Annual Monitoring Report

April 2005 - March 2006

Providing information which will help measure the effectiveness of policies set out in the City of Southampton's Local Plan Review

SOUTHAMPTON CITY COUNCIL

Annual Monitoring Report

April 2005 - March 2006

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Indicators - current trends

↑ Improved

↘ declined

→ unchanged

Introduction

The City of Southampton's Local Plan Review was adopted in March 2006. The Annual Monitoring Report will provide information which will help measure the effectiveness of policies set out in it.

The new Local Development Framework will replace the Local Plan Review. The Core Strategy which is a Development Plan Document within this framework is in the process of being prepared, and the data provided in the Monitoring Report can help to guide the direction in which the city's core strategy vision can go, and the soundness upon which the plan is based.

The key elements which are addressed relate to housing provision, economic growth, transportation, environmental and sustainability issues, and the Local Authority's performance in Development Control, and preparation of planning documents.

1. Housing issues

Targets:-

- Meet housing need on an effective and affordable basis, especially for key groups:- "concealed" households, first time buyers, homeless, disabled and elderly, employees vital to city's economy. Upgrade delivery with an initial target of 1000 dwellings a year, and affordable target of 350 dwellings a year.
- Meet future growth based upon South East Plan proposals to supply 16,300 dwellings over the next 20 years.
- Ensure that housing and economic growth is balanced and jointly managed on a sustainable basis, and reflects demographic change, migration patterns, tenures, type and size requirements.
- Ensure the reduction in non-decent homes across all tenures, and numbers on the housing register.
- Ensure the provision of safer and higher quality residential environments with greater levels of energy efficiency, sustainability, and loss of fuel poverty.
- Ensure appropriate increases in density of housing provision on brownfield land.
- Seek to reduce the need for car use in urban residential areas.
- Seek to provide an appropriate transit site to accommodate gypsies and travellers, to help eliminate unauthorised encampments.

Housing Provision

Key findings and indicators.

Hampshire Structure Plan Requirements are to be superseded by calculations from the Partnership for Urban South Hampshire (PUSH) to be adopted by the South-East Plan:-

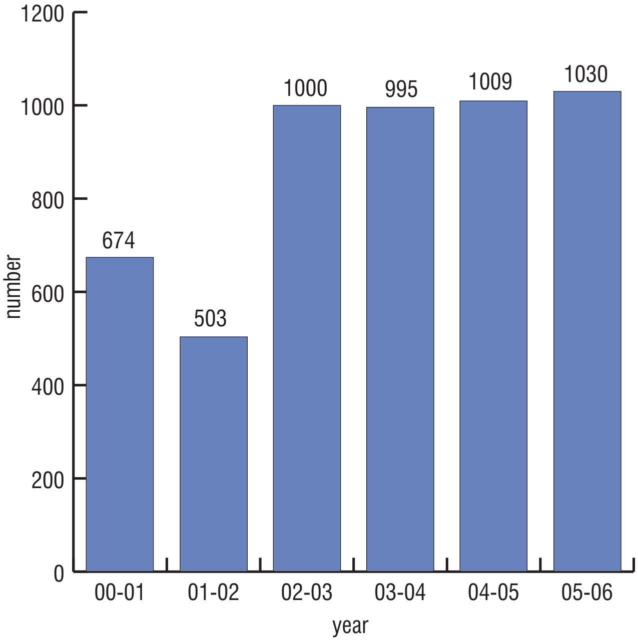
80,000 dwellings for South Hampshire (2006-2026)

16,300 dwellings for Southampton (2006-2026)

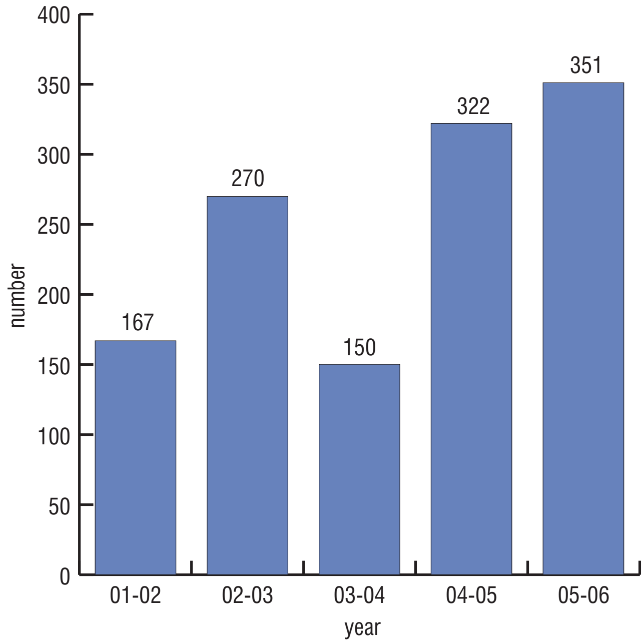
Southampton has delivered 1030 [*1] dwellings during 2005-06, the highest return for the whole of Hampshire. This is 100% more than the average annual return needed to meet Structure Plan provision up to 2011, and more than the average annual return needed to meet the future S.E. Plan PUSH requirements 2006-2026; 815 per annum.

Hampshire has the highest level of housing delivery in the South East for 2005/06; over 7000 dwellings, and has one of the highest deliveries on brownfield sites; 80% [*2]

Net New Dwellings Completed in Southampton 2000/01 – 2005/06 Graph 1



City Centre Area Completions 2001/02 – 2005/06 Graph 2



(Source – SCC Corporate Research)

Residential Divisions 2005/06

	Flats		Houses		HMO	
	Gains	Losses	Gains	Losses	Gains	Losses
1 bed	282	1	7	0	0	0
2 bed	702	3	11	0	0	0
3 bed	4	1	102	6	0	0
4 bed	0	0	13	2	1	
5 bed	0	0	3	0	1	4
Unkn	0	14	0	65	0	0
Total	988	19	136	73	2	4

(Source – SCC Corporate Research)

Density Levels (Gross Figures per hectare)

Density Level	No. of Units	% of Total Units
Greater than 50	910	80.817
Between 30-50	123	10.923
Under 30	93	8.259

(Source – SCC Corporate Research)

Flats / Maisonettes 2005-06

Total Numbers	32,770	35.1% of total stock
Social Rented	14,693	44.9%
Private Rented	8,840	27%
Owner Occupied	8,060	24.6%

(Source DCA – Housing Needs and Market Survey 2006)

Southampton's Local Plan Review has been adopted in March 2006. The increase in net housing density is confirmed as a minimum net density of:-

100 dwellings per hectare on sites close to District, Town and City Centres:

50 dwellings per hectare within areas of high or medium accessibility.

35 dwellings per hectare within areas of low accessibility.

The City's Urban Capacity Study (2005-2011) has been adopted, with revised dwelling completion figures within the Adopted Local Plan Review period, through revised site assessment:- 5,573 completions by 2011 on identified sites; an average of 1,150 completions a year; if all sites are completed.

