

Southampton International Airport Ltd.

# Surface Access Strategy

2017 - 2021

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# 1.0 Introduction

This document provides an update of progress on the existing Airport Surface Access Strategy (ASAS) 2012-2016, for access to the airport by all modes. It also sets out new targets and measures for the next 5-year period between 2017-2021.

Southampton Airport is located in very close proximity to Southampton Airport Parkway rail station with direct links to major UK cities like London, Winchester, Basingstoke, Reading and Bournemouth. In terms of road access, the airport is next to M27 Junction 5, giving good access to east-west routes and to the north via the M3.

Southampton Airport is a growing airport which attracts visitors from various key industry sectors. In addition to this, passengers also connect to major Cruise liners at Southampton Docks, an expanding industry.

Southampton is also known for its universities, which are world leading in Oceanography, Life Science and Engineering, with five universities located within 60 minutes from the airport. This business invests large amounts of money into air travel for its staff and students.



# 2.0 Surface Access - Today's Airport 2017

Data on passengers' home locations, destinations, mode of transport travel to the airport and reason for travelling is available from a 2016 survey of approximately 2,800 passengers.

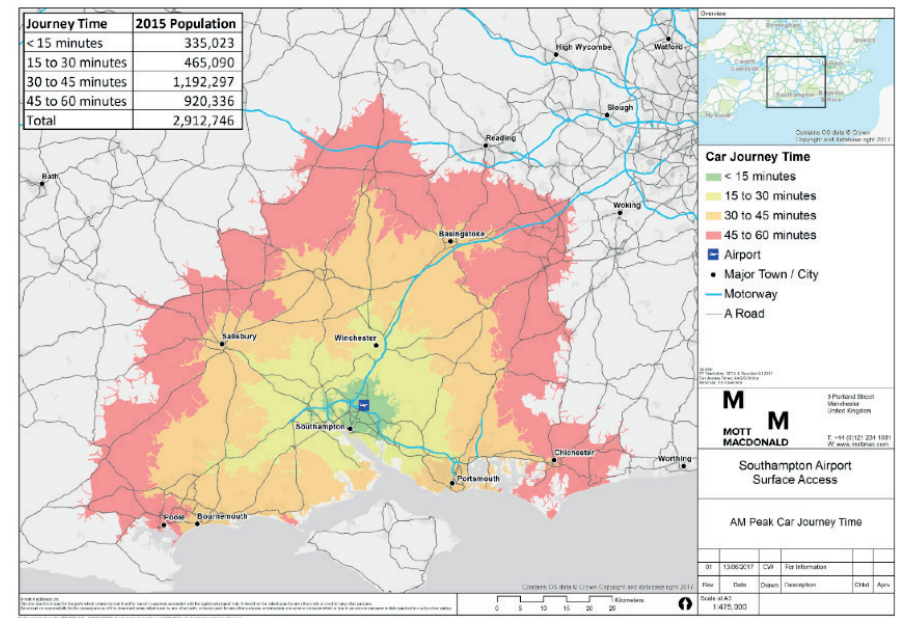
## 2.1 TRAVEL TIMES TO THE AIRPORT

The area that it is possible to drive to the airport within one hour (car catchment area) is shown on the right for the AM peak period. 15, 30 and 45 minute bands are also shown. Salisbury and Bournemouth (to the west) are shown to be within 45 minutes, as are Basingstoke (to the north) and Portsmouth (to the east).

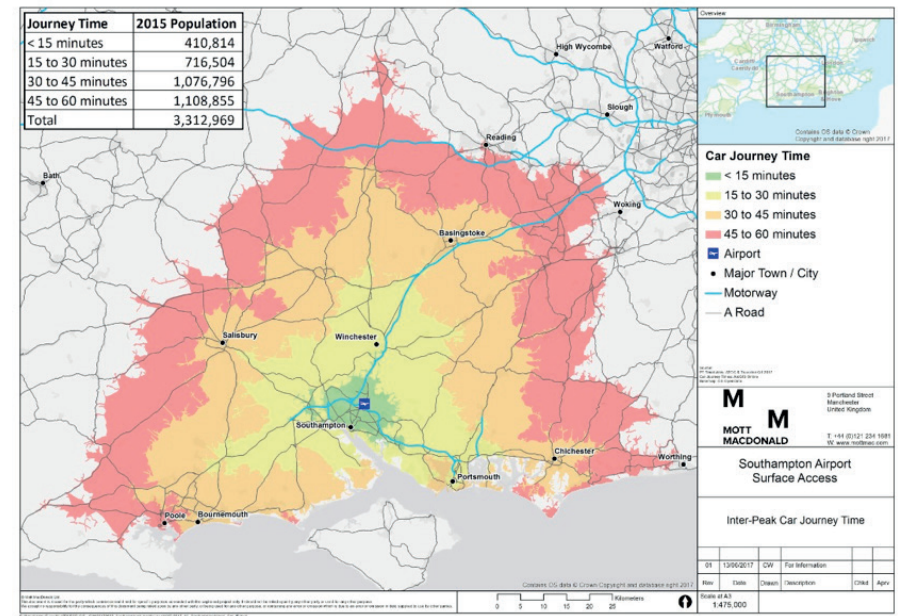
Approximately 2 million people live within 45 minutes and nearly 3 million people within 60 minutes, based on 2011 Census data.

A similar car catchment area is shown to the right for off-peak conditions, giving a larger area. Approximately 2.2 million people are within 45 minutes and 3.3 million people within the 60 minutes catchment area.

CAR JOURNEY TIMES – AM PEAK PERIOD



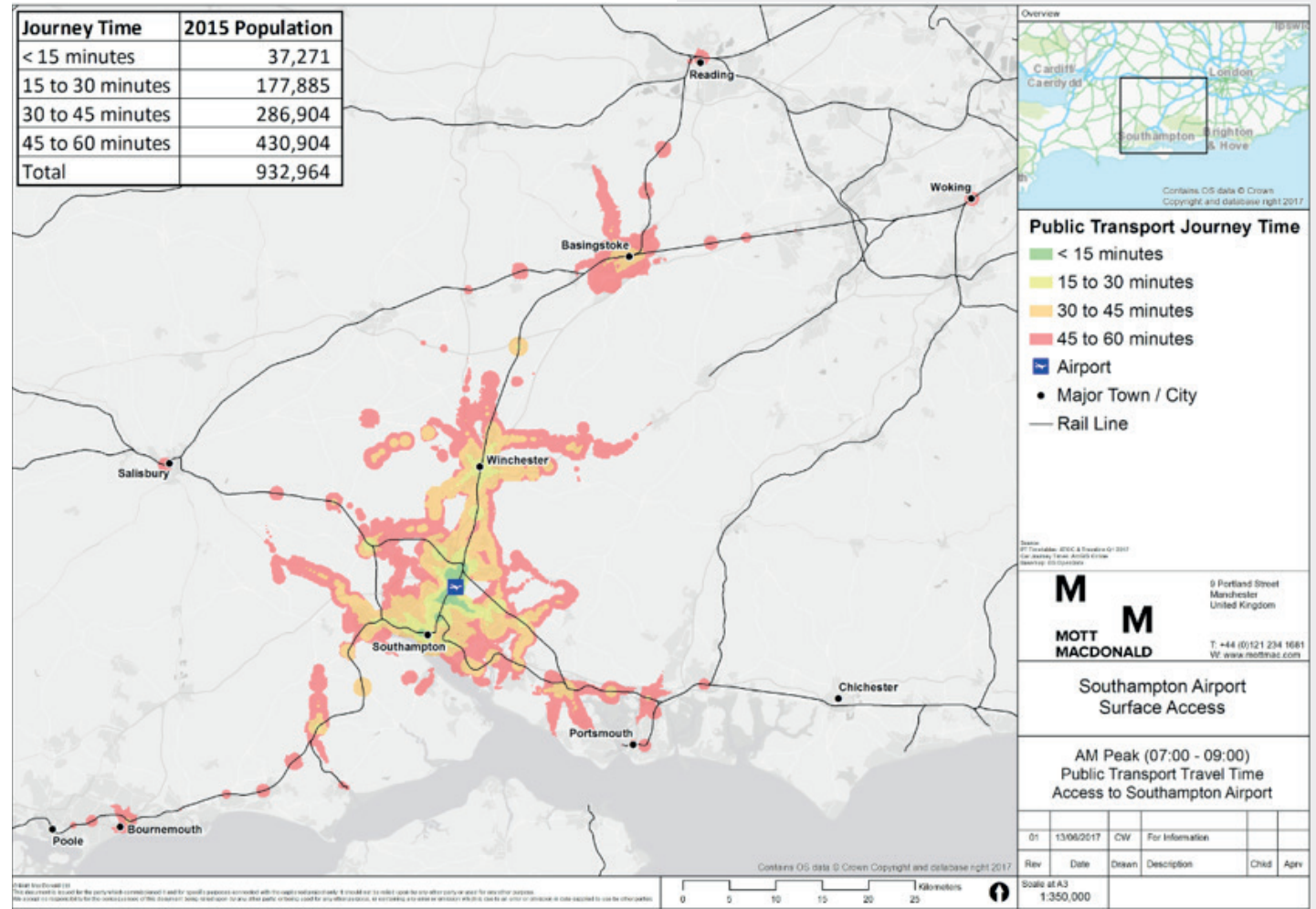
CAR JOURNEY TIMES – OFF-PEAK



Similar catchment areas have been produced for travel to the airport by public transport (PT) during the AM peak period.

The 45 minute catchment area includes Salisbury (to the west) and Basingstoke (to the north). Approximately 900 thousand people live within the 60 minute catchment area.

The Isle of Wight is considered part of the Airport's catchment area but journey times are slightly over one hour by public transport (allowing for the time to change between ferry-bus-train) and over one hour by car. Therefore, the Isle of Wight is not highlighted on the plans.



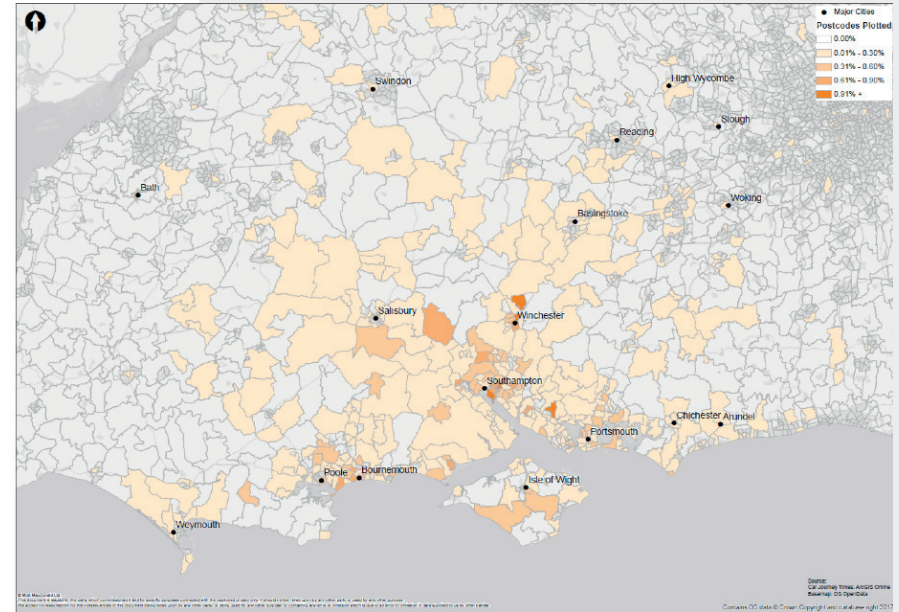
PUBLIC TRANSPORT JOURNEY TIMES – PEAK TIMES

## 2.2 ORIGIN OF DEPARTING PASSENGERS

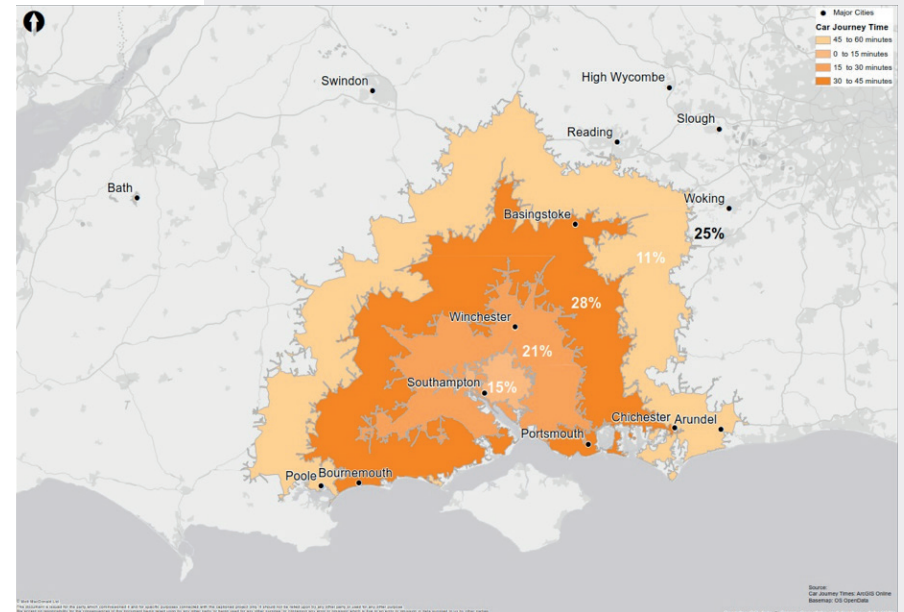
Passenger interview surveys recorded the home location of those flying out of Southampton Airport, as illustrated on the right.

