IMPOSITION OF GLOBAL AND NATIONAL FORCES

MOVEMENT TOWARD DECENTRALISATION

TIME FOR UTOPIAN THINKING

INFRASTRUCTURAL ISSUES OF SOUTHAMPTON

A PROPOSAL FOR THE SOUTHAMPTON PORT AUTHORITY
“...a compendium of everything that is evil and wrong in this septic isle”

Owen Hatherley
Architecture critic and son of the city
GLOBAL INFLUENCES ON SOUTHAMPTON
GOVERNING INFLUENCES ON SOUTHAMPTON
SOUTHAMPTON'S CIVIC CENTRE – 1937

"Because so much is concentrated in the Civic Centre, Southampton does not put up much of a show of civic architecture elsewhere"

Pevsner's guide to Hampshire and the Isle of Wight (1967)
Cameron hails plan to fast-track devolution for English cities

The Guardian

Councillors supportive of plan to create combined authority based on Southampton and Portsmouth

Daily Echo

Slow down, rail safety groups warn

Building.co.uk

Stagecoach boss warns of “state control” in regional devolution

CMI
TUNING...
PLEASE WAIT
TUNING...

PLEASE WAIT
FEDERAL BRITAIN

Greatest democratic reform since Magna Carta
Cities go their own way

IT’S THE CITIES WOT WON IT FREEDOM FROM LONDON
RBS to be split between regions

UK ports to be broken up

Cities claim rail franchises

NATIONALISATION
BUT NOT AS WE KNOW IT

SOLENT BANG!
RADICAL COUNCIL TAKES CONTROL OF NEW CITY STATE


Graeber, D. (2013). The democracy project: A history, a crisis, a movement


Harvey, D. (2012). Rebel cities: from the right to the city to the urban revolution


COMMUNAL OWNERSHIP
WORKERS COUNCILS
BALANCED JOBS
DEMOCRATIC COMPENSATION
PARTICIPATORY PLANNING

UTOPIAN PRINCIPLES
Democratic Deficit
Inadequate Civic Infrastructures

WELFARE STATE FAILURES
With increasing autonomy and local democratic empowerment being explored; how can Southampton re-imagine its key infrastructures and institutions that underlie the city's fragile civic fabric and help bind it to the Solent and its citizens?
Democratic Deficit
Inadequate Civic Infrastructures

With increasing autonomy and local democratic empowerment being explored; how can Southampton re-imagine its key infrastructures and institutions that underlie the city's fragile civic fabric and help bind it to the Solent and its citizens?

The design project will centre on a city terminus structure, with rail, cruise and ferry networks converging on the eastern dock to create a new concentrated figurehead for the docklands and the wider city region.
Rail network capacities
Cruise passenger capacities
Eastern Docks
37%  
Increase in passenger journeys within Solent region 2004–2009

52%  
Of the increase was journeys only within the Solent

150%  
2030 Projected increase in freight journeys from Southampton Docks

RAIL NETWORK CAPACITIES

Source: Network Rail 2014
**CRUISE PASSENGER CAPACITIES**

**Time** | **Activity** | **Traffic**
--- | --- | ---
06:00 | Ship Arrival | Low
08:00 | Passenger disembarkation starts | Low
09:30 | Disembarkation Peak | High
10:30 | End of disembarkation | Medium
12:00 | Start of embarkation | High
13:00 | Embarkation peak | High
14:00 – 16:00 | Slack period | Low
16:00 | End of embarkation | Low
16:45 | Ship sails |

*Typical day for Cruise Terminal*

**1.5m**

Number cruise passengers (2014)

**3,500**

Average passenger capacity

**430**

Number of cruise calls (2014)

**173%**

2030 Projected increase in cruise passengers

*Source: ABP 2012 + 2014*
Listed structures

- Southampton Terminus
- Post Office Building
- Unused Dock

Listed structures
Existing major road traffic
Existing regional ferry pier
Re-routing of traffic
Rail track
# Programme – Peak Capacity

## RAIL

<table>
<thead>
<tr>
<th>Line</th>
<th>Service</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>WATERFRONT LINE</td>
<td>Local Service</td>
<td>2 x 240 passengers</td>
</tr>
<tr>
<td>SOLENT LINE</td>
<td>Regional Service</td>
<td>4 x 240 passengers</td>
</tr>
<tr>
<td>LONDON LINE</td>
<td>National Service</td>
<td>2 x 275 passengers</td>
</tr>
</tbody>
</table>

## FERRY

<table>
<thead>
<tr>
<th>Location</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>IOW CAR VEHICLE</td>
<td>1 x 220 vehicles 900 passengers</td>
</tr>
<tr>
<td>IOW HI-SPEED FOOT PASSENGER</td>
<td>1 x 235 passengers</td>
</tr>
<tr>
<td>HYTHE FOOT PASSENGER</td>
<td>2 x 300 passengers</td>
</tr>
<tr>
<td>HAMBLE FOOT PASSENGER</td>
<td>5 x 90 passengers</td>
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</tbody>
</table>

## CRUISE

<table>
<thead>
<tr>
<th>Ship</th>
<th>Capacity</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>CRUISE SHIP</td>
<td>4,000 passengers</td>
<td>3 hours</td>
</tr>
</tbody>
</table>

**Total Journeys:** 5,103 journeys per hour
Democratic Deficit
Inadequate Civic Infrastructures

FAILURE

With increasing autonomy and local democratic empowerment being explored; how can Southampton re-imagine its key infrastructures and institutions that underlie the city’s fragile civic fabric and help bind it to the Solent and its citizens?

RESEARCH QUESTION

The design project will centre on a city terminus structure, with rail, cruise and ferry networks converging on the eastern dock to create a new concentrated figurehead for the docklands and the wider city region.

DESIGN BRIEF