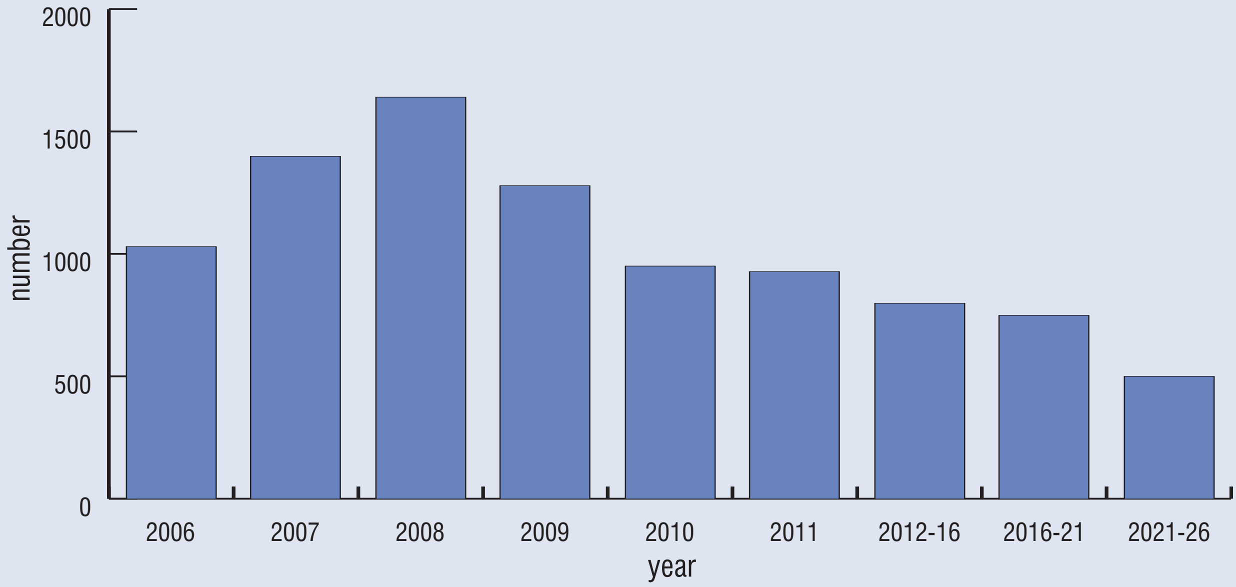
All new and converted dwellings are on previously developed land.

Housing delivery based upon completion figures over the last four years should remain just above 1000 per annum until 2011; projected completions from research undertaken by Hampshire County Council and the City Council indicate a peak in 2008 of just over 1,600 completions, with a fall to just over 900 by 2011; 2005/06, 94% of completed dwellings have been flats (net total).

The target figure of 16,300 dwellings to be accommodated between 2006-2026 is considered to result in progressively less delivery on an annual basis after 2008, as potentially available brownfield sites decrease.

Housing Trajectory – 2006-2026 (net dwelling completions)

Graph 3

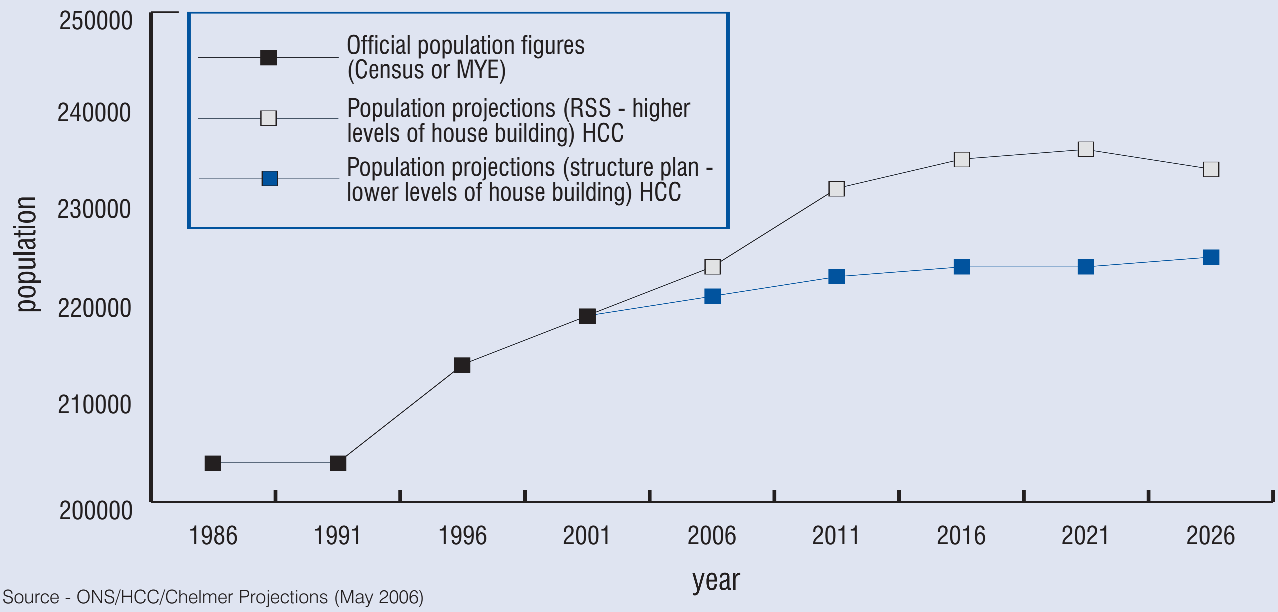


Source - Southampton City Council / Hampshire County Council

The current population of Southampton is approximately 224,500, [*1] with the number of homes (2005/06) reaching 97,500 approx.) [*1]

Projected Population Increase 2006-2026 (in accordance with projected housing figures)

Graph 4



Source - ONS/HCC/Chelmer Projections (May 2006)

The projected population growth is predicted to give an increase of 41% of people over 60; 16,500 extra, comprising 25% of the total population, with a 2% fall of people under 16, comprising 16% of the population. [*8]

Decent Homes

In terms of housing improvement, the percentage of the Council's homes meeting the Decent Homes Standards has risen considerably:-

2004/05 – 40%
2005/06 – 60%

During 2005/06, 1,400 homes were improved. [*4]

In the private sector 33% of the housing stock meets the governments Decent Homes Standard:- 5000 dwellings are classified as unfit, so that during 2005, the Council introduced a new loans service to help improve private sector homes. A further 120 unfit homes in the private sector were improved in 2005/06, and 100 homes in Multiple Occupation. [*4]

The number of private sector homes improved through Housing Grant Assistance has risen, and the target of 850 exceeded.

2004/05 – 879
2005/06 - 884

The Council has invested £22m in Council Housing Improvement Programmes to meet Decent Homes Standards.

The target of 100, for bringing vacant homes back into use has been exceeded. [*4]

2004/05 – 102
2005/06 – 104

The target of 75 for bringing houses in Multiple Occupation up to Council HMO standards has also been exceeded. [*4]

2004/05 – 85
2005/06 – 123

In early 2006, the Council won the National Gold Considerate Constructors Award against major private sector improvement companies for its home improvement work.

Thornhill - East Southampton

As a consequence of the government grant for improvements to the Thornhill area, the New Deal for Communities during 2005/06 has set aside £3.5million, to tackle improvements to the flat block areas:- improvements to security, parking areas and garage courts, play areas, waste and litter areas and open space management. An action plan is being developed relating to the Local Copse Area, and new designs for the Thornhill Park Area.

New community rooms have been provided in the three Primary Schools in the area, and a Redevelopment Study prepared for a former Public House site. [*16]

Commentary

There are now 97,500 homes in the city (2005/06) and housing completion figures are still rising year on year, with an increasing proportion of flatted development.

New homes need to address changes in the population and household size, as well as safeguarding the character of established residential areas. The year 2005/06 has seen a detailed Housing Needs and Housing Market Survey carried out for the city with reference to the requirements of the South Hampshire region.