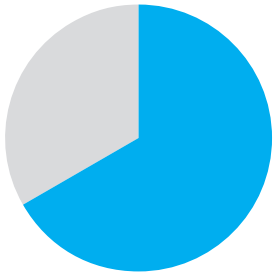
Comparing the home locations with the catchment areas shows that 75% of existing passengers are within a 60 minute drive of the airport and 64% within 45 minutes.

PASSENGER POSTCODES – RESIDENCE FOR ALL MODES



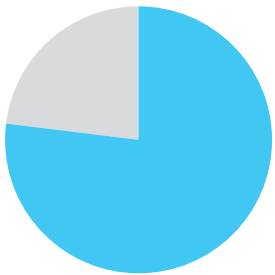
PASSENGER – CATCHMENT ZONES FOR ALL MODES





**66%**

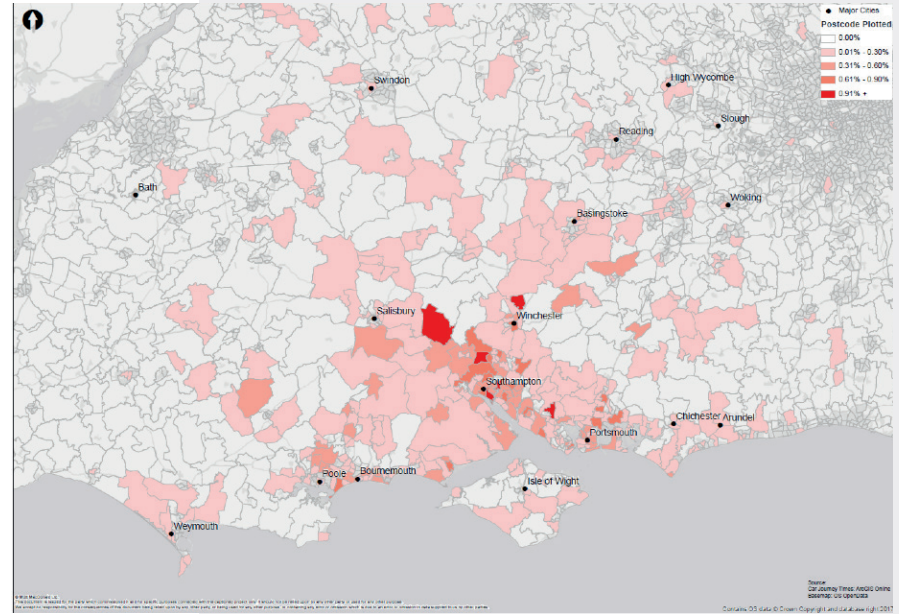
of car passengers are within a 45 minute drive of the airport



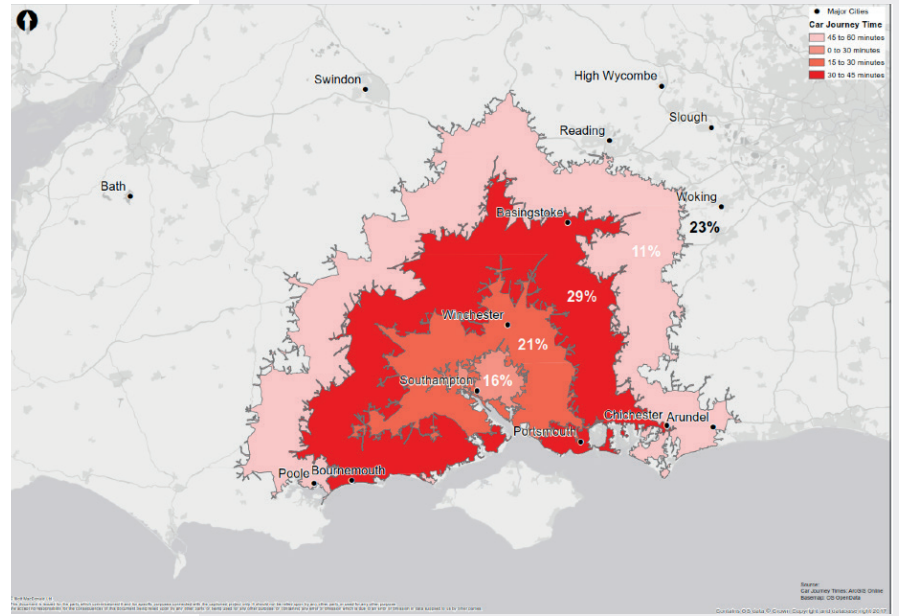
**77%**

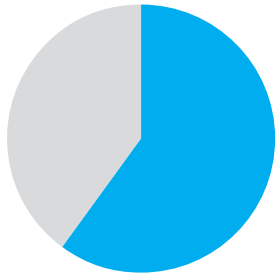
of car passengers are within a 60 minute drive of the airport

PASSENGER POSTCODES – RESIDENCE OF USING CAR/TAXI



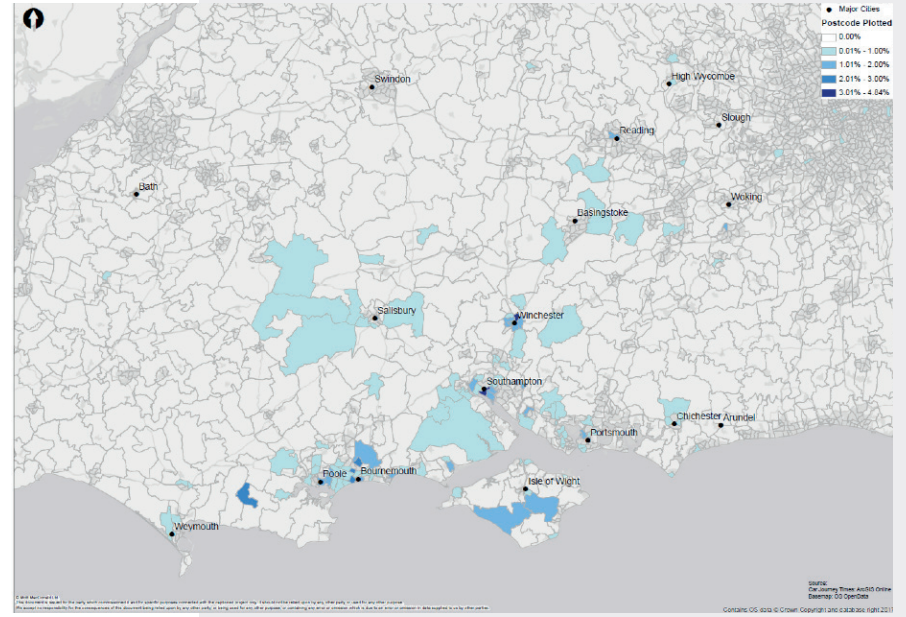
PASSENGER – CATCHMENT ZONES OF USING CAR/TAXI





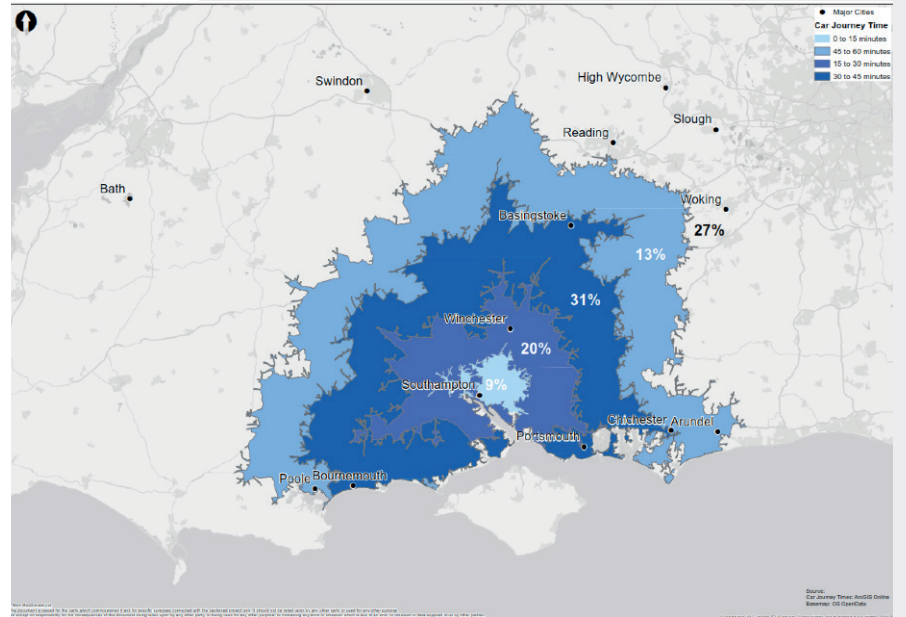
**60%**  
of rail passengers  
are travelling from a  
zone of a 45 minute  
drive from the airport

