</p>	<p><i>Thriving and prosperous places</i></p> <p>Supporting a connected economy, creating successful places and ensuring Hampshire continues to prosper whilst reducing its emissions</p> <p>Support sustainable housing and employment growth and regeneration that positively supports our LTP vision</p>	<p><i>Healthy, Happy, Inclusive Lives</i></p> <p>A network that promotes active travel and active lifestyles to improve our health and wellbeing</p> <p>A transport system that provides more equitable access to services, opportunities and life chances delivering improved quality of life for all in Hampshire</p>
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Table 4: Transport Strategy Vision, Themes, Interventions and Outcomes

Section 3: Transport Strategy Themes

This section sets out the proposed approaches to transport which we think would help to meet the desired outcomes set out in the emerging LTP.

Evidence and feedback from the public engagement suggests that a balanced approach to transport interventions in the Waterside area is required. This would mean seeing targeted investment in rail and highway improvements, alongside investment in a more efficient and convenient public transport system, as well as investment in active travel infrastructure to make local journeys easier and more sustainable.

The transport approaches outlined in this Section are organised according to seven strategy themes, which demonstrate how the different proposals work together. Specific projects will be identified through a Strategic Action Plan (see Section 5).

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Theme A - Supporting and enabling a carbon neutral and resilient transport system designed around people, which connects thriving places, supports healthy, happy, inclusive lives and respects the unique environment

Why is Theme A important in the Waterside?





- Significant plans for economic development and much needed homes in the Local Plan period
- Ambitious plans by partners and stakeholders to deliver new development in a way that enhances the special environment of the area
- High car ownership and usage which not only contributes to delay and congestion on the road network but also presents challenges in terms of carbon reduction
- Road transport is the largest emitter of Green House Gases (GHG)
- Air Quality Management Area (AQMA) associated with road traffic on A33 Redbridge Road
- Air and noise pollution can have short- and long-term health effects
- Impact on the environmentally sensitive area of the New Forest National Park

Examples of how Theme A could be achieved

- Work regionally to address local and national air quality issues and strategies to ensure good standards of air quality are maintained (no AQMAs resulting from transport emissions)
- Work with partners, stakeholders and national bodies to enhance local bus and rail infrastructure and services
- Accelerate modal shift by providing improved coherent pedestrian and cycle networks to encourage and enable active transport for short journeys
- Enhancements to rail from the Waterside to increase the number of containers from the ports being transported by rail rather than HGVs
- Promote non travel solutions such as Working from Home, use of superfast broadband and 5G
- Support the development of walking zones in towns and villages
- Create and enhance walking and cycling routes to the New Forest

Positive Impact High Positive Impact Very High Positive Impact

What are the potential benefits and outcomes?

Potential Benefits	Contribution to Transport Outcomes		
<ul style="list-style-type: none"> • Reduction in transport related carbon • Provision for public transport and other modes could reduce the number of journeys by car • Improve air quality and the environment by reducing congestion • Enhancements to freight and passenger rail • Increased travel choice • Improvements to health and wellbeing 	Reduce transport-related carbon emissions to net zero (neutrality) by 2050	A transport network that is resilient to climate change, extreme weather, incidents and major disruptive events	
	A transport network that protects and enhances our natural and historic environments, resulting in an overall net environmental gain	Improved air quality and less noise disturbance from transport	
	Supporting a connected economy, creating successful places and ensuring Hampshire continues to prosper whilst reducing emissions	Support sustainable housing and employment growth and regeneration that positively supports our LTP vision	
	A network that promotes active travel and active lifestyles to improve our health and wellbeing	A transport system that provides more equitable access to services, opportunities and life chances delivering improved quality of life for all in Hampshire	

Theme B - Improve access to local settlements/centres to support businesses, services and communities





Why is Theme B important in the Waterside?

- Local settlements have a range of employment, facilities, services and retail. Totton, Marchwood and Hythe are more self-contained than the surrounding villages.
- Totton has a railway station and changes for bus services, but other settlements have more limited travel options with less frequent bus services and active travel connectivity.
- A326 plays a key role in linking the Waterside communities along the corridor, but it is also a barrier to sustainable movement, including to the New Forest
- Limited cycle and walking networks within and linking settlements do not support or encourage the use of local towns/villages or mode shift to sustainable travel.

Examples of how Theme B could be achieved

- Creating 20-minute walking and cycling neighbourhoods around local centres
- Support the development and investment in town centres and large villages
- Improving public transport access and operation on local roads within the Waterside's towns and villages.
- Enhancing connectivity for residents between local towns and communities by providing improved public transport offer (rail, bus and ferry) with local mobility hubs and new station interchanges
- Provide cohesive walking and cycling networks within and between towns and villages
- Improving walking and cycling links across the A326 to address key barriers and make it easier and safer to use active travel
- Promote transfer of road freight from inappropriate routes in residential areas

What are the expected benefits and outcomes?

Potential Benefits	Contribution to Transport Outcomes		
<ul style="list-style-type: none"> • Support local town and village centres 	Reduce transport-related carbon emissions to net zero (neutrality) by 2050	A transport network that is resilient to climate change, extreme weather, incidents and major disruptive events	
<ul style="list-style-type: none"> • Better and safer infrastructure for walking and cycling 	A transport network that protects and enhances our natural and historic environments, resulting in an overall net environmental gain	Improved air quality and less noise disturbance from transport	
<ul style="list-style-type: none"> • Enhancing connectivity between local towns, villages and communities 	Supporting a connected economy, creating successful places and ensuring Hampshire continues to prosper whilst reducing emissions	Support sustainable housing and employment growth and regeneration that positively supports our LTP vision	
<ul style="list-style-type: none"> • Reduce the need to travel • Greater incentives for people to walk and cycle within and between settlements • Mode shift from car to public transport and active travel • Improve connectivity and social inclusion for those without access to a car 	A network that promotes active travel and active lifestyles to improve our health and wellbeing	A transport system that provides more equitable access to services, opportunities and life chances delivering improved quality of life for all in Hampshire	

Theme C - Provide a sustainable means of access to education, health, leisure, services and retail facilities in Southampton and surrounding areas





Why is Theme C important in the Waterside?