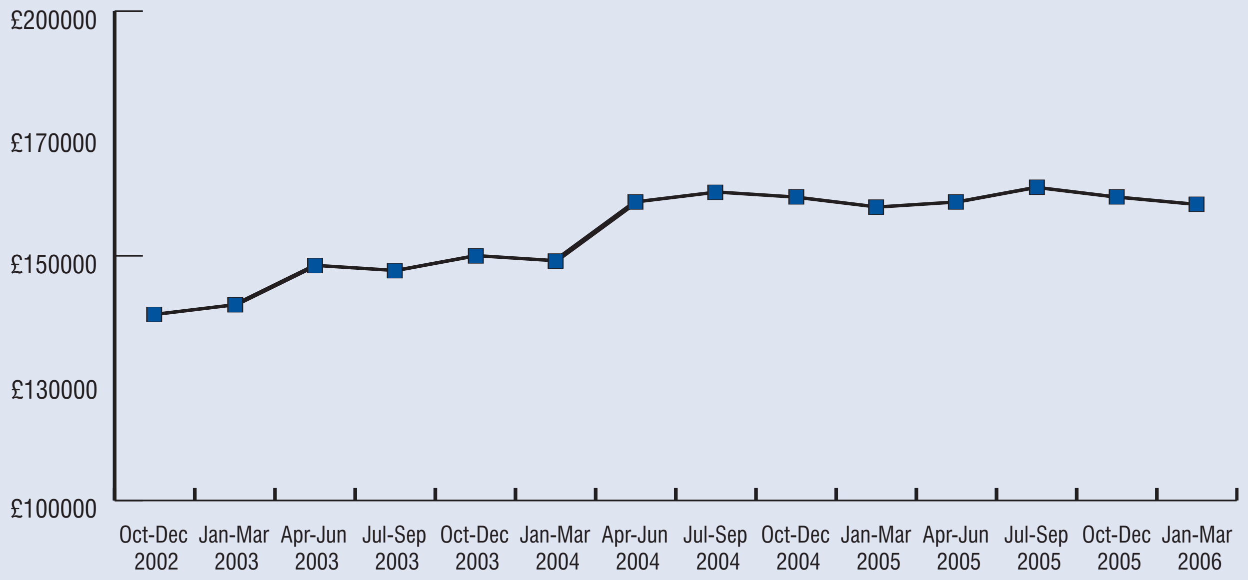
In Southampton, the proportion of semi-detached and detached houses and bungalows is 41.8%, which is lower than the South East at 58%, and nationally at 54.3%. The supply of terraced houses is 23.1%, the same as that of the South East, and slightly below the national average of 26%. Flats and maisonettes provision is 35.1%, well above the South East figure of 18.9%, and the national figure of 19.7%.

Affordable Housing Issues

In October to December 2005, and January to March 2006, average house prices fell by 1%.

Average House Prices October 2002 – March 2006

Graph 5



(Source – Land Registry 2006)

Actual Average House Prices :-

	October-December 2005	January- March 2006
Detached	£230,674	£241,000
Semi Detached	£180,295	£170,509
Terraced	£152,857	£154,865
Flats / Maisonettes	£136,259	£131,000

(Source - Land Registry)

The principal changes between the two quartile figures are a rise in detached house average prices; a fall in semi-detached average prices, and a small reduction in flat and maisonette average prices.

Since 1998, the prices of all the categories put together, have on average risen by 140%; the highest increase is in the cost of flats and maisonettes 170%, with a difference amounting to approximately £85,000. [*6] This reflects the high level of demand in this area. Detached £98,107; Semi-detached £70,820; Terraced £63,329; Flats / Maisonettes £50,725 (1998 figures).

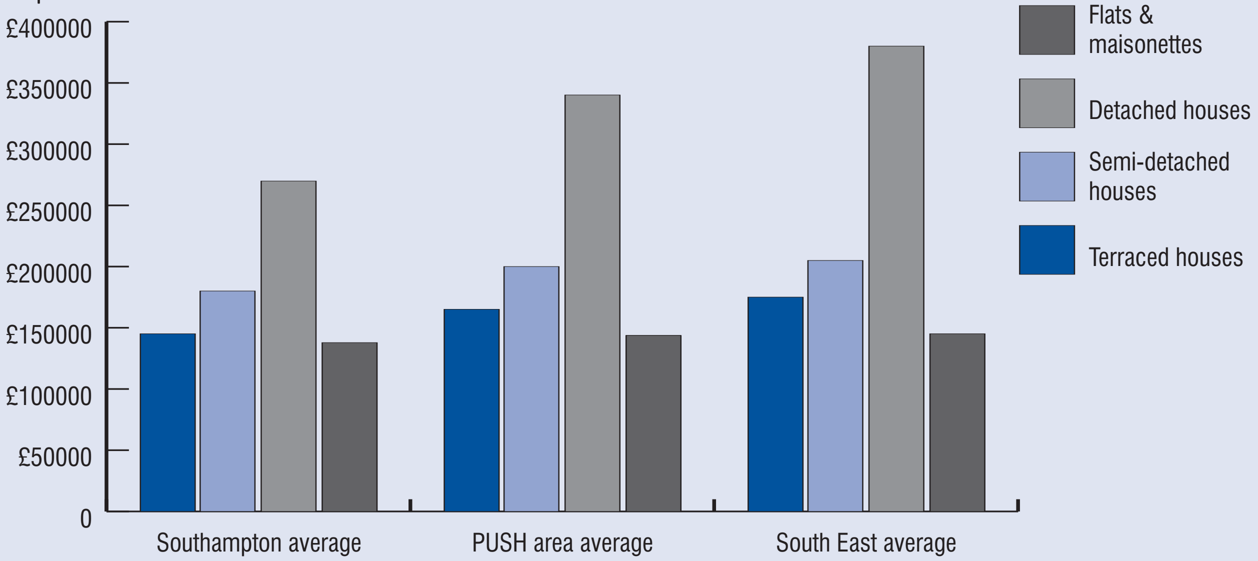
Proportionate Sales of Properties - 2005-06

Detached	11.2%
Semi Detached	25.8%
Terraced	29.6%
Flats / Maisonettes	33.4%

(Source - DCA Consultants)