PASSENGER POSTCODES –  
RESIDENCE OF USING TRAIN



**27%**  
of rail passengers  
are travelling from a  
zone of a 60 minute  
drive from the airport

PASSENGER - CATCHMENT  
ZONES OF USING TRAIN







**26%**

of bus passengers live locally around Southampton



**52%**

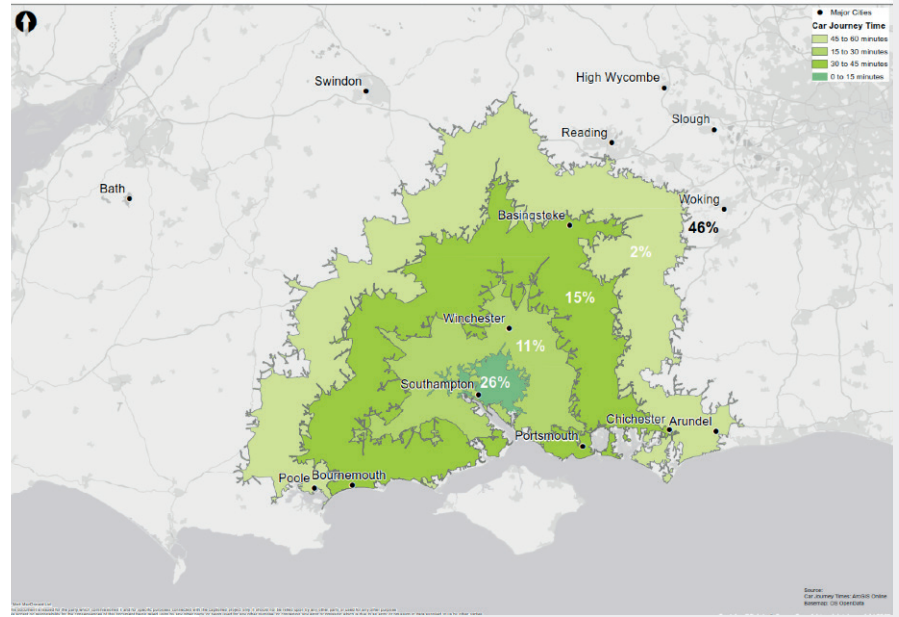
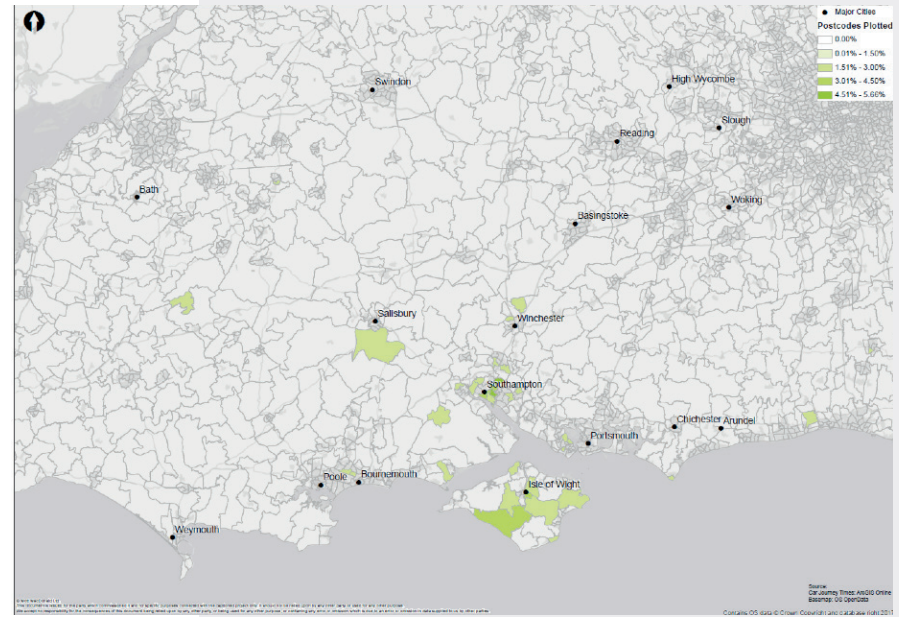
of bus passengers are travelling from the area of a 45 minute drive from the airport



**46%**

of bus passengers are travelling outside of the area with a 60 minute drive from the airport, which is due to a high proportion of bus users travelling from the Isle of Wight.

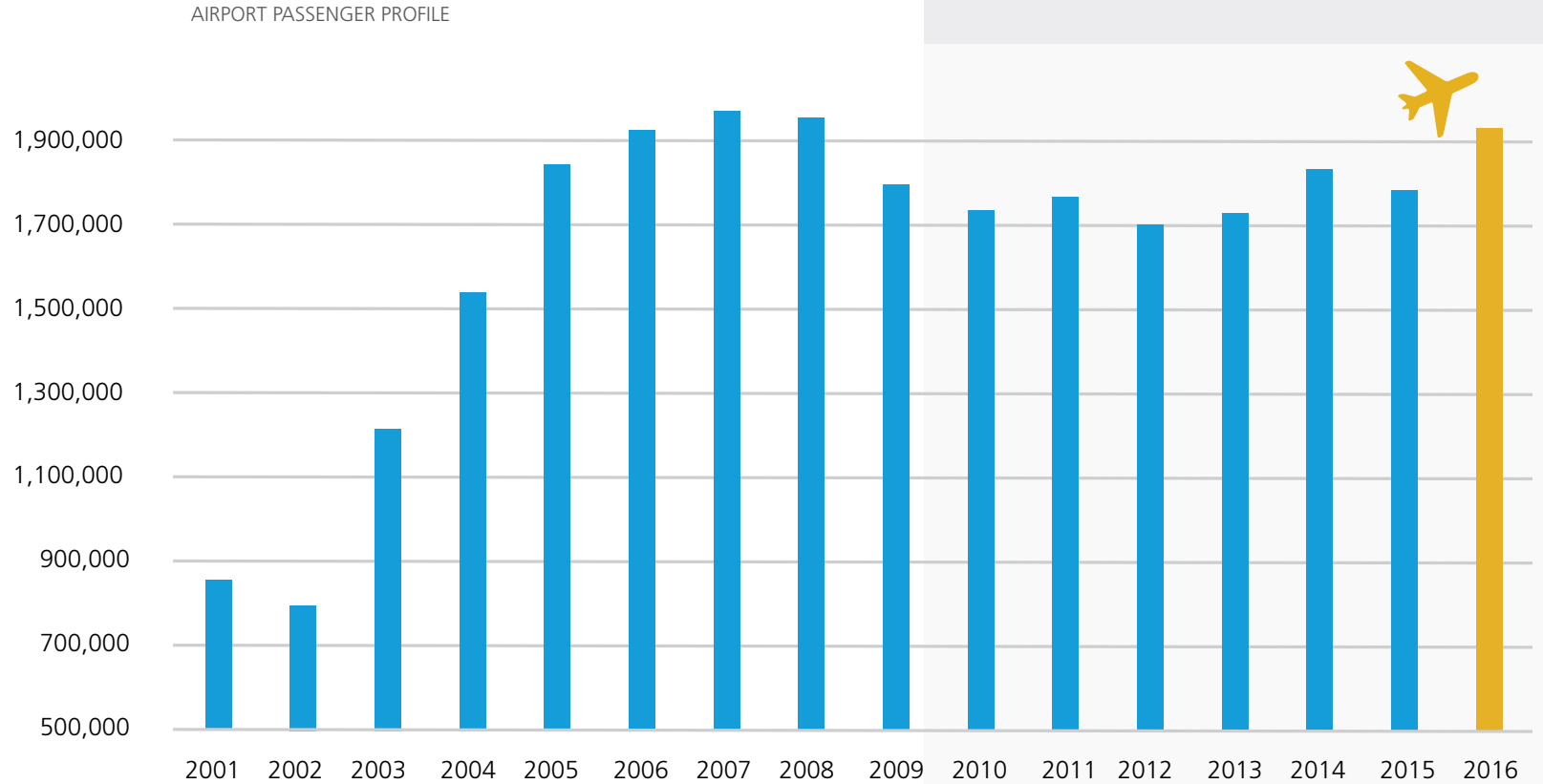
PASSENGER POSTCODES – RESIDENCE OF USING BUS



PASSENGER - CATCHMENT ZONES OF USING BUS

## 2.3 PASSENGER VOLUMES

In 2016 a total of 1.95 million passengers used the airport, which is similar to the 2008 level. Numbers were lower between 2009-2013 as a result of the recession.

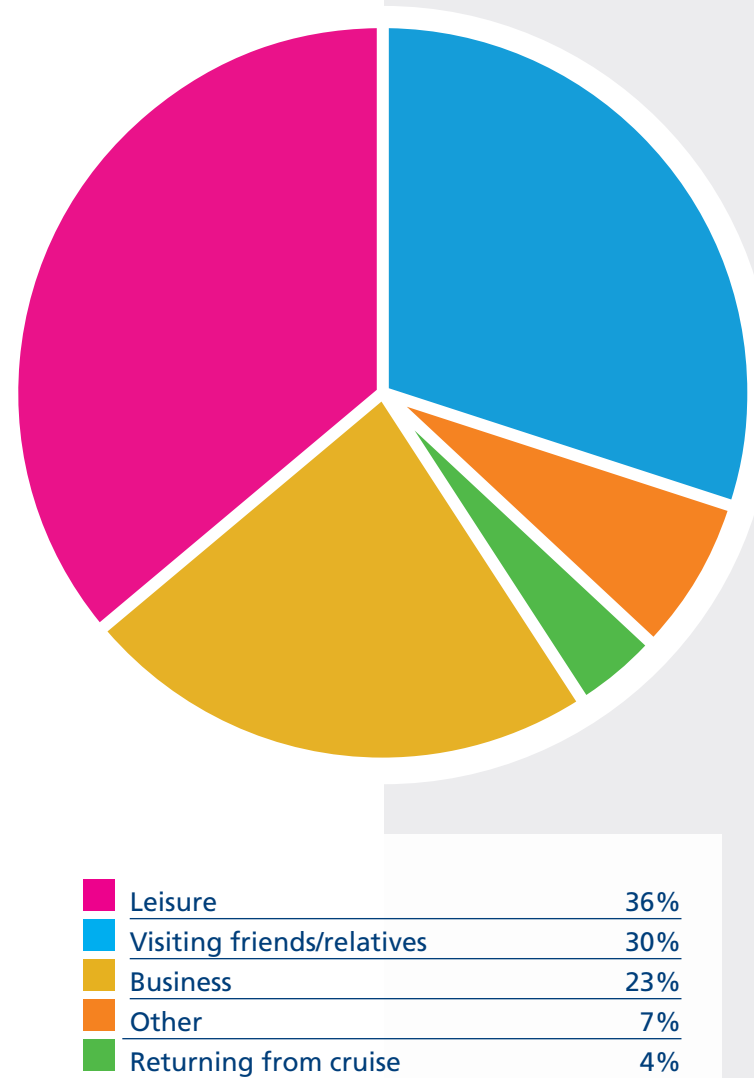


## 2.4 REASON FOR TRAVEL

Data has been collected on the reasons of passengers travelling from Southampton Airport in Quarter 3 of 2015 and Quarter 1 of 2016. An average is presented on the right, with the most popular reasons being leisure and visiting friends / relatives.

Passenger journey type - 54% are outward journeys, meaning the majority of the travellers live locally in the UK. However, a high percentage of travellers (38.9%) are returning trips i.e. live abroad or in other parts of the UK. 4% of passengers were transiting at Southampton Airport i.e. transferring between flights with no travel to/from the airport by road or public transport.

PASSENGER REASON FOR TRAVEL



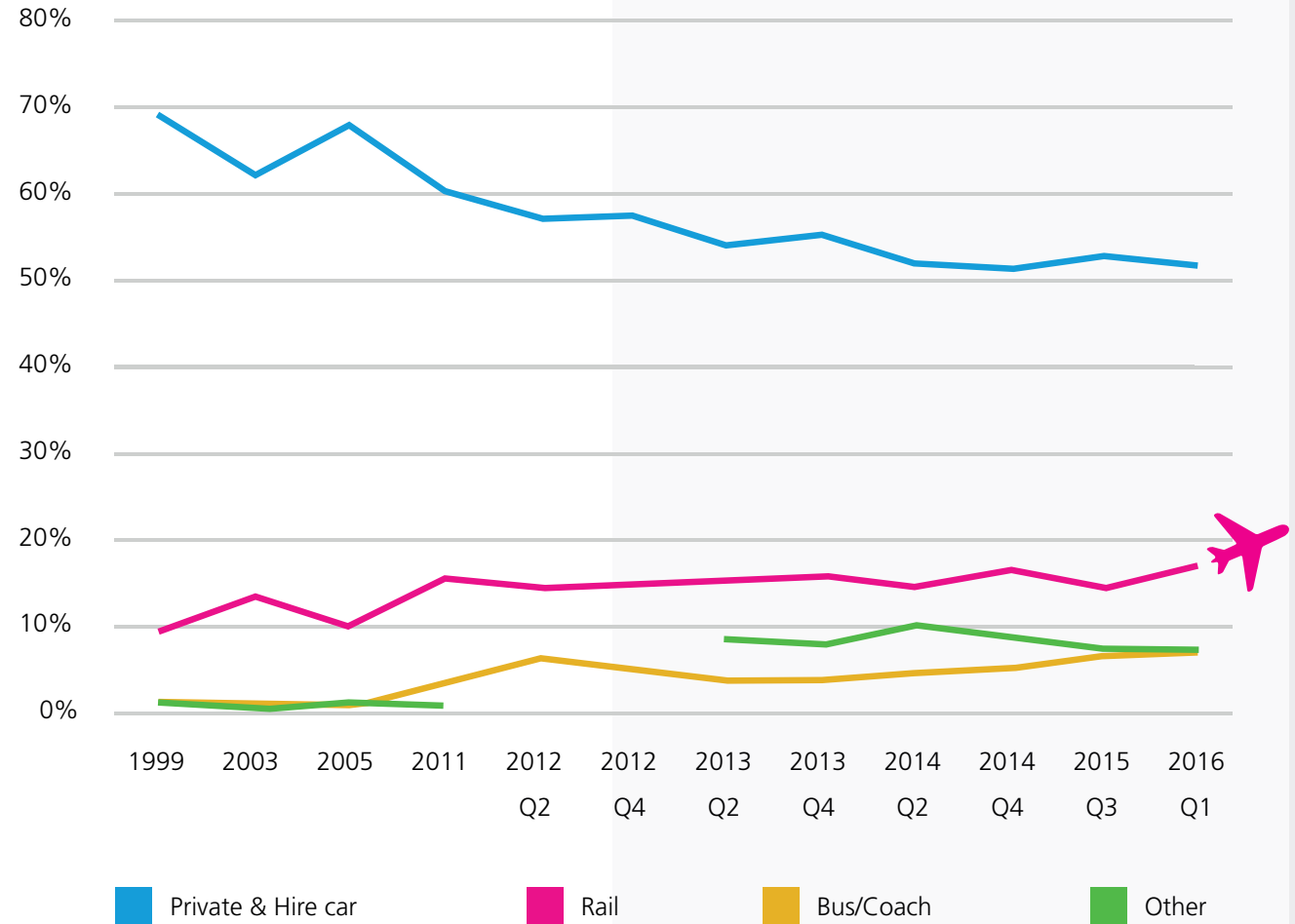
Journey Type	%
Outward	54.0 %
Return	38.9 %
Single Trip	3.2 %
Transit (0)	4.0 %
Total	100 %

## 2.5 PASSENGER TRAVEL MODE CHOICE

The results show that the high percentage of car usage has steadily dropped in recent years as public transport has become more attractive and convenient to use.