- Due to the proximity of Totton and the Waterside, there are close links to Southampton, but car is the main mode of travel to the city
- Frequent bus services are impacted by congestion and poor journey time reliability
- There are good cycle and pedestrian links into Southampton but not along the A326
- Mobility and access to employment, education and training are critical to everyone but more difficult without a car
- Better transport links could improve access to education/training and improve opportunities
- Totton is linked to Southampton by rail and Hythe to Southampton by a direct ferry service

Examples of Theme C could be achieved

- Enhanced local bus measures (localised bus priority and bus stop enhancements on existing bus corridors, from Fawley to Southampton) and around local settlements
- Delivery priority strategic primary and secondary cycle routes from the Waterside LCWIP
- Reintroduction of Passenger Rail Services on the Waterside Rail Line with station access improvements at Totton and new railway stations
- Waterside rail and Solent Local Rail Connectivity proposals combination
- Work with partners to develop a more holistic approach for communities and places, that ultimately reduces the need to travel including walking zones, mobility hubs and public transport interchanges
- Totton town centre regeneration and station access improvements
- Promote non travel solutions such as WfH, use of superfast broadband and 5G. (My Journey)

What are the expected benefits and outcomes?

Potential Benefits	Contribution to Transport Outcomes		
<ul style="list-style-type: none"> • More reliable and faster public transport 	Reduce transport-related carbon emissions to net zero (neutrality) by 2050	A transport network that is resilient to climate change, extreme weather, incidents and major disruptive events	
<ul style="list-style-type: none"> • More frequent, reliable and punctual services bus services 	A transport network that protects and enhances our natural and historic environments, resulting in an overall net environmental gain	Improved air quality and less noise disturbance from transport	
<ul style="list-style-type: none"> • A more realistic alternatives to the car – less reliance on car use (and reduced vehicle emissions). 	Supporting a connected economy, creating successful places and ensuring Hampshire continues to prosper whilst reducing emissions	Support sustainable housing and employment growth and regeneration that positively supports our LTP vision	
<ul style="list-style-type: none"> • Continuous, direct, safe routes for walking and cycling linking to the Strategic Cycle Network • Better opportunities for more active lifestyles. 	A network that promotes active travel and active lifestyles to improve our health and wellbeing	A transport system that provides more equitable access to services, opportunities and life chances delivering improved quality of life for all in Hampshire	

Theme D – Provide a reliant and efficient transport network to enable the growth of the economy





Why is Theme D important in the Waterside?

- Supports the Local Plan for growth of the economy and much needed homes, including investment in Fawley Refinery and the regeneration of Fawley Power Station site
- Supports proposals for Marchwood Port, potential expansion of the Port of Southampton and emerging Free Port proposals
- The A326 is the main road access to the Waterside peninsula and linking to the wider strategic and motorway network but it experiences traffic congestion.
- A326 also provides the most suitable road/route for lorry traffic.
- Waterside railway line is only used by a small number of freight services going to Marchwood Military Port. There is no passenger rail service beyond Totton.

Examples of how Theme D could be achieved

- A326 junction/capacity improvements and A35 maintenance to provide access to the Strategic Road Network
- Marchwood Port/Solent Gateway and ABP Strategic Reserve joint direct access onto the A326
- Transfer road freight from inappropriate residential and environmentally sensitive areas
- Plan for development sites of sufficient size and form to attract and support commercially viable public transport services
- Maximise transference of road freight to rail freight
- Reintroduction of Passenger Rail Services on the Waterside Rail Line to connect to the wider rail network (Southampton-Fareham-Portsmouth)
- Promote non travel solutions such as Working from Home, use of superfast broadband and 5G
- Provide and enhance local bus, active travel, ferry and rail interchanges and mobility hubs

What are the expected benefits and outcomes?

Potential Benefits	Contribution to Transport Outcomes		
<ul style="list-style-type: none"> • Reduce delay at key congestion 'hotspots' for general traffic and buses • More consistent, smoother traffic flow on key routes • Provision of reliable and fast alternatives to car travel • Direct access to ports • More rail freight • Removal of lorries and traffic from local roads • Improved access and productivity due to journey time savings • Increased travel choice for workers/commuters 	Reduce transport-related carbon emissions to net zero (neutrality) by 2050	A transport network that is resilient to climate change, extreme weather, incidents and major disruptive events	
	A transport network that protects and enhances our natural and historic environments, resulting in an overall net environmental gain	Improved air quality and less noise disturbance from transport	
	Supporting a connected economy, creating successful places and ensuring Hampshire continues to prosper whilst reducing emissions	Support sustainable housing and employment growth and regeneration that positively supports our LTP vision	
	A network that promotes active travel and active lifestyles to improve our health and wellbeing	A transport system that provides more equitable access to services, opportunities and life chances delivering improved quality of life for all in Hampshire	

Theme E – Protect and enhance the special qualities of the New Forest National Park





Why is Theme E important to the Waterside?

- New Forest National Park has the highest proportion of area covered by nature designations
- Intense pressure from development in surrounding areas as Totton and the Waterside will continue to play an important and growing role in the regional and national economy
- Increased trip generation from development outside the National Park boundary could impact on the local environment and communities
- To protect this environmentally sensitive area, mitigation measures will be needed to support accessibility for pedestrians, cyclists and equestrians, improve public transport, reduce traffic congestion and improve road safety

Examples of how Theme E could be achieved

- All local authorities working in partnership to use transport contributions to help mitigate the likely effects of increased levels of trip generation on the National Park by addressing accessibility, road safety, air quality and traffic congestion.
- Developing sustainable transport networks by creating cycleways, bridleways and improving footpaths linking to the national park to make it easier for people to use sustainable travel without needing to drive.
- A326 Improvements to provide capacity to reduce congestion and the use of inappropriate local roads in the New Forest National Park
- Provision of attractive public transport
- Promote a Clean Air Strategy for the New Forest and support Clean Air Zones
- Reintroduction of Passenger Rail Services on the Waterside Rail Line to connect to the wider rail network (Southampton-Fareham-Portsmouth)

What are the expected benefits and outcomes?