Average House Prices Throughout 2005

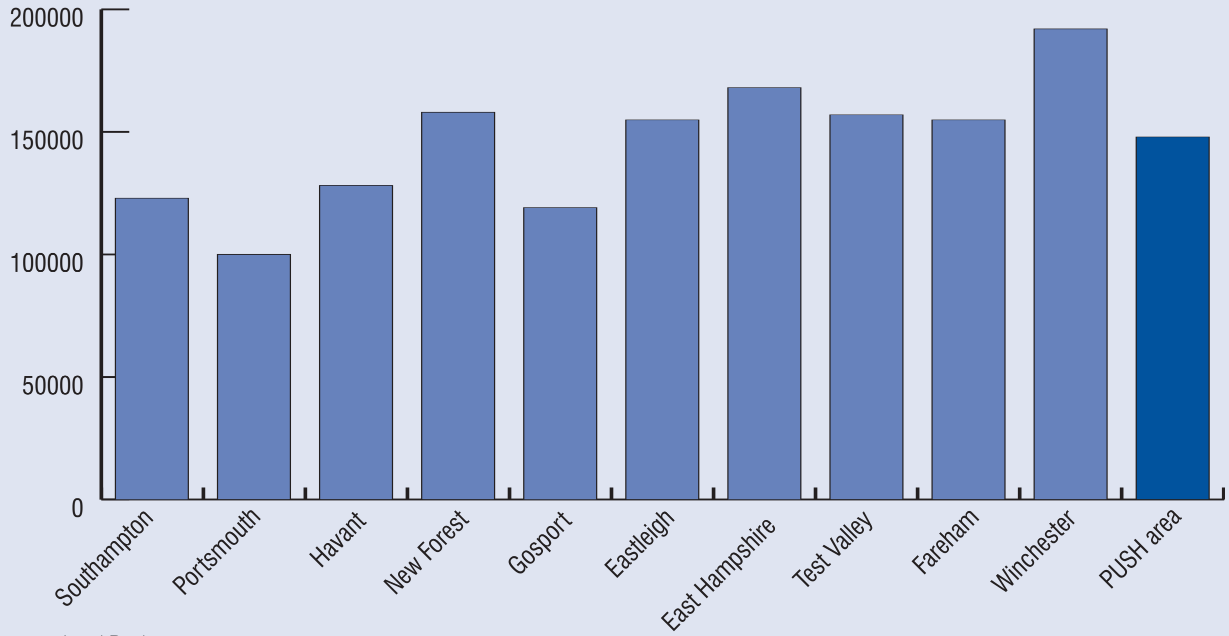
Graph 6



(Source Residential Property Price Report – Land Registry)

Urban South Hampshire: Lowest Quartile Access Prices:- July - September 2005

Graph 7



Source – Land Registry

Flats and Maisonettes are the principal point of entry for first time buyers, especially those moving out of rented accommodation:- sales have reached their highest level at 33.4%.

Within the area of Urban South Hampshire, Southampton has the third lowest quartile access price, with Winchester possessing the highest.

Local incomes required by either a single person or two people (dual income) to purchase property with a 95% mortgage are:- [*6]

Property Type	Single Income	Dual Income
1 bed flat	£27,650	£33,150
2 bed flat	£30,350	£36,600
2 bed terrace	£33,600	£40,500
3 bed terrace	£42,300	£51,000

(Source D.C.A. Consultants – 2006 Estate Agency Searches)

Actual Local Incomes, reflect the fact that these properties are unaffordable for a high percentage of residents.

Average Earnings – 2005/06 - £22,688 [*7] p.a.

Proportion of households earning below £10,000 p.a. - 36.5% [*4]
(nationally 21.6%)

Proportion of households earning below £27,300 – 92.5% [*4]

Proportion of working population earning below £27,300 – 71% [*7]

33% of households in the rented sector over a three year period [*6] want to move and own their own property :- 4000 households.

41% of “concealed” households [*6] want to move into the private rented sector.

Local Incomes Required to Rent Property are:-

Property Type	Income
1 bed flat	£21,000
2 bed flat	£26,000
3 bed terrace	£29,000

(Source DCA consultants 2006)

The Private Rented Sector comprises 17% (16,000 households) of the city’s total housing stock [*6] :- salaries needed for rented accommodation are significantly less than for owner occupied properties. The provision of Affordable Housing by the Council in partnership with Registered Social Landlords has exceeded targets in each case over the last four years.

Year	Target	Affordable Home Provision
2002/03	300	342
2003/04	300	401
2004/05	300	406
2005/06	350	440

(Source - SCC Corporate Research)

The delivery of Affordable Housing 2005/06 is therefore at its highest rate.

Target for April 2002 - March 2007 – 1000 units
Actual numbers April 2002 - March 2006 – 1589 units
(Source DCA consultants – 2006 : Corporate Research Unit).

Affordable Rented Properties Total – 706 *6

Low Cost Home Ownership Properties Total – 883*4

Low Cost Home Ownership Properties completed :- *4
2004-05 – 236
2005-06 – 278

Affordable Rented Properties completed:- *4
2004-05 – 170
2005-06 – 162

Key Workers assisted through low cost ownership schemes *4
2004-05 – 110
2005-06 – 250

Families saved from losing their homes *4
2004-05 – 300
2005-06 – 400

Despite the growth in Affordable Housing provision, the number of households on the Housing Register has increased. *32

2003/04 : 8128 applicants
2004/05 : 9225 applicants
2005/06 : 11,126 applicants

Gypsies and Travellers

The number of unauthorised Gypsy and Traveller Encampments in Southampton during 2005 fell to 15, involving a total of 200 adults; *13

in 2004, the figures were 20 encampments involving 270 adults. This is an improvement over last years figures. The Hampshire Wide Needs Assessment has been undertaken during the summer of 2006, with options for transit sites being investigated during Autumn / Winter 2006.

Commentary

The high proportion of people living on relatively low incomes, the high number of 'concealed' households, and the overall cost of housing within the city, means that annually, despite an increasingly improved delivery of affordable housing, there is still a shortfall of 1391 units per annum, taking into account the re-lets of the existing supply, and the continuing need for new units each year.

The provision of affordable homes is a major issue. The need for them also relates to demographic household formation and migration changes, and the impact of economic growth and income levels, together with the cost, nature and turnover of existing housing stock.

2. Economic issues

Targets:-

- The delivery over the next few years of an increase in economic prosperity.
- Safeguarding existing employment land to deliver employment development in the city, and foster an entrepreneurial environment.
- Enhancing the local labour supply, and increasing skills particularly in knowledge based work.
- Working with neighbouring authorities to promote appropriate employment development in the city region.
- Managing the continuing change from the manufacturing regime, to promote higher value employment developments, in appropriate locations, and retain diversity within the Economy.
- Enhancing the training facilities by developing business centres, and fostering skills and enterprise, and job creation.
- Retaining Southampton as a focal point for regional employment through both job retention and creation, and quality of life improvement, and inequality reduction.
- Ensuring that the infrastructure requirements of the economy are delivered, and that a correct balance is placed between housing provision and employment numbers.
- Ensuring that the city retains its role as a principal shopping centre, retains the viability of its District, Town, and Local Centres, and continues to promote its evening based activities through the night-time economy.
- Maintaining the city's role as a regional transport interchange for sea, rail, air and road, and for public transport.

Key Findings and Indicators

Southampton and Portsmouth are the two principal cities in the South Hampshire sub-regional economy, providing 48% of all the jobs.

Southampton – approximately 116,000 jobs

Portsmouth – approximately 99,000 jobs [*9]

The proportion of people both living and working within the city has risen :- 2001 – 65% : 2005 – 72% [*10]

Claims for Job Seekers Allowances have risen from 2,721 at the end of 2004, to 3,684 in March 2006 [*11]

Percentage of Working Age Residents claiming Job Seekers Allowance

	Southampton	South	East England
December 2005	2.1	1.5	2.4
March 2006	2.5	1.8	2.6

(Source – ONS:- Nomis)

Southampton is relatively economically inactive, with 47.5% of heads of households in employment against a national average of 60%. [*10] Overall, 77.2% of working age people are employed in the city, against a figure of 82.1% throughout the South-East, and 78.4% in England as a whole. [*12]

Average earnings within Southampton are £22,688 per annum, [*7] with 71% of the working population earning less than £27,300, one of the principal reasons for the increasing demand for affordable housing and smaller properties.

Gross Weekly Wages 2005/06

Southampton - £437

South East - £468

England - £400

(Source – Annual Survey – Hours and Earnings).