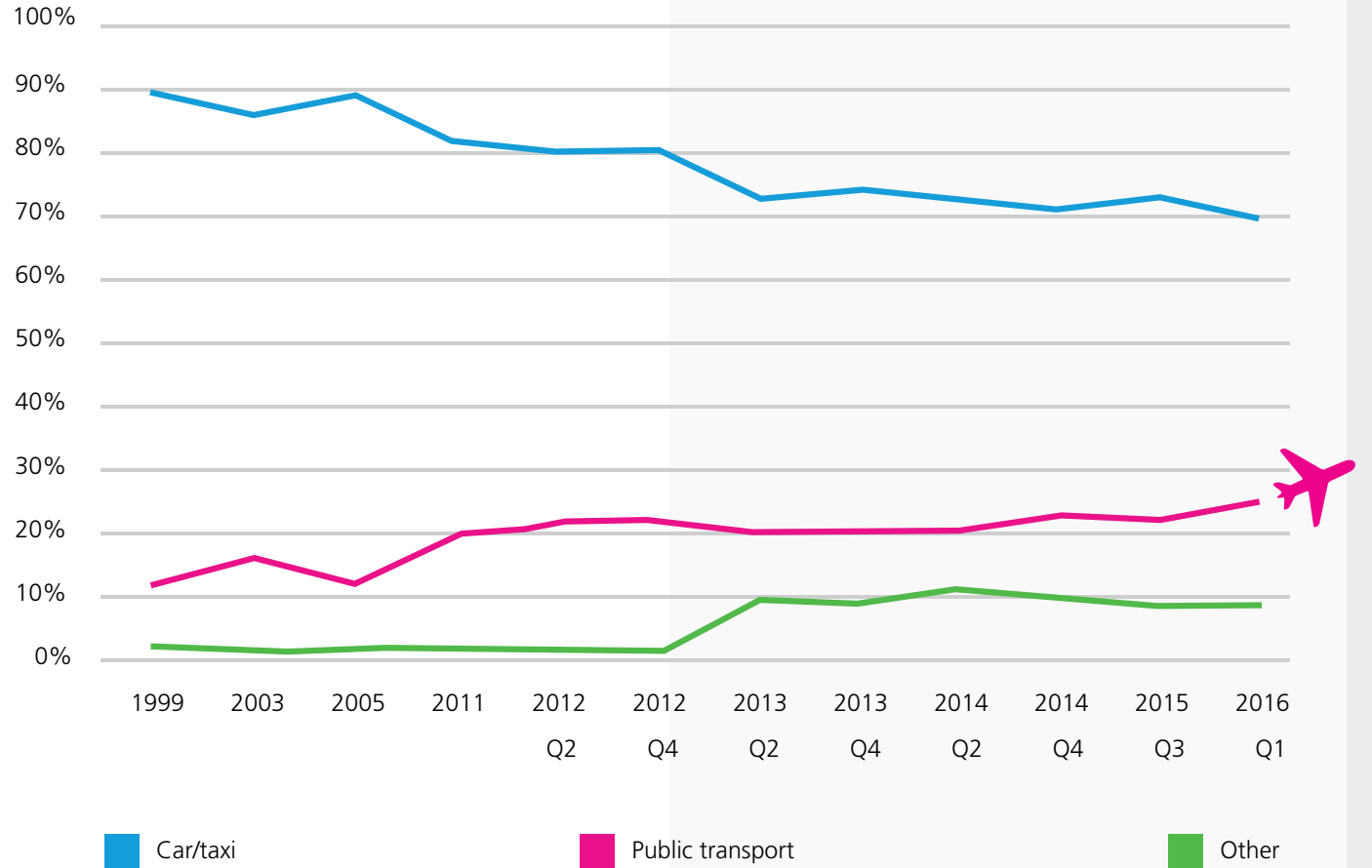
Another change is that 'Other' mode has become significant, the majority of which represents passengers transferring between flights i.e. with no surface access requirement at Southampton (there is no data on Other mode for 2012).

PASSENGER TRENDS OF MODE SHARE



The results show that over 20% now use public transport, with car and taxi reduced to below 70%. Of the car/taxi demand, 71% is drop off and pick up, with the remainder parking at the airport for a longer period.

PASSENGER TRENDS OF MODE SHARE – CAR/TAXI AND PUBLIC TRANSPORT



## 2.6 TARGETS IN MODE SHARE

A target of 20% public transport mode share was set up in the previous ASAS 2012-2016 and this has been achieved. Similarly targets for reducing car and taxi use have been achieved.

### MODE SHARE TARGETS

Year	Private & Hired car	Taxi	Rail	Bus/Coach	Other
2011 Target	58.50 %	22.00%	15.00%	3.50%	1.00%
2011	60.58 %	20.69%	15.28%	2.94%	0.52%
2016 Target	59.08 %	19.70%	16.28 %	4.44%	0.5%
2016 Q1	51.59 %	17.27%	16.87%	6.94%	7.33%

Measures implemented to reduce car and taxi usage include:

Get directions

**By train**  
We are pleased to boast one of the fastest plane to train connections in Europe.

Find out more »

**By bus or coach**  
Southampton Airport boasts fantastic transport links with both local and regional bus operators.

Find out more »

**Drop off & pick up zones**  
Our drop off and pick up area is the fastest and most convenient way to drop off or collect passengers.

**Local hotels**  
Browse our directory of Hampshire hotels

**By airport taxis**  
Taking a taxi to and from Southampton Airport is quick and easy.

Find out more »

**By bike**  
It is possible to travel to and from the airport by bicycle and route maps are provided by Southampton County Council.

Find out more »

**NEW FOR SUMMER 2017**  
Fly Southampton – Rodez  
Gateway to the Aveyron region  
BOOK NOW

**PUBLIC TRANSPORT PROMOTED ON WEBSITE**

**Pre-Paid Train Tickets**

**Pre-paid ticket collection**

**Help point**

**RAIL SELF SERVICE PRE-PAID TICKETING (IN ARRIVALS HALL) AND WEBSITE PROMOTION**

- Travel Line - An information point, provided by Hampshire County Council, has been installed in the Airport terminal which offers comprehensive travel information along with the facility for passengers to print their journey details and directions.
- Changes to the forecourt to only allow drop off for buses and coaches. Changes from a roundabout junction to a T-junction to discourage passenger drop-off prior to the forecourt.
- Addition of guardrail approaching the airport (station side) to increase passenger safety.



TRAVEL LINE



CHANGES TO THE FORECOURT



ADDITION OF GUARDRAIL APPROACHING THE AIRPORT

- Allowed Cruise coaches and other coaches to use the forecourt and promote coach connections and improve facilities on website.
- Introduced real time bus information at the terminal bus stop.



COACHES CAN USE THE FORECOURT



COACHES CAN USE THE FORECOURT



INTRODUCED REAL TIME BUS INFORMATION AT THE TERMINAL BUS STOP



- Introduced charging for drop off and pick up, with a priority area within the Short Stay Car Park, but free drop off and pick up allowed in the Long Stay car park.

## Southampton Airport Car Parks

SouthamptonAirport



CHANGES TO SHORT AND LONG STAY PARKING RESTRICTIONS AND CHARGES

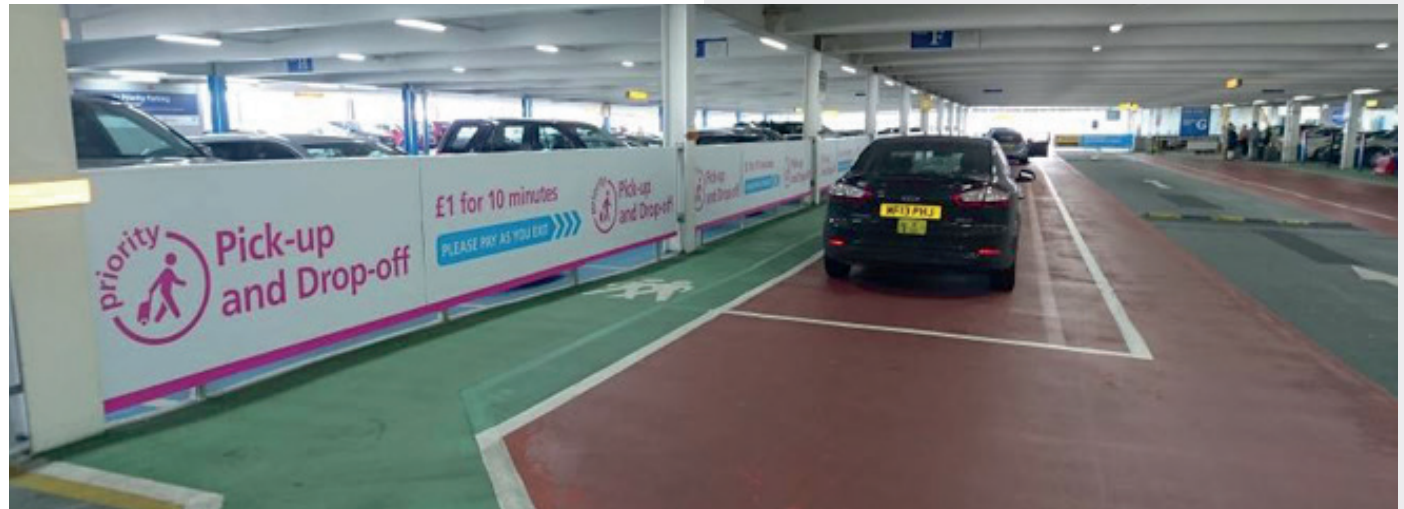
- Introduced charging for drop off and pick up, with a priority area within the Short Stay Car Park, but free drop off and pick up allowed in the Long Stay car park.