Potential Benefits	Contribution to Transport Outcomes		
<ul style="list-style-type: none"> • Sustainable transport networks making it easier to travel to the NFNP without using the car 	Reduce transport-related carbon emissions to net zero (neutrality) by 2050	A transport network that is resilient to climate change, extreme weather, incidents and major disruptive events	
<ul style="list-style-type: none"> • Provision for public transport and other modes could reduce the number of journeys by car 	A transport network that protects and enhances our natural and historic environments, resulting in an overall net environmental gain	Improved air quality and less noise disturbance from transport	
<ul style="list-style-type: none"> • Reduce congestion on local roads in the Waterside and New Forest National Park 	Supporting a connected economy, creating successful places and ensuring Hampshire continues to prosper whilst reducing emissions	Support sustainable housing and employment growth and regeneration that positively supports our LTP vision	
<ul style="list-style-type: none"> • Improved accessibility and enjoyment of the natural green space • Better opportunities for more active lifestyles. 	A network that promotes active travel and active lifestyles to improve our health and wellbeing	A transport system that provides more equitable access to services, opportunities and life chances delivering improved quality of life for all in Hampshire	

Theme F – Integrating new developments with well-planned travel choices





Why is Theme F important to the Waterside?

- Several sites for residential and employment growth on the Waterside which includes housing within Totton and Marchwood
- Expansion of port activity at Marchwood Port and ABP Port of Southampton Strategic Land Reserve which would also be directly reliant on the A326 for highway access.
- Redevelopment of the brownfield former Fawley Power Station site into a mixed-use site gives an opportunity to create a sustainable new waterside community.
- The current over reliance on car travel in the Waterside area could result the road network and local area being put under greater pressure if transport and travel is not a main consideration early in the planning process.

Examples of how Theme F could be achieved

- Providing safe and coherent cycle and walking networks linking to/from and within developments
- Promote non travel solutions such as Working from Home, use of superfast broadband and 5G
- Ensuring that new developments are supported by Travel Plans
- Plan for sites of sufficient size and form to attract and support commercially viable public transport services (bus, rail, water taxi)
- A326 capacity improvements including pedestrian and cycle infrastructure and crossing points to the New Forest National Park
- Town/village centre and/or rail station improvements to include mobility hubs/public transport interchanges which are accessible by all modes
- Reintroduction of Passenger Rail Services on the Waterside Rail Line
- HGVs associated with new development routing away from local roads and/or onto rail freight

What are the expected benefits and outcomes?

Potential Benefits	Contribution to Transport Outcomes		
<ul style="list-style-type: none"> • A range of realistic travel options for new occupiers 	Reduce transport-related carbon emissions to net zero (neutrality) by 2050	A transport network that is resilient to climate change, extreme weather, incidents and major disruptive events	
<ul style="list-style-type: none"> • Provision for public transport and active travel could reduce the number of journeys by car 	A transport network that protects and enhances our natural and historic environments, resulting in an overall net environmental gain	Improved air quality and less noise disturbance from transport	
<ul style="list-style-type: none"> • The right local infrastructure will reduce the need for residents to travel for facilities and services 	Supporting a connected economy, creating successful places and ensuring Hampshire continues to prosper whilst reducing emissions	Support sustainable housing and employment growth and regeneration that positively supports our LTP vision	
<ul style="list-style-type: none"> • Travel demand from new developments could support wider public transport enhancements • Reusing brownfield sites to create a sustainable community 	A network that promotes active travel and active lifestyles to improve our health and wellbeing	A transport system that provides more equitable access to services, opportunities and life chances delivering improved quality of life for all in Hampshire	

Theme G - Supporting healthier lifestyle choices and wellbeing





Why is Theme G important to the Waterside?

- Majority of residents live within walking or cycling distance of open spaces, giving enormous potential to get active and leave the car at home
- Dominance of motorised traffic make many feel that it is unsafe to travel by bike or on foot
- Mental health and wellbeing and how this can be supported by nature and outdoor activity
- Sustainable travel is a healthy alternative to the car for local short journeys to work, local services and schools

Examples of how Theme G could be achieved

- Working with partners so that health and wellbeing priorities are reflected in all local policies.
- Adopting a more balanced approach to the planning of highway corridors to cater for all modes, including high-quality walking and cycling so that they are realistic alternatives for journeys.
- Improving walking and cycling links and improvements across the A326 to address key barriers and make it easier and safer to use active travel and access the countryside.
- Developing sustainable transport networks by creating cycleways and improving footpaths to make it easier for people use travel without needing to drive.
- Promoting health and wellbeing through the creation of 20-minute walking and cycling neighbourhoods around local centres
- Promote a Clean Air Strategy for the New Forest and support Clean Air Zones
- Totton Station Access for all, southern platform accessibility scheme and footbridge

What are the expected benefits and outcomes?

Potential Benefits	Contribution to Transport Outcomes		
<ul style="list-style-type: none"> • Better opportunities for more active lifestyles. • Continuous, direct, safe routes for walking and cycling 	Reduce transport-related carbon emissions to net zero (neutrality) by 2050	A transport network that is resilient to climate change, extreme weather, incidents and major disruptive events	
<ul style="list-style-type: none"> • Greater priority / use of road space for cyclists and pedestrians. 	A transport network that protects and enhances our natural and historic environments, resulting in an overall net environmental gain	Improved air quality and less noise disturbance from transport	
<ul style="list-style-type: none"> • Improve air quality and the environment by reducing congestion • Improved accessibility and enjoyment of the natural green space 	Supporting a connected economy, creating successful places and ensuring Hampshire continues to prosper whilst reducing emissions	Support sustainable housing and employment growth and regeneration that positively supports our LTP vision	
<ul style="list-style-type: none"> • Improved safety for pedestrians and cyclists. 	A network that promotes active travel and active lifestyles to improve our health and wellbeing	A transport system that provides more equitable access to services, opportunities and life chances delivering improved quality of life for all in Hampshire	

Section 4: Public Engagement

A public engagement on the draft Waterside Transport Strategy framework was undertaken between 28 June to 29 August 2021 and views were also sought on a number of schemes for transport improvements which are currently being developed. A series of Member briefings and online live Q&A sessions for the public were also held. The engagement was advertised online, via social media, online press and posters in local areas. Information packs were provided, and public opinions were sought via an online response form on:

- the Draft Waterside Transport Strategy
- A326 Improvements (between Totton and Applemore)
- Waterside Passenger Rail
- Totton Level Crossing Improvements
- Waterside Local Cycle and Walking Infrastructure Plan (LCWIP)

A total of 941 online surveys were received with a further 13 stakeholder and eight public written comments. These included responses from parish and town councils, New Forest District Council, New Forest National Park Authority and other key stakeholders. The response form was split into sections, with respondents able to choose the topics that they wished to comment on.