Annual Mean Overall Earnings for Full-Time Workers 2005/06

Southampton	£24,236
Hampshire	£30,432
South-East	£31,630
United Kingdom	£28,210

(Source – Annual Survey – Hours and Earnings – 2005/06)

Despite the relatively low incomes average earnings have risen 5% in 2005/06 over the previous year.

There is a predicted lowering in the size of the main economically active group (45-59) over the next twenty years, with a rise of only 1.9% in this category as opposed to the 41% increase in the over 60's. [*13]

Employment Structure in Southampton 2005/06

Manufacturing	6.4%
Construction	4.0%
Transport / Communications	7.0%
Retail / Restaurants / Hotels	23.6%
Business Services	24.1%
Financial / Public Services (includes Hospitals and Universities)	30.6%
Other Services	4.3%

(Source Eastleigh and Southampton Employment Study – 2005/06 Annual Business Inquiry).

There is a total of 5880 businesses within the city. [*30]

The figures reflect the low manufacturing levels in the city, and the fact that the service sector accounts for approximately 89% of employment.

The percentage of new business set up in the city has fallen since 2001. [*31]
2001-2003 – 13%
2004-2006 – 7%

Survey work undertaken during 2005-06 indicates that the number of businesses working at full capacity is relatively low:-

Well below capacity	24%
Near full capacity	58%
Full capacity	12%
Demand exceeding capacity	2%
Don't know	4%

(Source:- SCC Business Survey 2006)

Gross Added Value (GVA) is an indicator of Economic Prosperity, measuring the contribution to the economy of each individual producer, industry or sector.

GVA Per Head

	2004/05	2005/06
Southampton	£17,100	£18,237
Hampshire	£15,915	£15,118
South East	£17,631	£16,791
United Kingdom	£16,485	£15,691

(Source Office for National Statistics)

In terms of GVA per head, Southampton has performed relatively well. It has improved over the previous year, and has the highest level amongst the comparator areas. The figures reflect the fact that there is a high concentration of business activity within the city, even though wage levels tend to be low.

VAT registrations and de-registrations are the best guide to the pattern of business start-ups and closures.

The latest available figures indicate slightly more de-registrations than registrations.
Registrations – 490 [*14]
De-Registrations – 505

Economic Prosperity is dependent upon skills levels and qualifications. Although Southampton is improving its pass rate in GCSE's (5 or more A-C grades) it does remain below England's overall standard.

GCSE – 5 or more A-C Grade, Passes

	2001	2002	2003	2004	2005
Southampton	43.1%	43.3%	44.3%	44.2%	47.2%
England	50%	51.6%	52.9%	53.7%	55.7%

(Source – LEA Performance Table DFES)

In the Key Stage 2 performance areas, Southampton's pass rate is also improving, but again, remains below England's standard, except for the Science Category, although England's overall percentages remain static.

Key Stage 2 Passes

	English	Maths	Science
2004 Southampton	73%	70.4%	85.5%
England	79%	75%	86%
2005 Southampton	74%	71%	86%
England	79%	75%	86%

(Source – LEA Performance Table DFES)

The latest available NVQ figures, from the Local Area Labour Force Survey indicate, that Southampton is not performing quite as well as the South-East, but is not far behind. NVQ4 is the highest level of qualification, NVQ 1, the lowest. *

	Southampton	South East
NVQ 4	24%	28%
NVQ 3	44%	46%
NVQ 2	62%	66%
NVQ 1	80%	81%
Other Qualifications	7%	8%
No Qualifications	12%	10%

(Source – Local Area Labour Force Survey :- 2005)

* NVQ 4 – Degree and Higher Degree Level
* NVQ 1 – Fewer than 5 GCSE's / Foundation Qualifications

The recent Business Survey, [*31] has indicated that approximately 25% of businesses in the city have experienced skills shortages, particularly on the technical and trade front.

The most recent figures available for Office and Industrial floorspace in Southampton show little change in property numbers and floorspace size: a small reduction in property numbers from 3,040 to 3,022 [*15] (2004-2005); minor growth (1000 sq metres) in overall floorspace, 1526 to 1530 [*15] (2004-2005).

Vacancy rates in Industrial and Office Land and Floorspace have remained stable at approximately 6% over the last 4 years; in the South-East they have risen to an average of 9% [*15]

The recently adopted Local Plan Review (March 2006) reflects the fact that the low vacancy rates of 6%, indicate a tight market within the city, with relatively high levels of demand and restricted supply, so that allocated employment sites must not be lost to other uses.

Industrial and Office Premises Availability 2003/04 – 2005/06

	2003/04		2004/05		2005/06	
	Space (m2)	Units	Space (m2)	Units	Space (m2)	Units
Office	43,058	11	347,957	87	46,884	92
Industrial	69,816	69	70,823	76	63,512	69

(Source – DCLG and Regional / Commercial – Industrial Property Register)

Amount of floorspace developed for employment 2005-06:- 29,783 sq metres.

Amount of employment land lost to residential development 2005-06:- 20,518 sq metres.

There is during the 2005/06 period, a slight increase in the number of office units available, together with a small reduction in actual space availability. Industrial vacancies have reduced slightly in both categories.

The latest available figures relating to site size and availability for employment land show that 19.9 hectares of land (29 sites) are available for industrial use; 4.53 hectares (20 sites) are available for office related use [*3]. This represents an increase in industrial land availability, but a small decrease in office land availability.

The most recently available figures for office and industrial completions 2002 and 2005 [*16] show that there has been a sharp reduction from the 2002 peak period of 25,806 sq metres to 10,183 sq metres, 2005. However, a South Coast Metropole Report carried out recently by King Sturge, states that the office and industrial market sectors have picked up throughout 2005, especially in the office sector. Refurbished offices in the Southampton area have mostly been let.

The most important and successful employment generator within the city is the Port. In 2005, 38 million tons of cargo was handled; 750,000 vehicles, two thirds for export, passed through it. [*18]

The Port is responsible for 12,000 jobs directly, and between 18,000 and 25,000 [*18] indirectly. In 2005 it contributed £2 billion to the Local Economy.

The Cruise Ship industry is a key area of growth: it has doubled over the past five years, and the port handles more turnaround cruise calls than all other United Kingdom ports combined.

Cruise Ship Growth – 2001-2005

Year	Passengers (thousand)	(increase)
2001	354	
2002	390	+ 10%
2003	470	+ 21%
2004	550	+ 17%
2005	680	+ 24%

(Source : Local Transport Plan / ABP)

The City Centre Retail and Leisure based economy is stable and consistent in its performance. Retail land use mix 2005/06 is broadly in line with 2004/05.

Retail Land Use Mix

	2004/05	2005/06
Durables	50%	51%
Food/Drink	9%	11%
Financial Services	8%	7%

(Source – Southampton City Centre Management)

Zone A prime frontage retail rents are an important indication of the strength and competitiveness of the commercial property market. See graphs 8 and 9.

The retail rent level in Southampton, compared to other selected centres, confirms both its strong regional position and national success.

In the Town, District and Local Centres, surveys were carried out in the summer of 2006. The number of empty retail units are a clear guide to the vitality of each shopping area. There has overall been a marginal improvement in the performance of the Town and District Centres, with Portswood alone having one more empty property than in the Summer of 2005.

Shirley Town Centre is beginning to improve, following its major redevelopment scheme; consent recently granted for a mixed use development adjacent to Woolston District Centre, which will include 1500 residential units, will be likely to lead to an economic improvement there.