INTRODUCED CHARGING FOR DROP OFF AND PICK UP WITHIN THE SHORT STAY CAR PARK

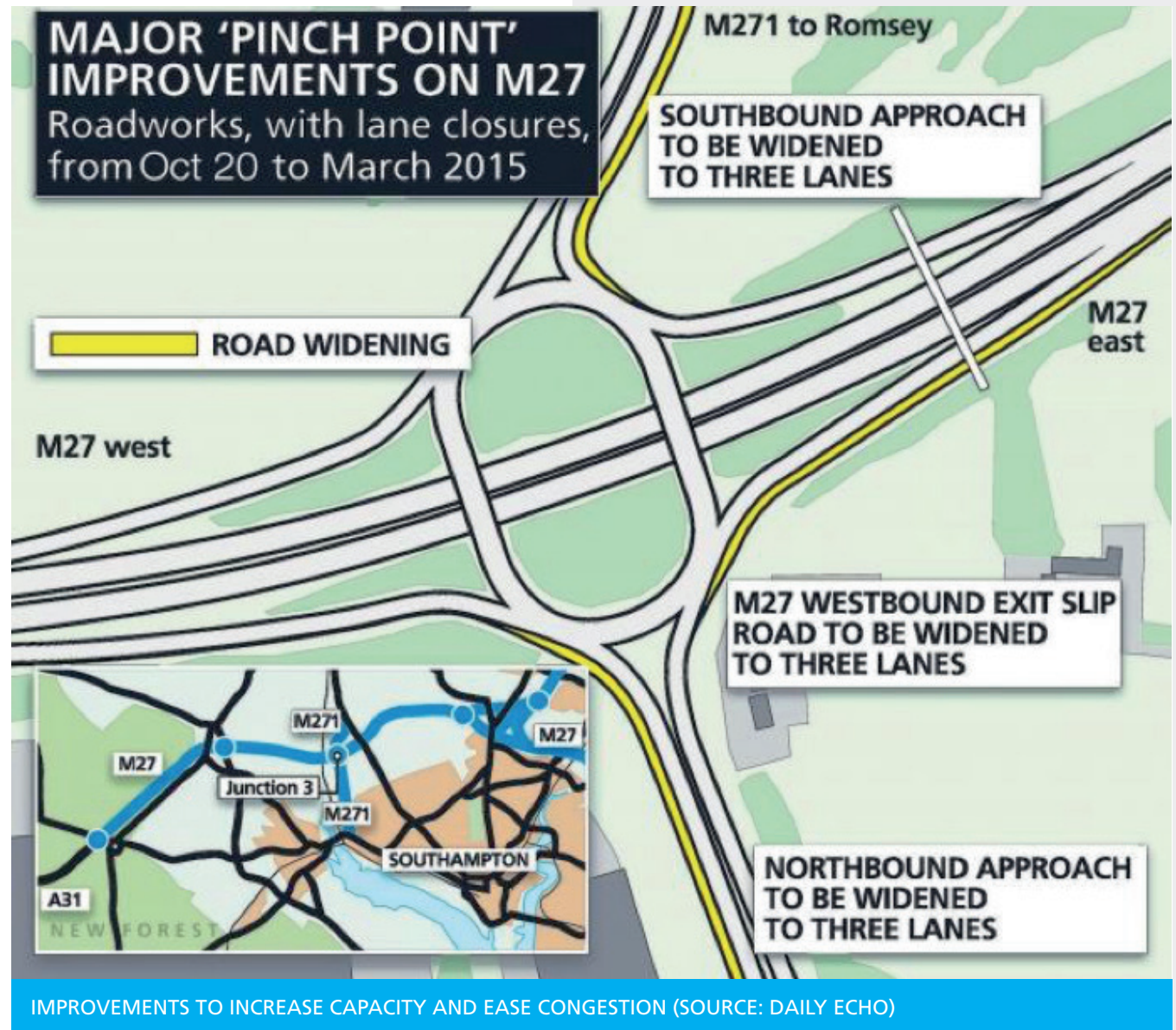


FREE DROP OFF AND PICK UP WITHIN THE LONG STAY CAR PARK



PRIORITY AREA WITHIN THE SHORT STAY CAR PARK

- Supported Highways England with improvements to M27 Junction 5 to increase capacity and ease congestion.

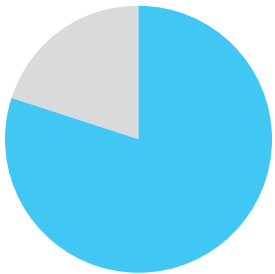


## 2.7 STAFF TRAVEL

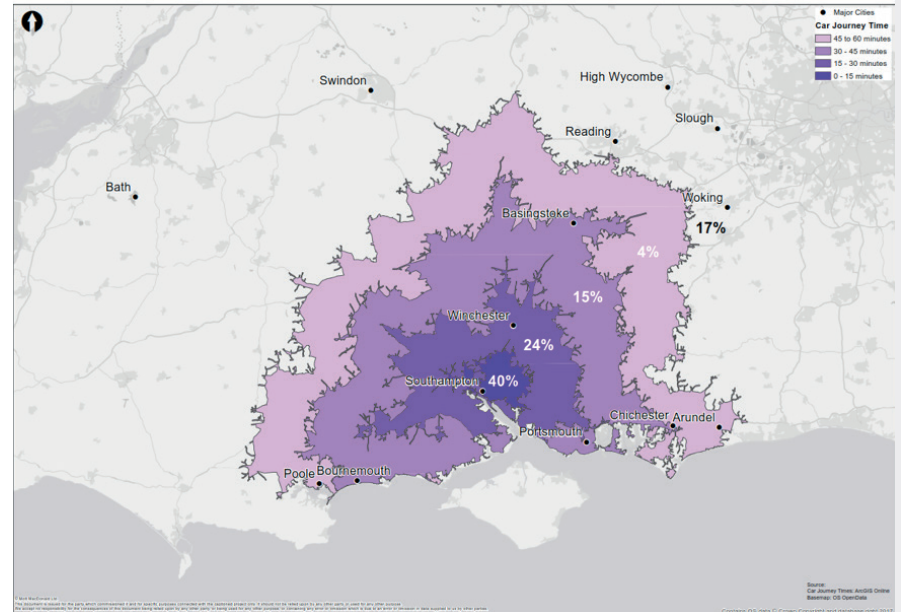
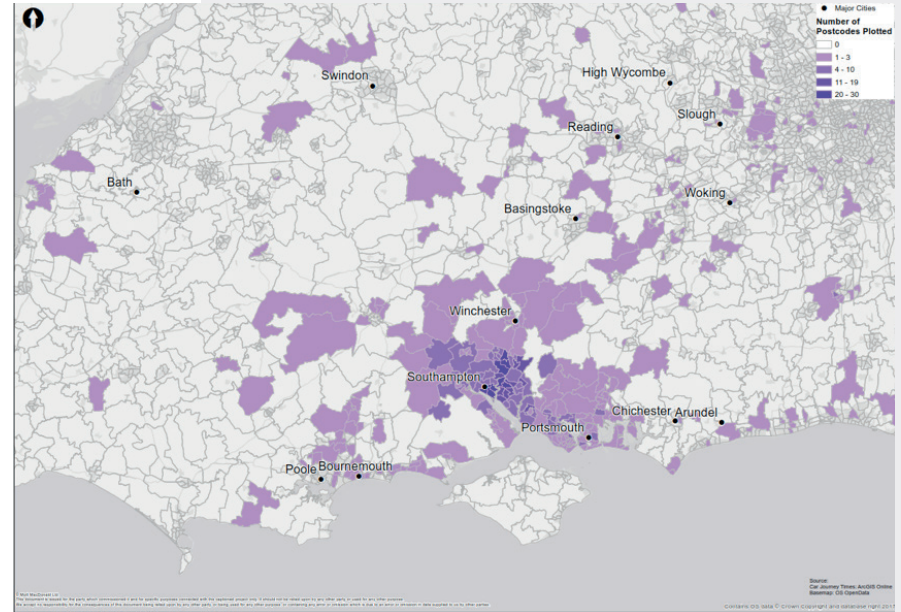
Staff home postcode locations, as illustrated on the right, include 40% from the local area around Southampton, and approximately 80% within a 45 minute drive, as far as Basingstoke (to the north), Bournemouth (to the west) and Portsmouth (to the east).



**40%**  
of staff are from the local area around Southampton



**80%**  
of staff are within a 45-minute of the Airport



## 2.8 PRIVATE CAR

There are two 'on airport' car parking facilities as follows:

- Short Stay Multi-Storey Car Park (MSCP) - 1,435 spaces
- Long Stay surface car park - 1,430 spaces

All cars (including private hire taxis) drop off and pick up passengers within a dedicated area of the Short Stay car park.

Staff park in both the Short Stay and Long Stay car parks, taking approximately 300 spaces.



MSCP SHORT STAY CAR PARK



SOUTHAMPTON AIRPORT LOCATION

## 2.9 HIRE CAR

Currently 120 spaces are allocated at the rear of the Short Stay car park (same access) for hire car operators, with customer desks adjacent to the terminal.



## 2.10 PUBLIC TRANSPORT

### Rail Travel:

Southampton Parkway rail station is highly accessible, with only 99 steps from the airport terminal.

Southampton Airport contributed financially to the upgrade of the enclosed pedestrian walkway and new pedestrian footbridge, with lifts providing improved access between platforms.



ENCLOSED PEDESTRIAN WALKWAY AND NEW PEDESTRIAN FOOTBRIDGE, WITH LIFTS PROVIDING IMPROVED ACCESS



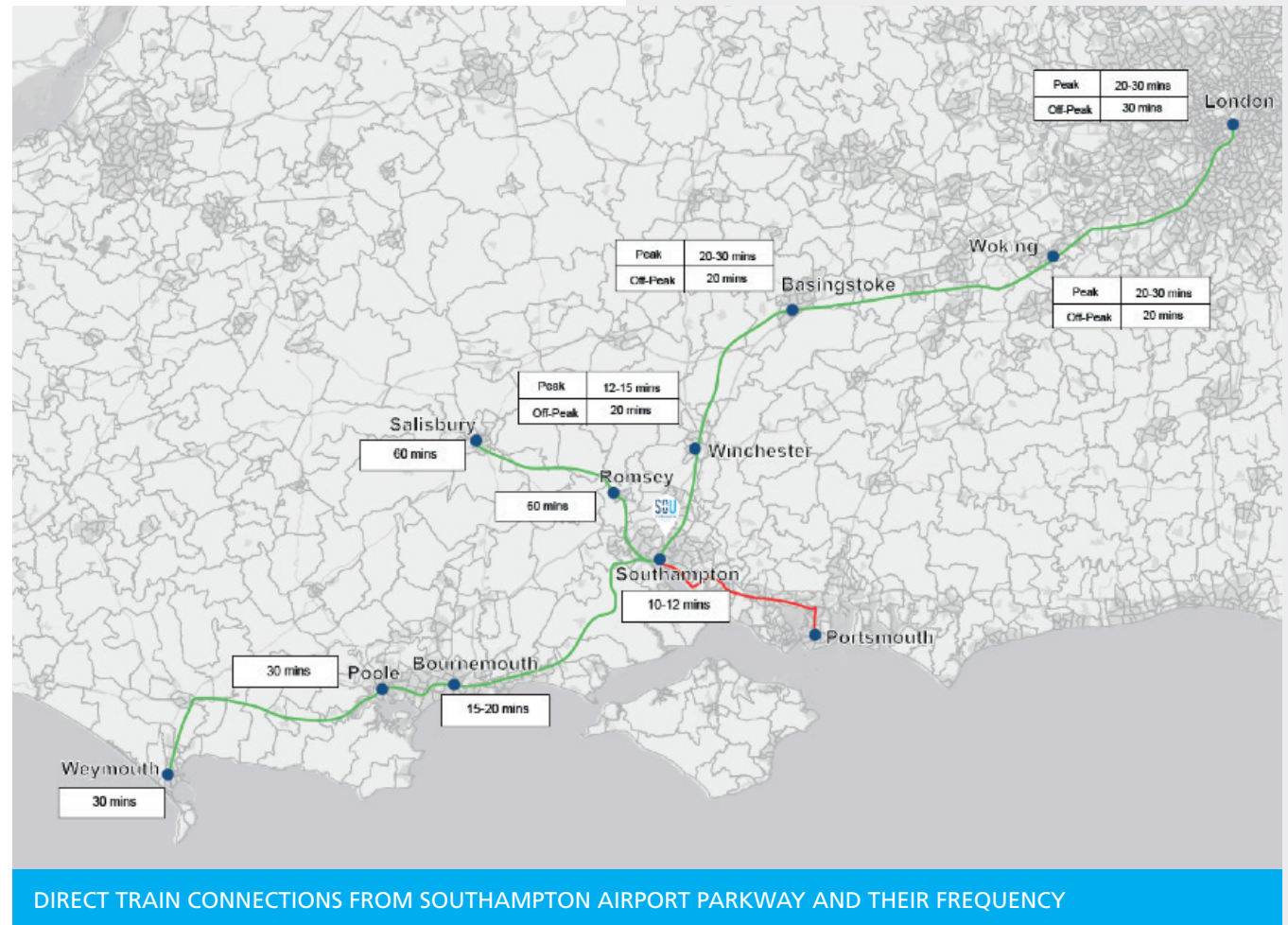
SOUTHAMPTON PARKWAY RAIL STATION

There are direct train services from Southampton Airport Parkway to London Waterloo (to the north), Weymouth (south) and Salisbury (west), stopping at many of the intermediate stations. There are no direct services from Portsmouth and the east, with a change needed at either Southampton Central or Eastleigh.