A full and detailed analysis of the response forms and comments has been undertaken and attached in Appendix B.

Key Findings Overview

- There was broad support for the proposed changes set out in the draft strategy: addressing congestion, improving Active Travel infrastructure, enhancing local bus services, addressing the downtime at Totton Level Crossing, and re-introducing passenger rail services in the Waterside area.
- Respondents would like to see the special qualities of the New Forest National Park being protected as the Strategy is developed. This is reflected throughout the survey, with concerns over congestion being addressed through Active Travel and rail schemes as well as increased vehicle capacity on the A326.
- Re-introducing passenger rail services was a particular priority and was most likely to be rated the most useful service to help respondents meet their future daily travel needs.
- Changes to the A326 were supported to improve traffic flows and enhance crossing points for non-car modes. Respondents wanted changes to deliver a net environmental gain, with support falling if this was not delivered.
- Downtime at the Totton Level Crossing caused delays to respondents, who felt that further downtime would have a negative impact on journeys. There was support for solutions which closed the Level Crossing and provided a new road bridge or alternative route.
- Respondents supported the walking and cycling routes and zones set out in the LCWIP plans, and there was evidence that, if implemented, they would lead to more people walking and cycling more often.

Section 5: Action Plan and Strategy Stages

Linked to the transport strategy Themes a number of potential Strategic Action Steps have been identified to improve transport and travel to/from and around the Waterside area to address key challenges. These are based on the current and future issues, robust evidence and feedback from the public and key stakeholders.

The Strategic Action Steps include a mix of schemes, studies and policies. Shorter term priorities cover planned capital and revenue expenditure based upon available funding (infrastructure works and studies). Key medium to longer-term aspirations is presented indicatively - over time, as a result of study work and through updates to the Action Plan, these will be planned with greater certainty. Each potential project or scheme identified would be subject to further feasibility studies, engagement, and the development of a sound business case demonstrating value for money. In many cases, this study work will be the focus of shorter-term activity in order to ensure that projects to be prioritised for medium to longer-term investment and delivery are based upon a robust evidence base.

Taking a multi-modal approach this strategy will look at all transport modes, taking advantage of Central Government and developer funding opportunities as they arise. We have, therefore, started to look at the actions we need to take to deliver key interventions. Table 5 is not an exhaustive list and as a living document the Waterside Transport Strategy along with the Action Plan will evolve.

Transport Strategy Action Plan

Intervention	Strategic Action Step	Status	Type	Lead	Estimated Cost	Timescale
Enhanced local bus measures (localised bus priority and bus stop enhancements on existing bus corridors, from Fawley to Southampton) (TCF)	Design and deliver TCF bus corridor improvements	Funded	Delivery	HCC	£5.7 million	Short term
Provide a high-quality strategic cycle route from Holbury to Redbridge (TCF)	Design and deliver TCF bus corridor improvements	funded	Delivery	HCC	£4.1 million	Short term
Promote Clean Air Strategy for the New Forest	Work with NFDC in the development of a Clean Air Strategy	to be developed	Strategy	NFDC		Short - medium term
Support Clean Air Zone (Southampton CC – on boundary with New Forest)	Work with SCC to forward work on the CAZ in Southampton	Funded	NO2 Plan	SCC		Short-medium term
A326 highway improvements for Fawley Waterside (Southern junction)	Deliver developer/LEP funded highway schemes	Funded	Delivery	HCC/ Developer	£8 million	Short term
Fawley Waterside East-West Connectivity for pedestrians, cyclists and equestrians	Design and deliver highway infrastructure	Funded	Study	HCC/ Developer	£900k	Short term
Repair and upgrades to the Structures on the Eastbound Carriageway of Redbridge Causeway Bridge	Delivery	Funded	Delivery	HCC	£15 million	Short term
Pedestrian and Cycle Enhancements on A35 between Rushington Roundabout and Redbridge Causeway	Design and deliver schemes	Funded	Study/ Delivery	HCC	£2 million	Short term
Promote Transfer of Road freight from inappropriate routes away from residential areas	Freight routing requirements as part of port development (S106 planning)	Planning Process	Planning process	HCC/ Developer		Short term