Town / District Centre Surveys – 2006

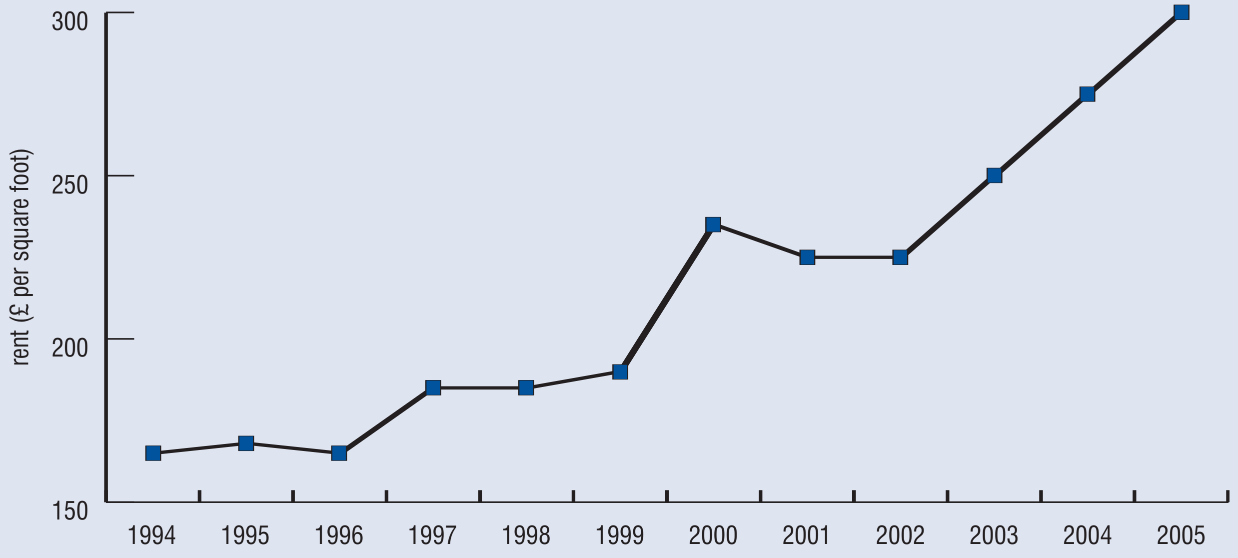
	Empty Units	Percentage
Portswood (125 units)		
2002	9	7%
2005	17	13%
2006	18	14%
Woolston (106 units)		
2002	10	9%
2005	15	14%
2006	13	12%
Bitterne (91 units)		
2002	7	7%
2005	6	6%
2006	5	5%
Shirley (282 units; 198 units in 2002)		
2002	9	4%
2005	24	9%
2006	20	7%
Lordshill (19 units)		
2002	0	0%
2005	4	21%
2006	4	21%

(Source SCC Policy)

There is a more varied performance from the Local Centres. Thirteen of the sixteen centres have been surveyed in the Summer of 2006; 5 centres have no vacancies at all; 6 centres have a vacancy rate of between 10% and 14%, and two have a rate of 17% and 36%. The latter figure reflects local problems. On balance, local centres are performing in line with last year's surveys.

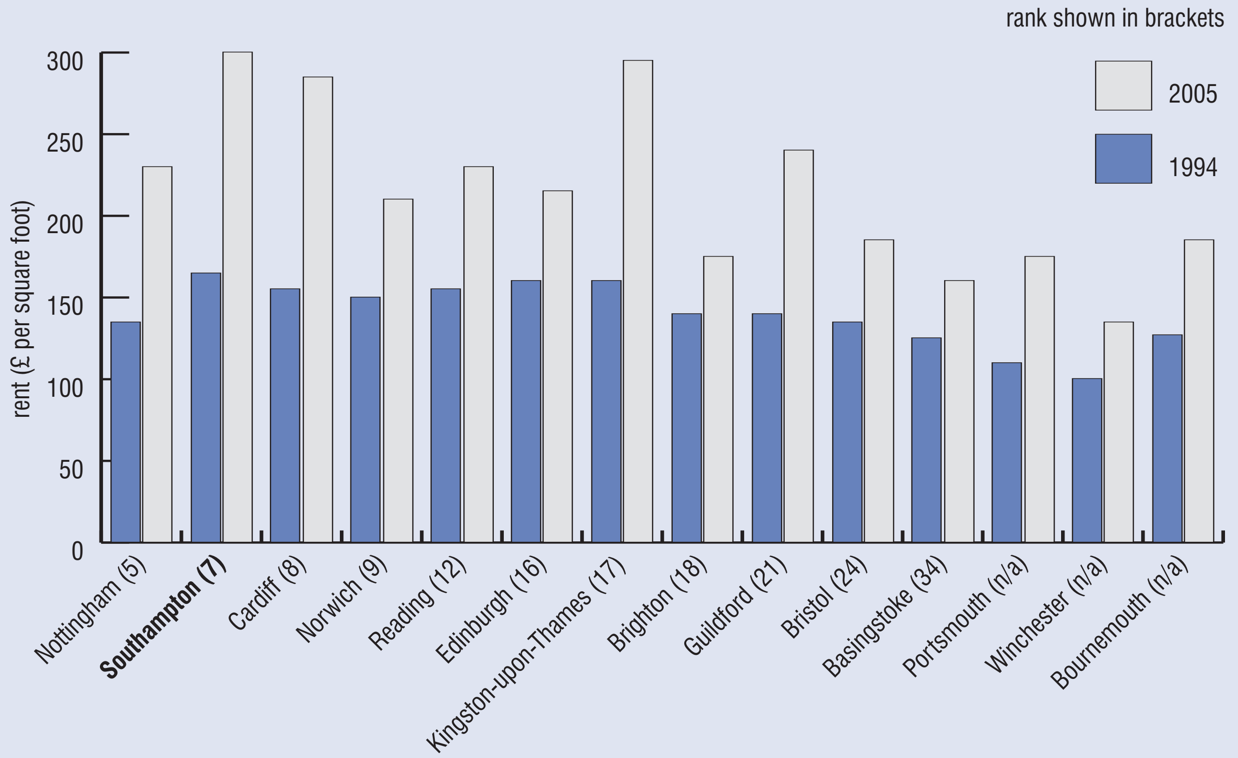
In terms of the Leisure and Night Time Economy, concentrated primarily in the City Centre area, latest available figures indicate a broadly stable level in most areas of activity.

Zone A Retail Rents – 1994-2005
Graph 8



(Source – Colliers CRE)

Zone A retail rents 1994 & 2005
Graph 9



(Source – Colliers CRE)

The number of restaurants, coffee, bars, fast food and takeaways has increased by nearly 20% during 2005/06, from 70 to 80 units; *19 these complement the retail activity, public houses, nightclubs, and amusements arcades. Although all of these activities have remained broadly static in numbers since 2004/05, over the last 15 years, the balance and distribution of public houses has changed considerably. Between 1990 and 2005, a total of 34 public houses have shut down in the city's suburbs, and a further 19 have opened in the city centre area.

Latest figures, on an annual basis for the important regional Mayflower Theatre show a 29% rise in attendance *20

The City Council's Central Library has increased its number of visitors from 1/2 million 2004/05 to nearly 1.4 million*19 2005/06, largely due to its improved facilities and computer based technology. It has secured a "Charter Mark", the Government National Standard for customer service *4

The City Council's Art Gallery has enjoyed a 14% rise in visitor numbers during the same period *4

The City Council's Leisure Centres, (swimming) in the City Centre, and Bitterne District Centre, have improved their "Quest" scores (a National Quality Standard for Leisure Centres), and they are now in the country's top 5% *4

During 2005/06 the City Council secured £5.7 million from the Arts Council, *4 for the new Arts Complex, to be delivered over the next few years.

