

which will be needed in the city centre to support the proposed growth in bus patronage.

- 4.184 The following locations are suitable for super stops (see map 13);
- i) Vincents Walk (with an enhanced design to improve the relationship with the park)
  - ii) Civic Centre Road
  - iii) Castle Way / Albion Place / Portland Terrace
  - iv) Central Station
  - v) Major Development Zone
  - vi) Ferry Terminal
  - vii) A range of other bus stops around the city centre in areas receiving new development or as needed.
- 4.185 Train - There remains flexibility and capacity on passenger services to meet increased demand from future city growth. There may be a need for more rail capacity in the longer term, especially to accommodate a growth in passengers alongside rail freight associated with the port. Network Rail completed a South East Route Utilisation Strategy in 2012. This took into account the projected growth in passenger numbers (including from development in this Plan) and the increase in freight traffic (e.g. associated with the Port). It concluded there was no need for greater railway line capacity at Southampton Central Station. Network Rail will keep this under review. The main focus for the CCAP is on improving the facilities at Central Station, including a transport interchange, and upgrading pedestrian links from the station to the rest of the city centre, to facilitate extra passenger numbers and make rail use and connections more attractive.
- 4.186 Ferry - The links from the Isle of Wight and Hythe to Town Quay are important connections for the city, and will continue to be supported. The redevelopment of the Royal Pier site should ensure the ferry services remain integrated with the city centre and other public transport, either on site or relocated close by.
- 4.187 Car – The aim is to encourage the relocation of commuter and visitor car parks from the core, to multi storey formats on the edge, of the city centre; whilst shoppers' car parks will still be located close to the shops. Car parks will be linked to the rest of the city centre via attractive and convenient pedestrian routes. In this way vehicular traffic within the main core of the centre will be minimised (especially employee and visitor parking), enabling the pedestrian environment to be enhanced. It is important to promote appropriate adjustments to the road network to support the key aims of creating high quality spaces and pedestrian / cycle links. Microsimulation modelling work of highway capacity produced preliminary results in 2012 and further work is currently underway. Further assessment of specific schemes will need to refine these proposals, and ensure that appropriate vehicular access is maintained whilst achieving these aims. This is important to maintain the ongoing success of the city centre economy, support new development, and maintain the competitiveness of the Port (see policy AP 4). Car clubs and car sharing will be encouraged. Electric car charging points will be supported and encouraged using the guidance found in the Council's Parking Standards SPD.