Intervention	Strategic Action Step	Status	Type	Lead	Estimated Cost	Timescale
Promote and maximise transference of Road Freight to rail freight	Develop Freight Management Plan and work with Development Planning on Routing Agreements/HGV capacity conditions	Planning Process	Planning process	HCC/ Developer		Short term
Deliver priority primary and secondary routes identified in the Waterside LCWIP	Adopt prioritised plan (primary and secondary)	seeking funding	Policy	HCC	£25-30 million	Short-medium term
A326 (Option 1) - junction improvements includes pedestrian and cycle infrastructure and crossing points across A326	Develop Outline Business Case	seeking funding	Scheme Development	HCC	£57m	Medium term
Totton regeneration scheme	Study	to be developed	Planning Policy	HCC/ NFDC	£100k	Medium term
Junction Road Level Crossing New Active Mode Bridge	Feasibility Design	seeking funding	Scheme Development	HCC	£3-5m	Medium - longer term
Promote non travel solutions such as WfH, use of superfast broadband and 5G. (My Journey)	Secure Travel Plans and support electronic infrastructure for new developments.	Planning Process	Planning Policy	HCC/ NFDC		Short term
Support the development of 20 minute walking zones in key settlements, starting with the priorities of Totton and Hythe (LCWIP), to local services, facilities and green spaces	Undertake feasibility study re key destinations etc/walking routes incl public realm	seeking funding	Study	HCC	£3 million	Short - medium term
Delivery (other) primary and secondary routes identified in the Waterside LCWIP	Adopt prioritised plan (primary and secondary)	seeking funding	Policy	HCC	£20 million	Medium-long term
A326 (Option 2) - junction improvements, localised road widening with new dual carriageway to the west of Totton and on-line widening to the south of Totton.	Develop Outline Business Case	Seeking funding	Outline Business Case	HCC	£76 million	Medium
Marchwood Port/Solent Gateway and ABP Strategic Reserve joint access onto the A326	Provide joint access to Marchwood Port/Solent Gateway and the ABP Strategic Reserve	Planning Process	Planning Policy	Developers	£20 million	Medium
Totton Station Access for all, southern platform accessibility scheme	Feasibility Design	Funded	Scheme Development	HCC/ rail operator	£300k	Short term
Totton Mobility Hub/Public Transport Interchange	Feasibility study	to be developed	Study	HCC/ NFDC	£50k	Medium-long term
Green Lanes and modal filters	Investigate the opportunity to remove traffic from local roads to create Green Lanes at a number of sites	to be developed	Study	HCC	£100k	Medium-long term
Create and enhance walking and cycling routes to the New Forest National Park	Co-ordinated approach to link Waterside walking and cycling routes with the emerging New Forest LCWIP	seeking funding	Policy	HCC/NFNP A/ NFDC	£1 million	Medium-long term
Plan for sites of sufficient size and form to attract and support commercially viable public transport services and	Work in collaboration with LPAs, bus/ferry/rail operators in the development of local plans	seeking funding	Planning Process	HCC/ NFDC/ NFNPA	TBD	Short-long term

Intervention	Strategic Action Step	Status	Type	Lead	Estimated Cost	Timescale
building towards turn up and go frequency and infrastructure	and master planning for strategic development sites					
Reintroduction of Passenger Rail Services on the Waterside Rail Line (Between Hythe Town and Totton, continuing to Southampton Central) (standalone service)	Input and engage with NR and DfT as scheme continues to develop plus continued input to project team - conditions of support	Seeking funding	Business Case	NR/DfT	£75m	Medium term
Waterside rail and Solent Local Rail Connectivity proposals combination- Through Waterside -Southampton- Fareham-Portsmouth rail service, potentially up to 3tph [longer term]	Refresh the previous work based on the revised Waterside rail scheme and develop a SOBC for the proposals identified in the Solent Connectivity Study	High level strategy/planning	Study	NR/HCC/SCC	£50k	Short-medium term
Hythe rail station access/interchange plans and Mobility Hubs (Ferry)	Station Access Plan and Interchange Plan to include ferry	Seeking funding	Business Case	NR/DfT/HCC/NFDC	£500k	Medium term
Marchwood rail station access and interchange plans	Station Access Plan, Interchange Plan and Walking/Cycling zone	Seeking funding	Business Case	NR/DfT/HCC/NFDC	£400k	Medium term
Integrated public transport linking rail, ferry and bus with new and existing development	Bus service linking Fawley Waterside and southern Waterside communities to Hythe rail station	Planning Process	Planning process	HCC/Developer		Medium term

Table 5: Action Plan

Transport Strategy Stages

The ambitious plans to support the growth of the Waterside economy and provide much needed homes in the area will be realised over a several years. Processes for securing government funding for strategic transport infrastructure can also take time and therefore, we have identified three strategy stages; Base, Base Plus and Base Plus +Rail which set out scenarios associated with different time periods and funding allocations.

Base Waterside Transport Strategy

We are currently progressing a number of schemes which already have funding secured, either through development or successful funding bids to central government. These interventions, which cover all modes and include highway maintenance/improvements, new pedestrian and cycle infrastructure and enhanced local bus measures provide the base strategy for the Waterside area which improve and make local journeys easier. Whilst the construction of several schemes is already underway, others have recently undergone public engagement and are due for implementation in the short term. For other interventions there is ongoing study work to provide robust business cases for future funding.

In the Base Strategy (Figure 4) these interventions will improve local connectivity and widen travel choices (Table 6) by enhancing local bus travel and providing key cycle and pedestrian infrastructure. Highway and active travel infrastructure improvements secured for the Fawley Waterside and maintenance of the Redbridge Causeway Bridge are underway and will provide greater resilience to the network, mitigating development impact and enhancing travel for all.