The 5-6 trains per hour service from Southampton Airport Parkway to Southampton Central offers a reliable and rapid journey to the City. From there, onward bus services link to the West Quay shopping centre and the Red Funnel ferry terminal, as well as rail service interfaces with the adjacent Great Western and Southern franchises.

Throughout the day there are 2-3 trains/hour to London, with 'fast' trains every 30 minutes to London Waterloo in the AM peak, stopping at Winchester only, and taking just over an hour.

The airport has provided a ticket machine in international arrivals where passengers can collect pre-paid rail tickets only. There is also an extension of the ticket office at Southampton Airport Parkway train station.





### Bus/Coach:

Uni-link continues to operate at Southampton Airport forecourt, with other buses operating at Southampton Airport Parkway which is connected by '99 steps' to the airport departures/arrivals lounge.

Uni-link has made a significant increase in passenger numbers, a partnership operation comprising Southampton University, Bluestar and Minerva Accord.

Uni-link U1 service uses modern double-decked vehicles from the Airport through the University campus, to Southampton Central Station and onward via Town Quay to the Oceanography Centre.

- 1A operates from the City to the Airport
- 1C operates from the Airport to the City
- 1E operates from the City to Eastleigh with a stop at Southampton Airport Parkway



Xelabus runs between Eastleigh and Hedge End with a stop at Southampton Airport Parkway, with an hourly service between 9am-3pm.

Velvet operates a bus service (Route A) from Boorley Green to Eastleigh via Parkway Station forecourt but this service is not advertised and there is no directional signage from the airport. There is also a Megabus service which stops at the airport allowing passengers to make journeys further north. From Southampton Airport, the Megabus' first stop is Oxford continuing all the way up to Sunderland.

Coaching has made good gains in recent years mainly due to the growth of Cruises at the Port of Southampton. The airport has worked closely with the Cruise coach operators to provide a seamless service for cruise passengers flying to and from Southampton Airport.

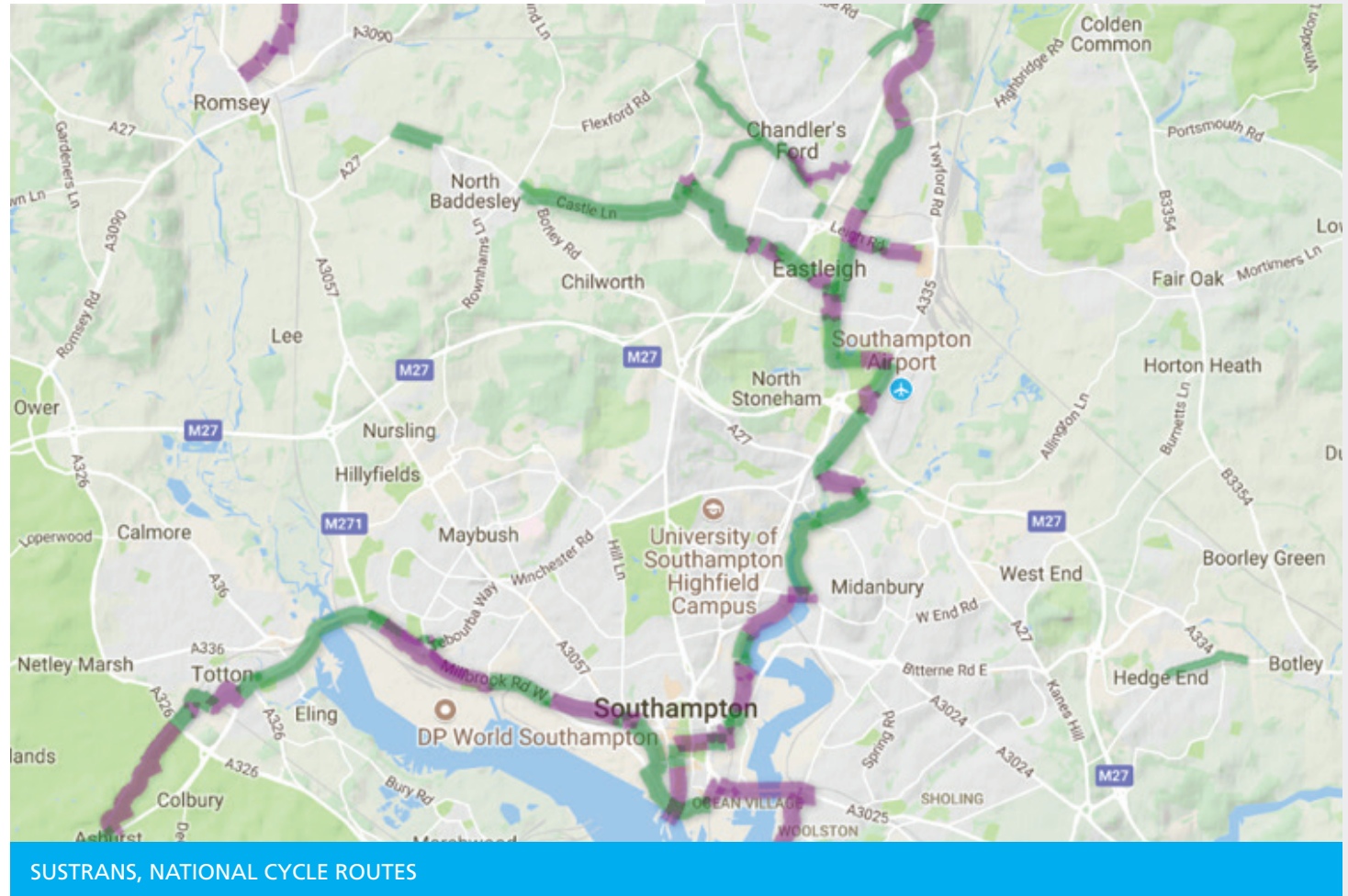
BUS TIMETABLE

Bus Number	Operator	Daytime Frequency
U1A	Uni-link	Every 10 minutes
U1E	Uni-link	Every 20-30 minutes peak only
U1C	Uni-link	Every 10 minutes
U1N	Uni-link	3 services a night
M1	First	Weekend service only, every hour
X4	Xelabus	Every hour between 09:00 and 15:00

## 2.11 CYCLE/WALKING FACILITIES

Southampton Airport is connected to the National Cycle Network with Route 23 running between Eastleigh and Southampton and a connection to Chandlers Ford and North Baddesley via route 24.

To the north and south of the airport a shared cycleway/footway is provided alongside Wide Lane but cyclists have to be on-road between the rail station and Spitfire roundabout.



Good walking facilities are provided approaching the airport on Wide Lane and Mitchell Way.

Cycling storage facilities are provided in the Short Stay car park which allow cyclists to safely store their bikes undercover. Also, facilities with showers and changing rooms are provided in the terminal for staff. Staff are also encouraged to cycle to work with loans for bikes being offered.



GOOD WALKING AND CYCLING FACILITIES



GOOD WALKING AND CYCLING FACILITIES



GOOD WALKING AND CYCLING FACILITIES

## 2.12 TAXIS

Licensed taxis are always available on site, immediately outside the terminal building.

A contract has been in place to provide a readily accessible supply of MPV (multi-purpose vehicle) licensed vehicles. All cars are subject to regular inspections, maintained in a good condition and are less than 4 years old, as specified in the taxi contract.

A taxi booking desk is located in the terminal building and is easily accessible to arriving passengers.






LICENCED TAXIS AVAILABLE ON SITE, IMMEDIATELY OUTSIDE THE TERMINAL BUILDING

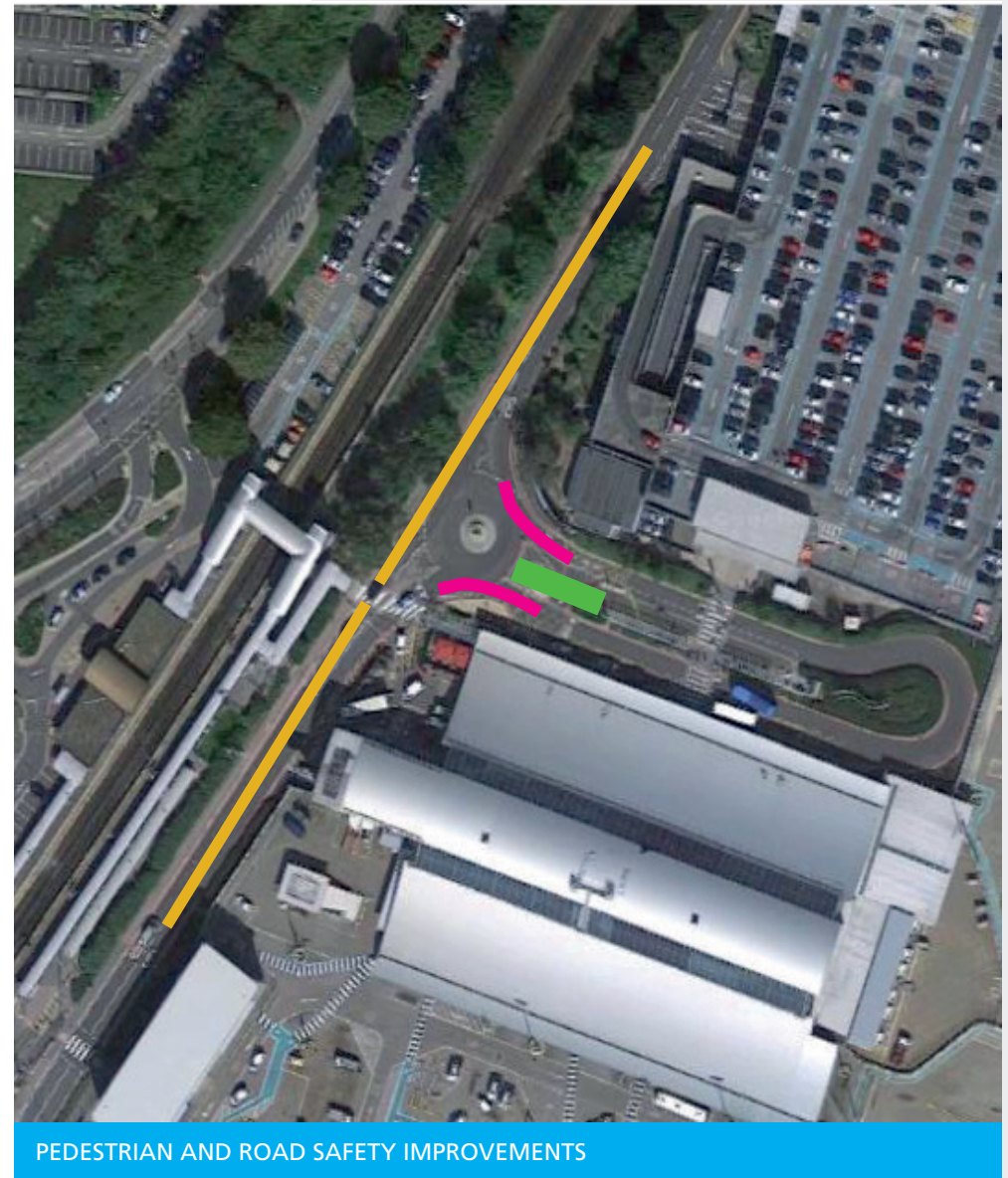


TAXI BOOKING DESK LOCATED IN THE TERMINAL BUILDING

## 2.13 OTHER MEASURES

Pedestrian and road safety improvements have been implemented, as shown on the right.