Commentary

Through the in-migration of skilled workers, higher levels of training, and improved job opportunities in a more entrepreneurial environment, income levels should increase in Southampton, and help reduce the number of households needing assistance to enter the private housing market.

This will be needed to offset the current relatively low wages and skills levels, the relatively low levels of business formation and industrial development opportunities within the city, and continuing loss of manufacturing employment.

In planning terms, it will be necessary to safeguard existing employment land, promote employment development in the city region, deliver infrastructure requirements, and ensure that a diverse economy is retained through job creation and skills training in particular

3. Transport Issues

Targets

- To improve accessibility to all parts of the community, and to the key services.
- To help increase the economic drive of the city through the improvement of strategic transport and communication links, and a reduction in congestion on the network, to maximise traffic flow.
- To improve the integration of, and accessibility to, public transport services, and create improved interchanges between transport modes.
- To promote traffic management and parking schemes; ensuring that parking provision reflects the scale and travel needs of development.
- To promote the modal shift towards public transport use, including the promotion of park and ride schemes.
- To encourage the further movement towards walking and cycling.
- To reduce levels of emissions from road traffic.
- To improve the levels of road safety, and maintain the transport infrastructure in a safe condition.

Key Findings and Indicators

Southampton is a key regional centre within a 20 minute drive for a catchment population of 400,000, and a 40 minute drive for 1.5 million people in the area. [*19]

There are 3 bus operators within the city, 40 bus routes running through the city centre, 900 bus stops, 8 rail stations, 263 Hackney Carriages, 390 Private Hire Taxis. [*17]

There has been increased investment during 2005/06 in bus infrastructure, increases in the levels of bus priority, and an increase in the publicity, to encourage more bus usage. Modal Split surveys have shown however that during peak times, bus use has slightly declined in 2005-06.

Peak Period Bus Journeys (million)

Year	Actual	Target
2003-04	19.3m	20.1m
2004-05	18.9m	20.4m
2005-06	18.5m	20.6m

(Source: Local Transport Delivery Report 2001-06).

The Peak Period bus use target was 26% for 2005-06, but stabilised at 24% [*22]

The off-Peak Period bus use target was 19% for 2005-06, but increased to 19.8% [*22]

Although overall, bus patronage has decreased, for 2 out of 3 of the operators it has increased [*22]

Uni-Link is an award winning company, working on behalf of the University:- during 2005-06, the number of passengers has risen to over 3 million [*22] . A further 1 million passengers were carried on the UniLink / CityLink free bus service.

The Solent Travelcard, allowing bus travel throughout the Solent Area with any bus operator, is increasing in sales. On a quarterly sales basis it has risen from 10,700, to 27,000 within eighteen months (February 2006) [*22].

Investment to encourage more public transport use within the city area has led to:-

99% of the city's population now living within 400 metres of a bus stop or rail station, 2005-06. [*22]

500 bus stops being fitted with accessible kerbs by 2005-06. [*22]

200 new bus shelters being installed [*22] by 2005-06 (40 shelters during 2004/05)

"Real-Time" Information displays starting to be installed during 2005-06; [*4] 120 signs providing actual bus arrival times.

The introduction of 'smartcards' for concessionary fares during 2005 [*22]

The introduction of solar powered lighting into bus shelters (10 shelters 2005-06), [*22] thereby saving energy consumption.

Accessibility targets set for 2010, for people to be able to reach key destinations, are 'on track':-

Proportion of people within a 40 minute bus journey to the city's general hospital 81.4%, (2010 target – 85%):- Proportion within a 15 minute bus journey of city, town, and district centres – 69.8% (2010 target 70%) [*17]

Recently published information shows that the housing completions for 2005/06 are all within 30 minutes travel time from, schools, hospitals/doctors, employment areas and shops.

Transport Modal Splits have altered very little over the last five years.

Movement into the City Centre at Peak Times

	2001	2002	2003	2004	2005
Private Cars	60%	59.6%	59.3%	60%	60.3%
Bicycles	1.5%	1.6%	1.8%	2%	2.1%
Public Buses	20.3%	20.1%	19.9%	18.4%	18.2%
Railways	4.5%	4.9%	5.1%	5.1%	5.0%
Pedestrians	9.9%	10.4%	10.5%	11.1%	11.3%

(Source:- Savills City Health Check)

Throughout the City, car use at peak times has remained relatively stable.

Against these figures, there has been a reduction in Council car use:- 9% reduction in staff miles, 3% reduction in fuel used by fleet vehicles [*4]

Overall figures for in-commuting and out-commuting have changed in the last five years:-

	2001/02	2005/06
Out-commuting	34,000	44,000
In-commuting	41,000	47,000

(Source – Local Transport Plan II)

The more balanced peak time traffic flow into and out of the city's area, is partly due to lower house prices within the city, and employees being out-priced from the property market in other parts of Hampshire, so that they travel outward from the city.

The recently conducted Business Survey [*31] has indicated that 43% of business employees travel less than 3 miles to work; 28% between 3 and 5 miles, and 29% over 5 miles.

Cycling trips across the authority's administrative area have risen:-

2004/05 actual	781	target 753
2005/06 actual	1637	target 1500

(Source:- Local Transport Delivery Report).

An additional 5 kilometres of cycle lanes have been provided in the city during 2005/06; [*17] substantial elements of the National Cycle Network have been put in.

A "City Bike Guide" has been issued during 2005, detailing the city's cycle network, to encourage more use [*4]

The number of Travel Plans, designed to improve levels of accessibility and reduce car journeys have increased: by 2005/06 nearly 25% of the City's workforce is covered by a Travel Plan, a 3% increase from 2004/05. [*17] Nearly 80% of the school population is covered by a Travel Plan [*4]

In 2005, the City Council's own Travel Plan was formally adopted, [*22] one of its principal aims being to reduce the number of single occupancy vehicles travelling to and from work from 51% in 2005 to 36% by 2010.

Overall highway maintenance financing has been increasing :- £5 million [*17] has been spent during 2005/06 on highways, footways and street lighting; £18.5 million is to be spent between 2004-2009. [*4]

In 2005, a Streetscene Strategy was adopted, putting in place a "whole street" approach, involving carriageway work, upgrading of footways, lighting replacement, street furniture provision, sign rationalisation, to improve the environment, all within one scheme of work, in the shortest possible timescale.

Importantly for the economy, Southampton International Airport has grown significantly:- [18*] new international destinations have been accessed over a 5 year period 2001-2005, with a 250% increase in international passengers; 1.5 million a year. [*21]

Commentary

Despite much concerted effort, with substantial investment in new infrastructure and information provision, an overall decline in bus patronage has proven difficult to overcome, although two out of three operators have recorded an increase. The number of Travel Plans has also increased.

There has been resurgence in cycling activity across the city resulting from investment in infrastructure, marketing and partnership working.

Dealing with transport issues in an integrated manner to improve access and congestion across the Solent Area, is being achieved through the Solent Transport Partnership, which has been working with both PUSH and SEERA.