Base Strategy

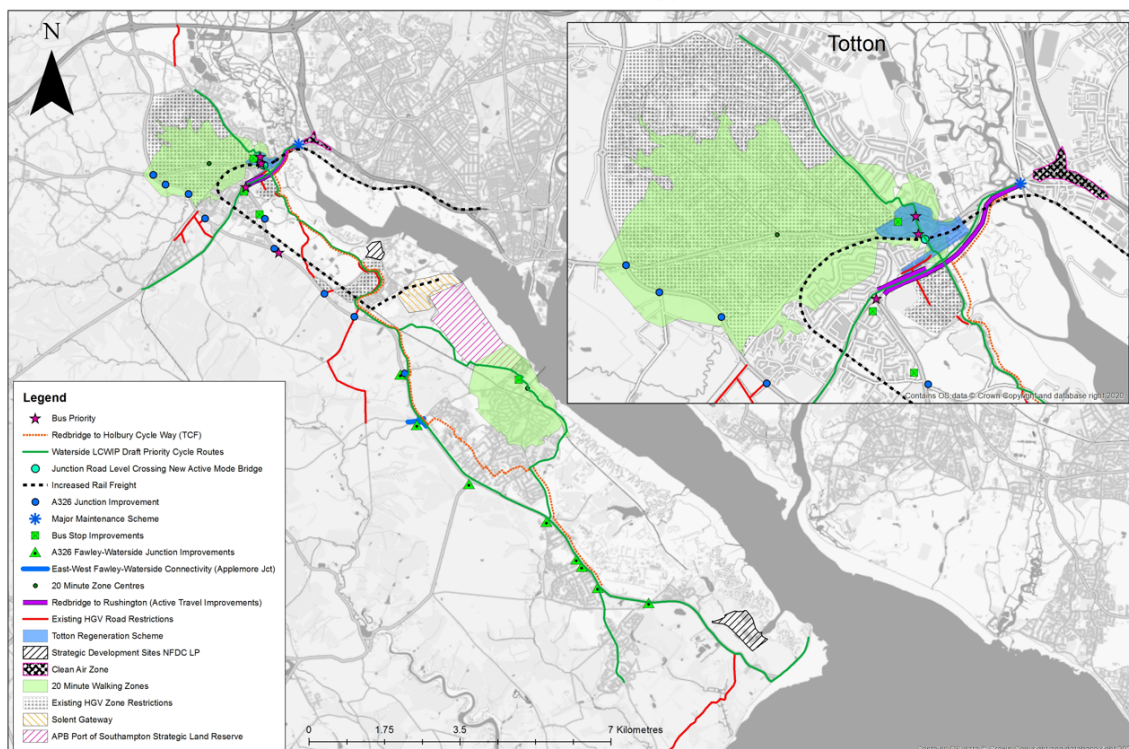


Figure 4: Base Strategy

Base Strategic Action Steps Relationship to Strategy Themes

Action Step	Theme A Carbon Reduction /Resilient Transport	Theme B Local Access	Theme C Sustainable into/out of Waterside	Theme D Growth of Economy	Theme E National Park	Theme F New Development	Theme G Health/ Wellbeing
Enhanced local bus measures (localised bus priority and bus stop enhancements on existing bus corridors, from Fawley to Southampton) (TCF)	✓✓✓✓	✓✓✓	✓✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓
Provide a high-quality strategic cycle route from Holbury to Redbridge (TCF)	✓✓✓✓	✓✓✓	✓✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓✓
Promote Clean Air Strategy for the New Forest	✓✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓✓	✓✓	✓✓✓✓
Support Clean Air Zone (Southampton CC – on boundary with New Forest)	✓✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓✓	✓	✓✓✓✓
A326 highway improvements for Fawley Waterside (Southern junction)	✓✓	✓✓✓✓	✓✓	✓✓✓✓	✓✓	✓✓✓	✓✓
Fawley Waterside East-West Connectivity for pedestrians, cyclists and equestrians	✓✓✓	✓✓✓	✓✓	✓	✓✓✓	✓✓✓✓	✓✓✓✓
Repair and upgrades to the Structures on the Eastbound Carriageway of Redbridge Causeway Bridge	✓	✓✓✓	✓	✓✓✓✓	✓	✓	✓
Pedestrian and Cycle Enhancements on A35 between Rushington Roundabout and Redbridge Causeway	✓✓✓✓	✓✓	✓✓✓✓	✓	✓✓✓	✓✓✓	✓✓✓✓
Promote/transfer road freight from inappropriate routes away from residential areas	✓✓	✓✓✓✓	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓
Promote Maximise transference of Road Freight to rail freight	✓✓✓✓	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓
Deliver priority primary and secondary routes identified in the Waterside LCWIP	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓
A326 (Option 1) - junction improvements includes pedestrian and cycle infrastructure and crossing points across A326	✓✓✓	✓✓✓	✓✓✓	✓✓✓✓	✓✓✓	✓✓✓✓	✓✓
Totton regeneration scheme	✓✓✓	✓✓✓✓	✓✓✓	✓✓✓✓	✓✓✓	✓✓✓	✓✓✓

Action Step	Theme A Carbon Reduction /Resilient Transport	Theme B Local Access	Theme C Sustainable into/out of Waterside	Theme D Growth of Economy	Theme E National Park	Theme F New Development	Theme G Health/ Wellbeing
Junction Road Level Crossing New Active Mode Bridge	✓✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓	✓✓✓✓
Promote non travel solutions such as WfH, use of superfast broadband and 5G. (My Journey)	✓✓✓✓	✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓
Support the development of 20 minute walking zones in key settlements, starting with the priorities of Totton and Hythe (LCWIP), to local services, facilities and green spaces	✓✓✓✓	✓✓✓✓	✓✓	✓✓	✓✓	✓✓✓	✓✓✓✓
Totton Station Access for all, southern platform accessibility scheme	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓	✓✓	✓✓✓	✓✓✓✓
Total	57	55	53	49	51	51	53

Table 6: Base Strategy- Relationship to Strategy Themes

Base Plus Waterside Transport Strategy

Building on the base transport strategy, additional work will be needed to implement the multi-modal strategy and to deliver housing and employment, including the potential ABP Strategic Land Reserve. As development comes forward major transport infrastructure may be needed, including further improvements to the A326, such as sections of dualling and road widening plus a new joint access from the A326 to Marchwood Port/Solent Gateway and ABP Strategic Land Reserve (Figure 5 and Table 7).

We will seek to implement appropriate highway, public transport, walking and cycling improvements from the outset of housing delivery at strategic housing sites, providing new transport infrastructure in the short to medium term. Studies and business cases will be developed to bring forward active travel and transport infrastructure proposals. This will ensure that schemes are ready to be implemented when funding becomes available through developer contributions, central government grants and other funding mechanisms in the medium to long term.