-  392m of pedestrian guardrail
-  Roundabout replaced by T-junction
-  Pedestrian crossing re-aligned to provide '99 steps' from terminal to train



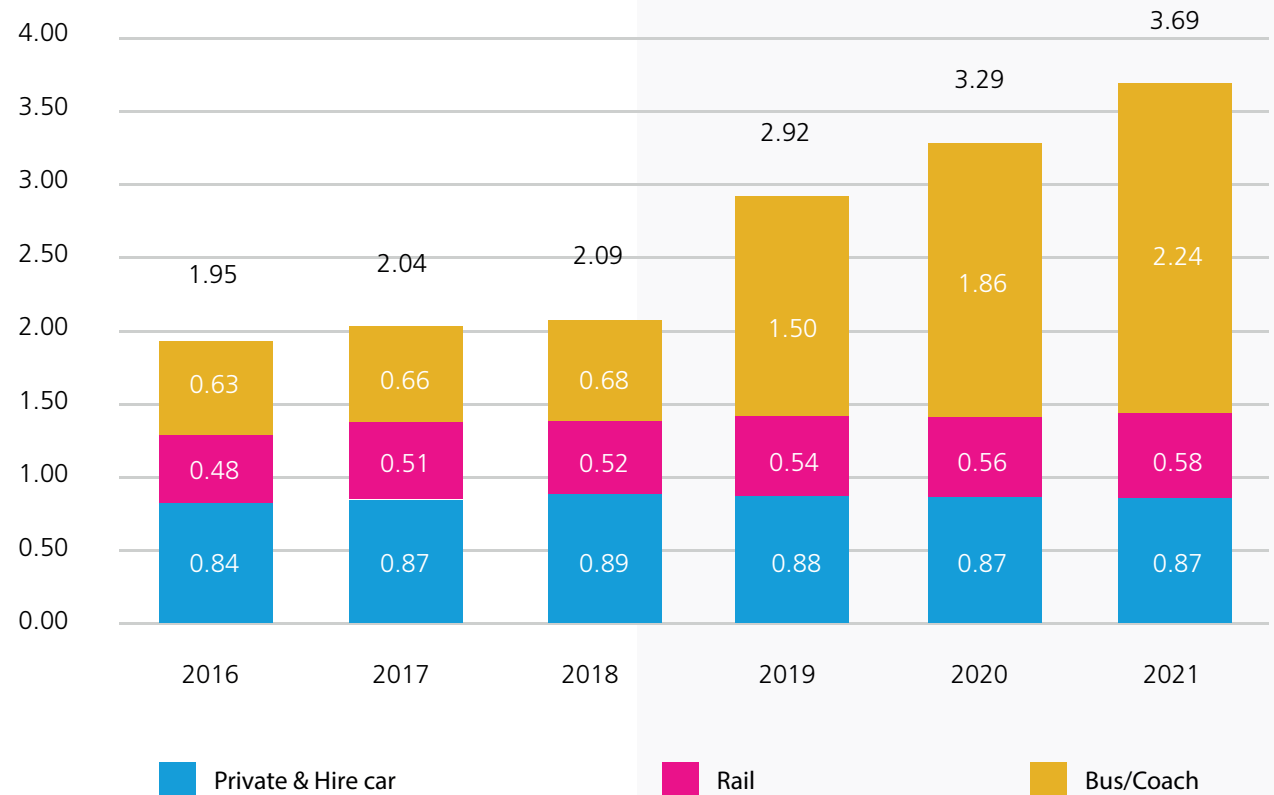
# 3.0 Passenger Demand Forecast 2017-2021

The predicted increase in passenger numbers is shown to the right, as millions of passengers per year, with demand calculated for 3 different markets:

- Domestic – flights to/from UK only
- CTA (Controlled Travel Area) – flights to/from Channel Islands and Republic of Ireland
- International – flights to/from all foreign countries

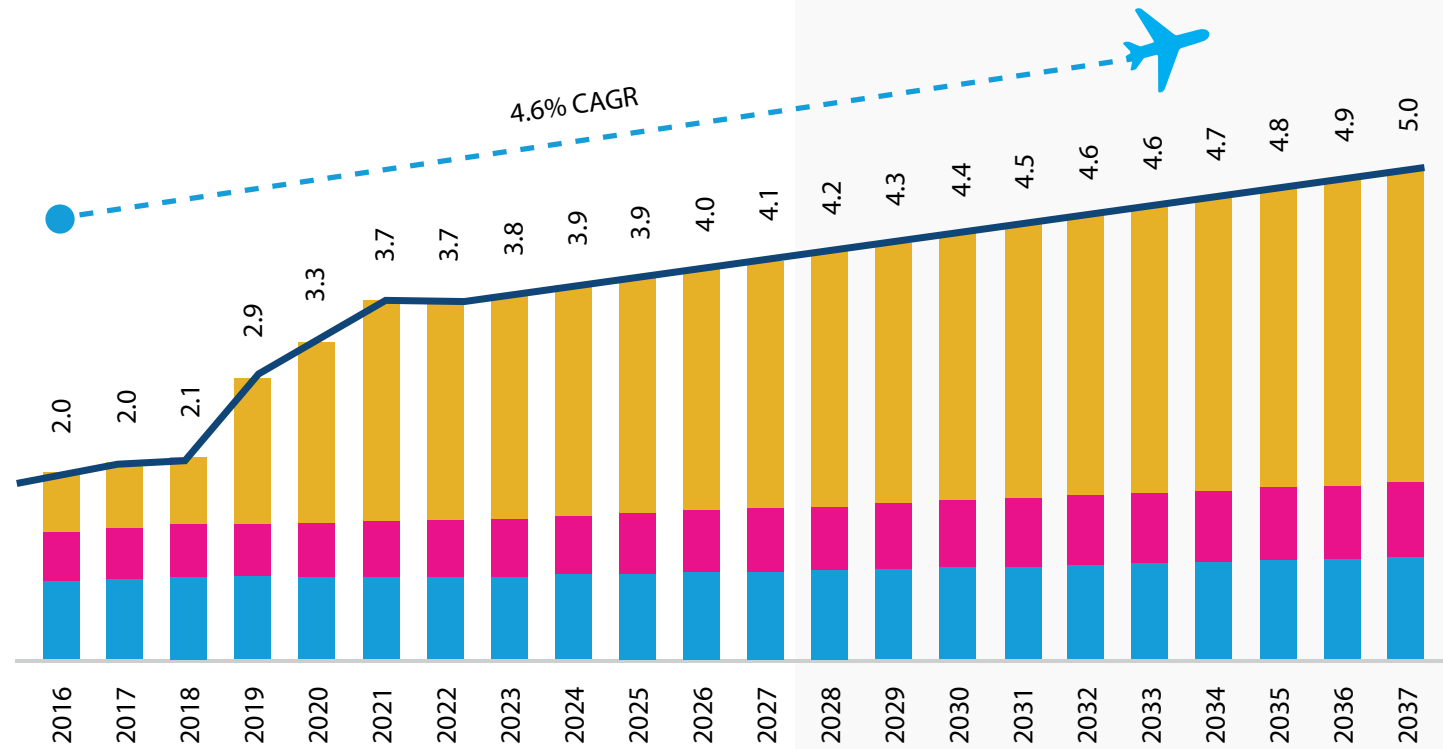
It is expected that by 2021 the number of passengers will increase by 89%, with most growth predicted in the International market.

SOU MEDIUM TERM PASSENGER FORECAST BY MARKET



Predicted growth is shown to the right for the longer term up until 2037 below but the actions and targets identified in this Airport Surface Access Strategy only apply up until 2021.

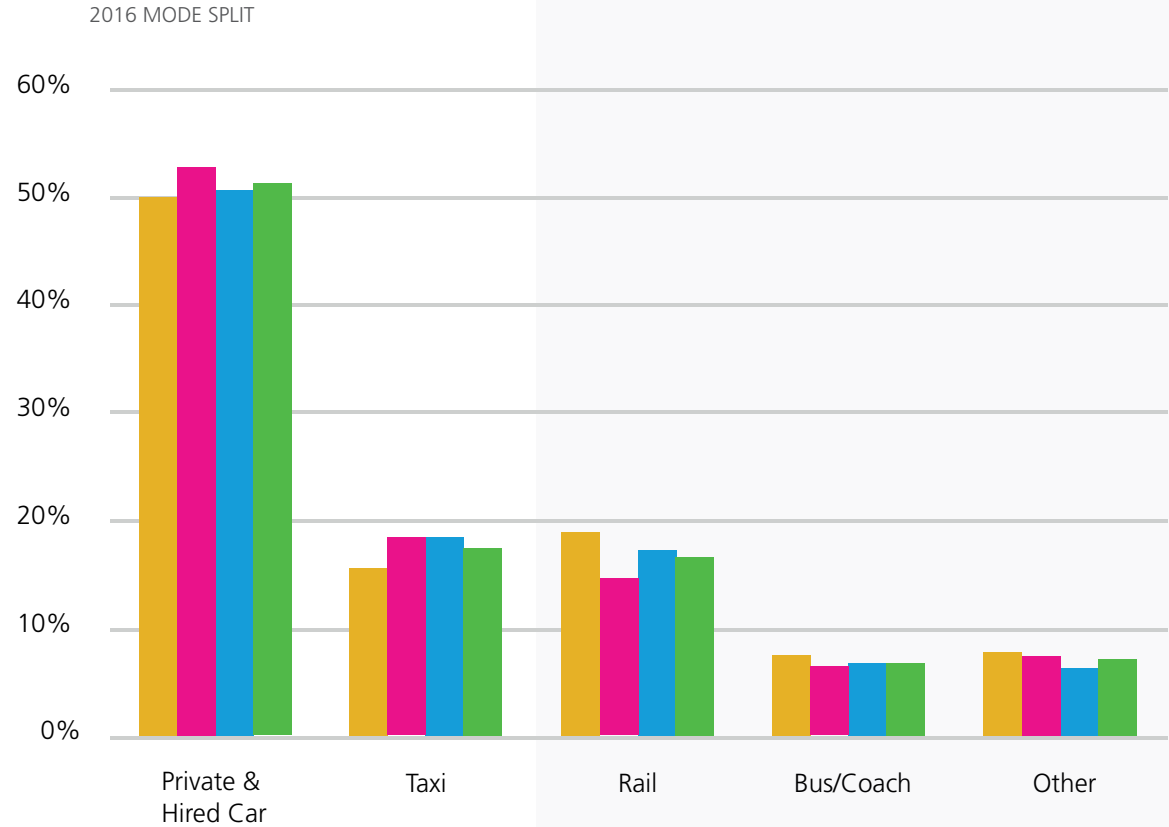
LONG TERM PREDICTED GROWTH





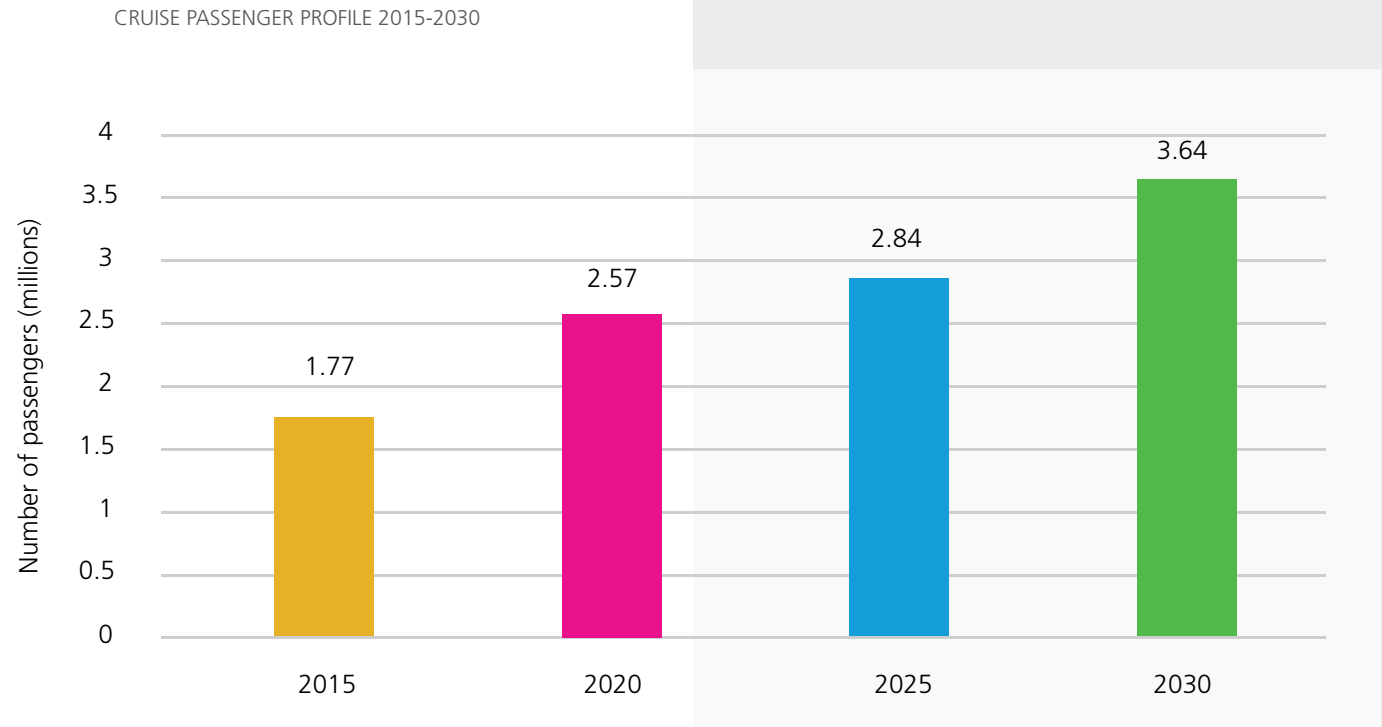
The existing passenger mode split for each market is shown below:

Whilst there is some degree of variation in mode share between the markets, the total for International Private Car and Taxi is similar to that for all passengers. Therefore, an increased International market is not predicted to result in an increase in the relative car/taxi demands.