4. Environmental and Sustainability issues

Targets

- Ensure that the city addresses the challenges associated with climate change; in particular through the reduction in the level of CO_2 emissions, especially from private vehicles.
- Ensure that the city's use of resources is more efficient and reduced, through a greater use of renewable and alternative sources of energy; a reduction in water consumption and wastage; a growth in the recycling of waste products and environmentally friendly materials.
- Ensure that where new development is put in place, a higher percentage of its energy requirements are supplied on site or nearby through renewable energy, or Combined Heat and Power resources.
- Ensure that development is further supported by better transport systems, that people are encouraged to walk, cycle or use public transport, to help reduce congestion levels.
- Conserve and enhance the city's biodiversity, and increase the level of protection of the natural environment.
- Ensure that areas subject to flooding are protected, and that water quality is protected also, with drainage, surface and groundwater treatment not harming the environment.
- Ensure that levels of economic growth and housing provision are sustainable.

Key Findings and Indicators

Government assessment of the City Council's dealing with environmental issues has risen from poor to good, with an overall performance rating having risen from one to three.

The Council has exceeded targets for waste collection and re-cycling. The South East target for 2005 was 25%, and the National Target 24%. Southampton has reached 25.7% for recycling and composting.

Waste Collection and Recycling

	2003/04	2005/06
Recycled	12.8%	18.3%
Composted	4.9%	7.4%
Land Filled	69.8%	15.2%
Incineration	12.5%	59.1%

(Source: Sustainability SCC 2005/06)

There is now (2005/06) over a 50% reduction in the city's waste going into landfill sites [*4]

The target of 40% of household waste being used to recover heat, power, and other energy sources has been exceeded, to give an actual figure of 59% [*4]

The City remains a leader in the production and use of sustainable energy, although carbon dioxide emission savings from the city's District Heating Scheme remains the same as 2004/05:- 18% of the city's energy is generated by Geothermal CHP District Heating, [*23] with 10% going to private domestic users.

During 2005, a further CHP engine was installed at the city's Royal South Hants Hospital; the amount of energy supplied by the scheme is increasing on average by 5% per annum [*24]

This geothermal system remains the largest in the United Kingdom: another CHP scheme in the Western Part of the city has been granted planning consent (2006); a potential reduction here of 170,000 tonnes of CO2 emissions could be reached by 2010; (80,000 tonnes per annum) [*28]

In terms of air quality, levels of moderate ozone pollution were below the previous years figure – 6 days detected 2005/06, as opposed to 10 days, 2004/05. *25 There has been a fall in the levels of carbon monoxide, sulphur dioxide, lead and benzene (2005/06). [*23]

Moderate Particulate Pollution, and Nitrogen Oxides were slightly up on 2004/05. [*25]

An Air Quality Action Plan is being worked upon (2006); an important measure being taken to help reduce road transport emissions, particularly Nitrogen Dioxide.

Six Air Quality Management Areas remain within the city. [*4]

A Biodiversity Action Plan has been agreed upon (2005), containing targets for the level of provision and management of natural green space, to be monitored during the coming years.

There has been no loss of protected habitats in the city's SSSI's, SPA's and SAC's; with a 99% rate of favourable or recovering condition, this exceeds the government target of 95%.

During 2005/06, an Open Space Audit [*26] has been carried out to assist in the upgrade and management of the city's green environment:

90% of all respondents in the consultation process, having an open space within walking distance from home. The Primary Objectives are to assist in:-

i Ensuring an even distribution of open space

ii Ensuring a higher standard of interconnection between open spaces

iii Improving deficiencies in the quality of provision

iv Involving stakeholders and users in management decisions, to help meet sustainable environment, with greater biodiversity, and raising its profile.

Data relating to floodplain sites remains the same as 2004/05; a Coastal Defence Strategy Study has commenced (March 2006). Data relating to River Water Quality remains the same also.

Water efficiency is promoted; average daily volume of water supplied 2005/06 to the Hampshire Supply Area (including Southampton) was 161 million litres per day; forecast figure 170 million litres per day [*27] This is a positive reduction in anticipated consumption levels.

In November 2005, the independent international environment group "The Green Organisation" awarded Southampton the "Green Heroes Shield" for its work in promoting and achieving environmental best practice [*29]. This organisation is supported by the Environment Agency, and other environmental bodies.

Commentary

The challenge to increase the amount of waste recycling has been met, and the city remains a leader in the field of production and use of sustainable energy.

The adoption of the city's Local Plan Review in March 2006, means that developers have to include supporting statements of flood risk assessment, where appropriate, landscape and biodiversity issues.

The Open Space Audit will ensure the retention of a high quality natural environment, a key component of an area, contributing to its distinctive character. The Biodiversity Action Plan, will enable the loss of species and habitats due mainly to increasing urbanisation, but also water abstraction, to be minimised, so that biodiversity can be enhanced, and natural habitats more effectively linked.

5. Local authority performance issues

Development Control Applications

	2004/05	2005/06
Major Applications dealt with within 13 weeks	42%	70%
Target		57%
Minor Applications dealt with within 8 weeks	64%	78%
Target		62%
Other Applications dealt with within 8 weeks	81%	89%
Target		82%

(Source:- SCC Corporate Improvement Plan)

This is a major improvement on last year's figures for dealing with planning applications, and ahead of the target levels.

Planning Documents

City of Southampton Local Plan Review

Adoption – March 2006; target date November 2005.

The Local Plan was subject to a High Court Challenge following adoption, and required further assessment of relative policies and public responses.

Statement of Community Involvement (SCI)

Draft – March-September (consultation – August) 2005

Public Consultation / Participation – September-November 2005

Forward to Secretary of State – March 2006

The SCI document was drafted and consulted upon within the target dates, but forwarded to the Secretary of State in March instead of January, due to a lack of resources. No key milestones were missed.

Core Strategy – Issues and Options

Core Strategy, Issues and Options document:- target date – January 2006 – Actual date – June 2006: due to a lack of resources.

Thornhill Area Action Plan

This document preparation was targeted for January / February 2006 but has been cancelled, due to a lack of requirement.

Residential Design Guide SPD

Draft Consultation – target date – February/March 2006, actual date April/May 2006

Appendix 1

Document reference list

1. Southampton City Council Corporate Research Unit
2. Housing Need in the South East
3. Hampshire County Council Environment Department
4. Southampton City Council Corporate Improvement Plan
5. Land Registry
6. Housing Needs and Housing Market Survey :- DCA Consultants
7. Annual Survey Hours and Earnings
8. Chelmer Housing Projections
9. Office for National Statistics
10. DTZ Pieda
11. Office for National Statistics :- Nomis
12. Annual Population Survey
13. Southampton City Council Gypsies and Travellers Monitoring
14. VAT Reg / Dereg Industry
15. DCLG Commercial / Industrial Floorspace
16. Thornhill Plus You
17. Local Transport Plan II
18. Associated British Ports
19. Savills City Health Check
20. Mayflower Theatre
21. Southampton International Airport
22. Local Transport Delivery Report 2001-2006
23. Halcrow Scoping Report
24. Utilicom Ltd
25. Southampton City Council Sustainability Unit
26. Open Space Audit 2005-06
27. Southern Water
28. Climate Change / Air Quality Action Plan 2004-2009
29. Southampton Sustainability Forum
30. Dunn and Bradstreet
31. Southampton City Council Business Survey 2006
32. Annual Housing Investment Programme 2005/06

All written information is available, on request, in **larger** print, Braille on audio tape and on disk . It is also available in other languages. Please contact 023 8083 2290

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