Base Strategy - Plus

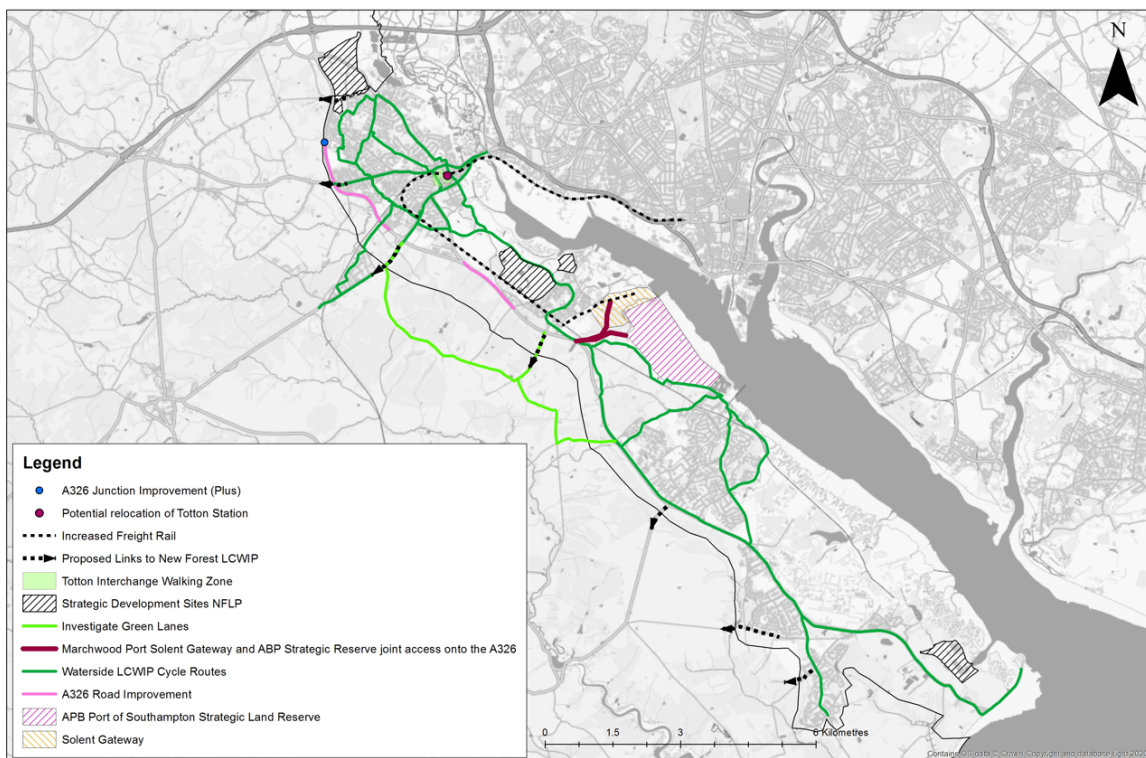


Figure 5: Base Strategy Plus

Base Plus Action Steps Relationship to Strategy Themes

Action Steps	Theme A Carbon Reduction /Resilient Transport	Theme B Local Access	Theme C Sustainable into/out of Waterside	Theme D Growth of Economy	Theme E National Park	Theme F New Development	Theme G Health/ Wellbeing
Delivery (other) primary and secondary routes identified in the Waterside LCWIP	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓
A326 (Option 2) - junction improvements, localised road widening with new dual carriageway to the west of Totton and on-line widening to the south of Totton.	✓✓	✓✓✓	✓✓	✓✓✓✓	✓✓	✓✓✓✓	✓✓
Marchwood Port/Solent Gateway and ABP Strategic Reserve joint access onto the A326	✓✓	✓✓✓	✓✓	✓✓✓✓	✓✓	✓✓✓✓	✓✓
Totton Mobility Hub/Public Transport Interchange		✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓	✓✓✓✓	✓✓✓
Green Lanes and modal filters	✓✓✓✓	✓✓✓	✓✓	✓✓✓✓	✓✓✓✓	✓✓✓	✓✓✓
Create and enhance walking and cycling routes to the New Forest National Park	✓✓✓✓	✓✓✓	✓✓	✓	✓✓✓✓	✓✓✓	✓✓✓✓
Total	16	20	16	20	19	22	18

Table 7: Base Strategy Plus- Relationship to Strategy Themes

Base Strategy Plus + Rail

Strong public support was received for the reintroduction of passenger rail services on the Waterside rail line. This is a high-cost scheme which needs funding from central governments to be implemented. The business case assessment is being developed by Network Rail (NR) as scheme promoter, with DfT as the funding body and the County Council as a key stakeholder on the project team and supports this strategic work. We conditionally support the re-introduction of passenger services on the Waterside rail line between Totton and Hythe. This is subject to further work being undertaken during the next stage of scheme and business case development including consideration of feedback from this public engagement and to further investigate the impacts on local buses, Hythe ferry, level crossings, and the environment.

The proposal includes the re-opening of Marchwood station and a new station at Hythe, which gives opportunity to new mobility hubs and interchanges for public transport, walking and cycling. In the longer-term Waterside rail could link to the wider area with more frequent trains between Southampton, Fareham and Portsmouth, which is the subject of the Solent Local Rail Connectivity study.

The re-introduction of passenger rail will enhance local, regional and nationwide connectivity, provide improved access for those without access to a car, deliver a sustainable mode shift from the car to public transport and support planned economic growth in the Waterside area. The re-introduction of rail could therefore have wider benefits including wider improvements to public transport including bus and ferry (Figure 6 and Table 8).