2016	Private & Hired car	Taxi	Rail	Bus/Coach	Other
CTA	50.00 %	15.81%	18.89%	7.49%	7.80%
Domestic	52.92%	18.54%	14.55%	6.49%	7.51%
International	50.73%	18.43%	17.46%	6.85%	6.53%
All passengers	51.59 %	17.27%	16.87%	6.94%	7.33%

Part of the growth will come from an increase in cruise passengers flying into Southampton. Based on the Southampton Docks Masterplan, cruise passengers are anticipated to have approximate linear growth from 1.77M passengers recorded in 2015 to approximately 2.57M in 2020 and 3.46M in 2030. At the airport, coach and rail modes will be encouraged over taxi.



# 4.0 Future Surface Access – 2017-2021

## 4.1 MODAL SPLIT TARGETS

Modal split targets for 2021 have been developed based on a 2% increase in Public transport modes, with a corresponding reduction of 2% in the car and taxi modes.

Targets for 2026 onwards are also shown for information, based on achieving more than 30% public transport mode share by 2037.

MODE SHARE TARGETS

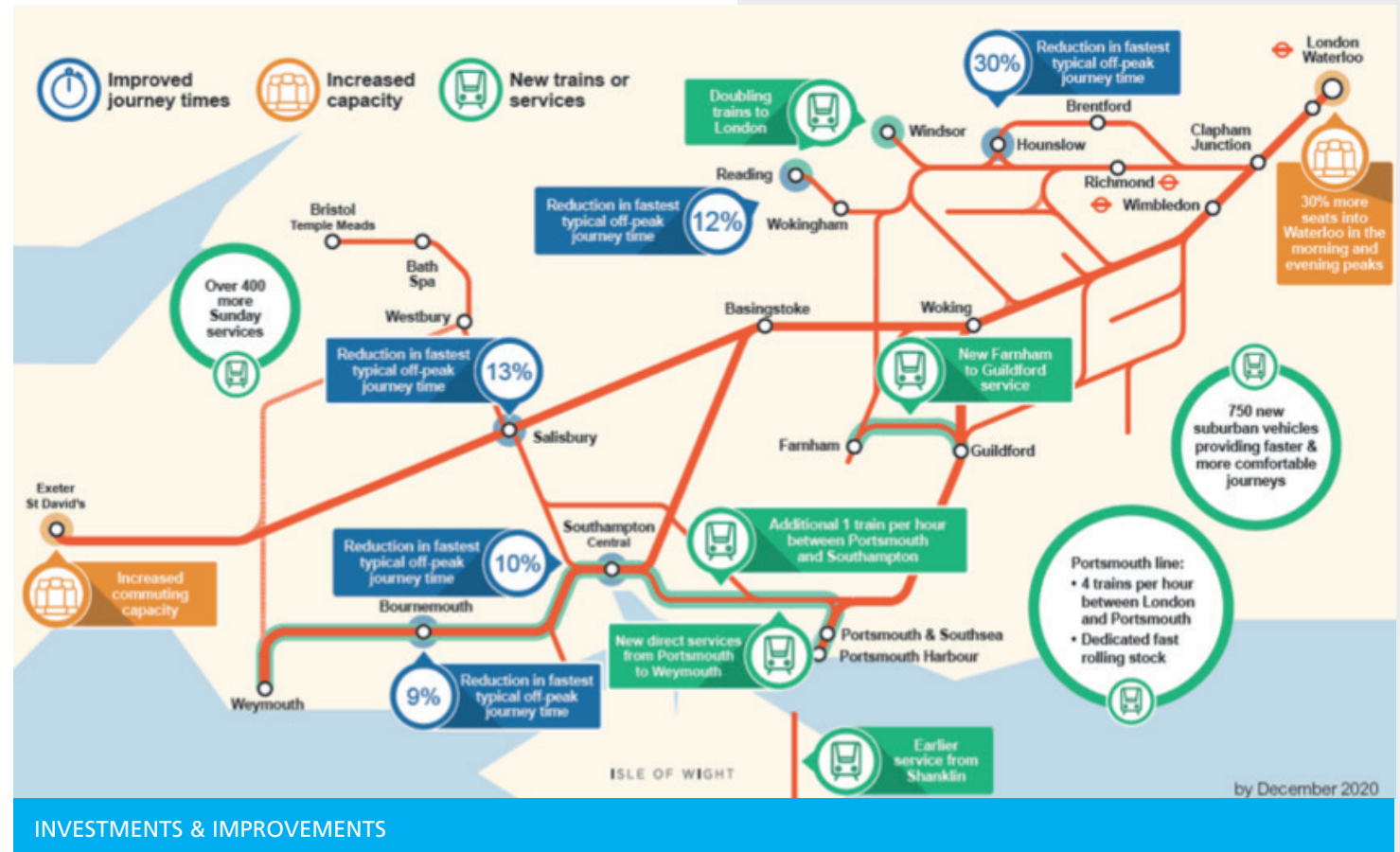
	Private & Hired car	Taxi	Rail	Bus/Coach	Other
2016 Target	52.71%	19.00%	14.52%	6.56%	7.21%
2016 Actual	51.59%	17.27%	16.87%	6.94%	7.33%
2021 Target	50.10%	16.77%	18.30%	7.50%	7.33%
2026 Target	48.72%	16.45%	19.50%	8.00%	7.33%
2031 Target	47.35%	16.12%	20.70%	8.50%	7.33%
2037 Target	45.87%	15.80%	22.00%	9.00%	7.33%

## 4.2 PUBLIC TRANSPORT MEASURES

First MTR South Western Trains Limited has been awarded the South Western franchise which will run for 7 years from 20 August 2017. This franchise marks a new era in joined up working between train operators and Network Rail. It is set to deliver £1.2bn investments for customers which include:

- Improved journey times
- Increased capacity
- New trains or services

New or refurbished carriages will be provided, all with free reliable Wi-Fi, charging points accessible from every seat, real time travel and information screens, and free infotainment.



### Better journeys:

- From December 2018 Southampton Airport Parkway to London Waterloo in 63 minutes (currently 71 minutes) for the fastest typical off-peak service.
- Salisbury to Southampton services: timetable maintained with a later last service and improved Sunday frequency.

### Station investment:

- Southampton Central – significant investment in station facilities.

### Improved ticketing:

- Introduce barcode ticketing and better use of smartcards.
- Working with Solent Transport to integrate SolentGo with rail smartcard scheme.

### The airport will also investigate and promote the following initiatives over the period of this ASAS:

- Encourage the new franchise operator to include Southampton Parkway on the Portsmouth to Cardiff route.
- Improvements at Eastleigh Railway station to allow trains from the east on the route through Botley/Hedge End to access Southampton Parkway.
- A new TransWilt rail service giving direct access to the airport from Swindon.
- Target outer catchment marketing campaigns along rail corridors.

Southampton Airport will continue to review opportunities to enhance local public transport access and support the Hampshire Local Transport Plan.

### The Airport will encourage improved bus services and investigate a number of improvements including:

- Improvements to Terminal wayfinding signage to better direct people to bus facilities within the forecourt of Southampton Parkway rail station, along with timetabling and route information available in the main terminal building.
- Updating the Travel Screens to provide passengers with real-time travel information on bus and rail services, Isle of Wight ferries and traffic conditions.
- Introduce a coach waiting area to improve operations at peak times.
- To maximise the promotion of onward travel options, such as the Uni-Link Service to Dock Gate 4 for onward travel to cruise and ferry terminals.
- Improve information on the Cruise section on the airport website with regards to bus/coach transfers to the Port.
- Work with stakeholders to investigate introducing medium distance coach operations to areas such as Portsmouth.

### 4.3 CYCLE AND WALKING MEASURES

As there is very limited scope for passengers to walk or cycle to the airport, the percentage of passengers using these modes is unlikely to change. However, potential improvements related to staff walking and cycling will benefit passengers as well.

### 4.4 STAFF TRAVEL MEASURES

A Travel Plan is to be provided to highlight measures that staff can use to increase walking, cycling and public transport.

**Walking** to work is an option for very few due to the distance from home locations and little change can be expected in the future.

**Cycling** could be an option for many workers based on home address proximity.

A survey in 2016 revealed that 40% of the staff live in the Southampton area with cycle route access.

**Local bus services** are an option if staff live within a reasonable walking distance of bus routes and if service timetabling covers the start and end of shift. Similarly, rail is only a viable option for those that live close to a station.

### 4.5 CAR PARKING

The demand for car parking is predicted to grow in line with passenger numbers, with 89% growth to 2021. However, the growth will be offset to some extent by meeting the target for reducing the car/taxi mode shares.

A need for around 80% more parking overall is predicted by 2021, allowing for some increase in staff parking but at a level of half of the growth in passenger numbers.

Forecasting between 2021 and 2037 is in line with the Masterplan of the passenger forecast.

Improvements to parking will also be introduced including:

- electric vehicle (EV) charging points by early 2018
- a strategy for priority parking
- reconfiguring the Short Stay car park to accommodate demand for more drop off and pick up facilities (not included in the above number of spaces)

#### FORECAST

Year	Car/taxi Mode Share	Long-stay	Short-stay	Staff	Total
2016	68.9%	1,280	1,285	300	2,865
2021	66.9%	2,351	2,360	434	5,145
2026	65.2%	2,483	2,493	458	5,434
2031	63.5%	2,721	2,732	496	5,949
2037	61.7%	2,937	2,949	535	6,421

## 4.6 EXTERNAL COLLABORATION ON FUTURE SCHEMES

As part of the local development, the Airport is committed to work with and support:

- Hampshire County Council to deliver a local scheme to improve journey times and access near the Airport, to replace the existing Wide Lane Bridge and improve the Spitfire Roundabout. This scheme should also provide cycle facilities to complete the off-road route on Wide Lane.
- Solent LEP and Eastleigh Borough Council to deliver their Strategic Economic Plan regarding the development of land near Southampton Airport.
- Solent LEP on the potential Solent Metro scheme, to provide 'Tram-Trains' from Eastleigh south to a new station in Southampton's St Marys district, on to a waterfront interchange at Royal Pier, then back up to the Westquay shopping area and Southampton central railway station. Phase two could allow for connections from Fareham and Botley to Southampton, and then onto Romsey and Eastleigh, with links to Southampton Airport.
- Highways England in delivering the M27 J4-J11 'Smart' Motorway scheme to reduce congestion through permanent use of the hard shoulder as a running lane.

## 4.7 OTHER MEASURES

### Airport Transport Forum

Meetings will continue to be held to discuss airport related issues and surface access improvements with local stakeholders, including the local councils, public transport and ferry operators, Highways England and University of Southampton.

The Transport Forum meets once a year to report on the performance of the ASAS measures to date, to action and revise strategies needed to implement the short and long term set targets, but also to oversee the implementation of the strategy.

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## SURFACE ACCESS STRATEGY 2017 – 2021

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