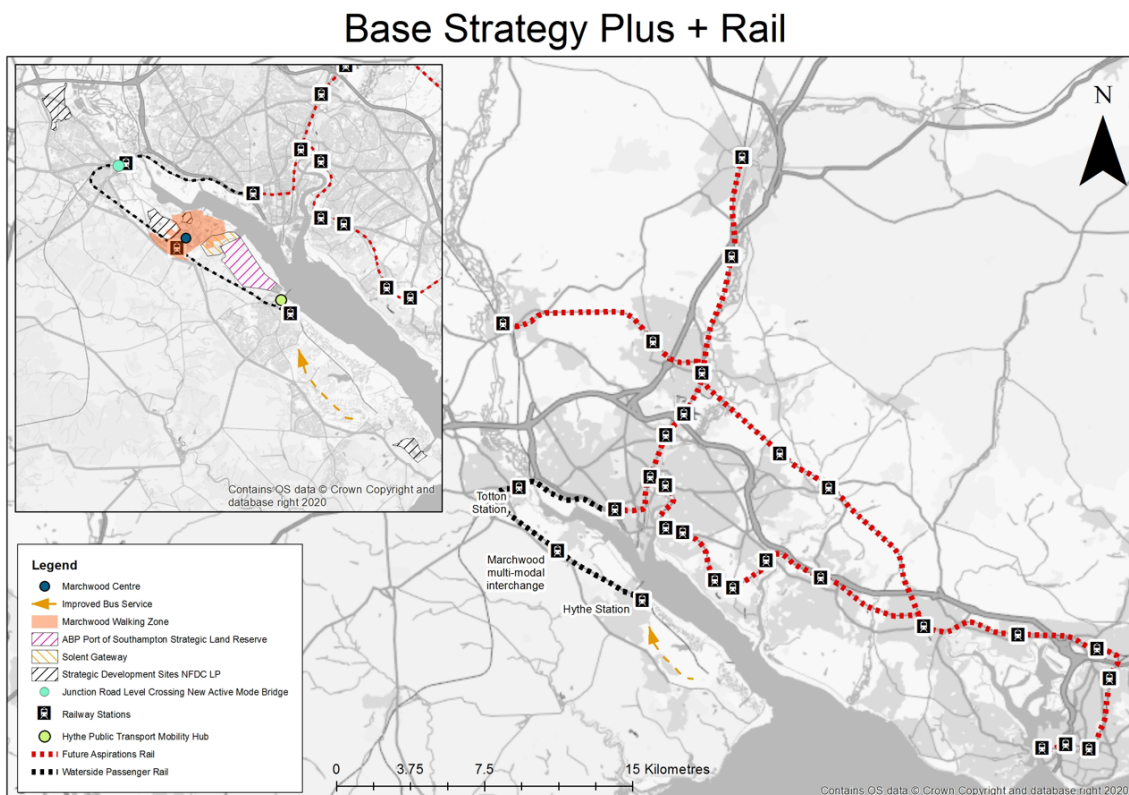


Figure 6: Base Strategy Plus + Rail

Base Plus + Rail Action Steps Relationship to Strategy Themes

Intervention	Theme A Carbon Reduction /Resilient Transport	Theme B Local Access	Theme C Sustainable into/out of Waterside	Theme D Growth of Economy	Theme E National Park	Theme F New Development	Theme G Health/ Wellbeing
Plan for sites of sufficient size and form to attract and support commercially viable public transport services and building towards turn up and go frequency and infrastructure	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓	✓✓✓✓	✓✓
Reintroduction of Passenger Rail Services on the Waterside Rail Line (Between Hythe Town and Totton, continuing to Southampton Central) (standalone service)	✓✓✓✓	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓
Waterside rail and Solent Local Rail Connectivity proposals combination- Through Waterside - Southampton-Fareham-Portsmouth rail service, potentially up to 3tph [longer term]	✓✓✓	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓	✓✓✓
Hythe rail station access/interchange plans and Mobility Hubs (Ferry)	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓	✓✓	✓✓✓✓	✓✓✓
Marchwood rail station access and interchange plans	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓	✓✓	✓✓✓✓	✓✓✓
Integrated public transport linking rail, ferry and bus with new development	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓	✓✓	✓✓✓✓	✓✓✓
Total	19	22	24	18	16	23	17

Table 8: Base Strategy Plus + Rail- Relationship to Strategy Themes

Section 6: Strategy Implementation

What are the priority schemes and projects to be delivered?

The Strategy will guide future transport policy and investment decisions for the Waterside area. It is supported by an Action Plan, which is the means of delivering specific projects in line with the strategy. The Action Plan will be maintained as a live document and updated at regular intervals over time. The Action Plan sets out the identified Base Strategy (shorter-term priorities), with a programme covering the planned capital and revenue expenditure based upon available funding (infrastructure works and studies). Key medium to longer-term aspirations are presented indicatively in the Base Strategy Plus and Base Strategy Plus + Rail, which over time, as a result of study work and the coming forward of development, these will be planned with greater certainty. Each potential project or scheme identified would be subject to further feasibility studies, engagement, and the development of a sound business case demonstrating value for money. In many cases, this study work will be the focus of shorter-term activity in order to ensure that projects to be prioritised for medium to longer-term investment and delivery are based upon a robust evidence base.

Across the Strategy as a whole, the overall approach to implementation is expected to consist of several key stages:

[Delivery of current planned schemes](#) – ensuring successful and timely implementation of schemes included in the Base Strategy for which funding has already been secured.

[Identification and delivery of ‘quick wins’](#) - lower cost, lower risk schemes which are aligned with the Strategy and included in the Base Strategy Plus

[Tackling key active travel priorities](#) – developing and bringing forward cycle, pedestrian and equestrian route priorities identified in the LCWIP following public engagement. This will ensure that schemes are ready to be implemented when funding becomes available through developer contributions, central government grants and other funding mechanisms.

[Progression of studies to support public transport](#) – work with stakeholders to develop the business case for the reintroduction of passenger rail and with local public transport providers to provide an integrated passenger transport offer.

[Transport infrastructure to support port development at Marchwood](#) – develop business cases for integrated corridor improvements on the A326 corridor to support access to proposed new and extension of port facilities.

[Transport infrastructure to support housing development](#) – seeking to implement appropriate highway, public transport, walking and cycling improvements from the outset of housing delivery at strategic housing sites, including Fawley Waterside.

Who will be responsible for delivering the Strategy and how will this be managed?

To effectively deliver against the Strategy, Hampshire County Council New Forest District Council and the New Forest National Park Authority will take a joint approach to implementation, in conjunction with key partners, stakeholders and delivery agencies where necessary. The Action Plan will identify the specific roles and responsibilities of key delivery partners.

How will delivery of the Strategy be funded?

There are a number of potential sources of funding and these are likely to vary over time. The Action Plan will identify relevant funding sources. Some of the most typical funding sources include:

- Specific funding opportunities made available by central Government – these are typically on a competitive basis (such as Major Road Network and Large Local Majors funding programmes and Active Travel Fund);
- Developer funding – through Section 106 contributions and Section 278 infrastructure agreements; and
- Annual capital / revenue budget allocations for local authorities – these are under significant ongoing pressure. Due to the existing and forecast constraints on local authority budgets, it will be important to minimise any ongoing revenue liability in particular.

How will success be measured?

Outcome based indicators and targets will be used to measure performance, drawing on data captured through wider monitoring exercises at a district and county level. The focus will be on utilising representative data to provide an indication of progress against the key transport outcomes for the Strategy, as set out in Section 2. This could include data such as traffic volumes on key routes, use of different travel modes (e.g. from travel surveys), air quality monitoring, public transport passenger data, and accident data.

Feedback from the public and key stakeholders will also continue to be sought and monitored.

APPENDIX A

[Integrated Environmental Infrastructure Vision for the Waterside](#)

APPENDIX B

[Waterside Strategy Research Report](#)

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