# CONNECTED SOUTHAMPTON

## Transport Strategy 2040

Draft for Consultation – July 2018

southampton.gov.uk

SOUTHAMPTON CITY COUNCIL

# Contents

# Executive Summary

**Connected Southampton 2040** – the name for Southampton's Local Transport Plan – is our draft transport strategy for Southampton. It sets out a long-term approach for managing and improving transport in the city by re-defining how we think about transport. Unlike previous strategies that were structured around different travel modes, this one instead focusses on transforming how people move about the city and looks at how best to connect together the places that they want to go, thereby helping to create a more liveable city.

It proposes a wide range of schemes that seek to improve travel. These range from complex multi modal projects covering important corridors and larger parts of the city at one end of the scale down to targeted small scale local schemes and behaviour change activities. It will show how Southampton City Council (SCC) and our partners will prepare, invest in and sustainably maximise the transport system in Southampton over the period to 2040.

It will provide:

- A **long term Vision** for Southampton demonstrating how transport can create a successful, healthy, modern, sustainable and inclusive city, supporting the transformation of the city and setting out what transport success and city growth will look like for all different types of travel in 2040;
- A **Strategy** detailing transport policies for the city, including how they support the wider strategic aims of the area and respond to projected drivers in future travel demand;
- **Implementation Plans** detailing spending and schemes (reviewed annually) and a monitoring and evaluation regime;
- A series of **Supporting Plans** and **Area-based Plans** to support the implementation of the Connected Southampton 2040 Strategy.

The next twenty years will be a period of significant growth and change for Southampton. By 2040, there will be an estimated 30,000 more people living here, largely within the city centre, and the volume of goods and cruise ships passing through the Port will have doubled from todays' levels. That is the same as adding the population of Windsor. This level of planned development could generate an additional 74,000 people trips each day across the city by 2040. If the capacity and efficient operation of the transport system in the city fails to keep pace with growth, then highway congestion will become a drag on levels of mobility, quality of life, and economic vitality both for residents and businesses of the city and in the wider travel to work area. Without any intervention or investment this could see an increase in journey times (up to 127% on Millbrook Road West), increased congestion and pollution, less reliable bus services, and a less pleasant environment for people to cycle or walk. Without targeted action to tackle growth challenges, Southampton won't be able to reach its potential, inequalities will remain, and people's health will suffer.


As Southampton continues to grow rapidly, in order to accommodate this potential number of extra people on the transport system, it is vital that we change our approach to transport –

moving away from concentrating on accommodating high flows of vehicles, and instead looking to maximise the flow of people. We will do this by enhancing the frequency and reliability of public transport and the quality of cycling and walking infrastructure. This approach will help to reduce the dominance of traffic in and around the city and the associated problems of poor air quality, noise, severance and congestion. This will improve sustainability and the quality of life for current and future generations and will help Southampton become a healthier, greener, more liveable and sustainable place to live, work, visit and invest in.

We have some big ideas for improving how people travel in and around Southampton:

- Develop a **Mass Transit System** for Southampton and the wider area that allows people to travel around across the city in high quality efficient vehicles, where they can feel safe and know that each journey takes the same time with priority through the most congested parts of the network;
- As part of the masterplan for the growing City Centre create a **City Centre that is liveable**, where it is easy for people to walk and cycle around in a world-class environment and is served by public transport and assessing how the Inner Ring Road operates, and changing the City Centre so that it can serve the economy but creates a city everyone is proud of;
- Develop a network of **Active Travel Zones** in people's neighbourhoods so that people can safely access local services and amenities without needing to use the car – reducing the number of car trips by half. This will support investment in the local District Centres to support and enhance their vibrancy;
- A **Cycle Network in Southampton** that enables people to cycle safely from their front door to where they want to go making Southampton a true cycling city;
- A network of **Park & Ride** sites that serve Southampton and its employment hubs – both on the edge of the city and at local points that can be used by people going to work and coming into the city for leisure;
- Support the unique **economic drivers** in Southampton to ensure that they are linked nationally and internationally with efficient, modern and reliable transport connections; and
- A **Zero Emission City** which improves air quality beyond legal limits so that Southampton is a clean and healthy city where people want to live, work and visit.

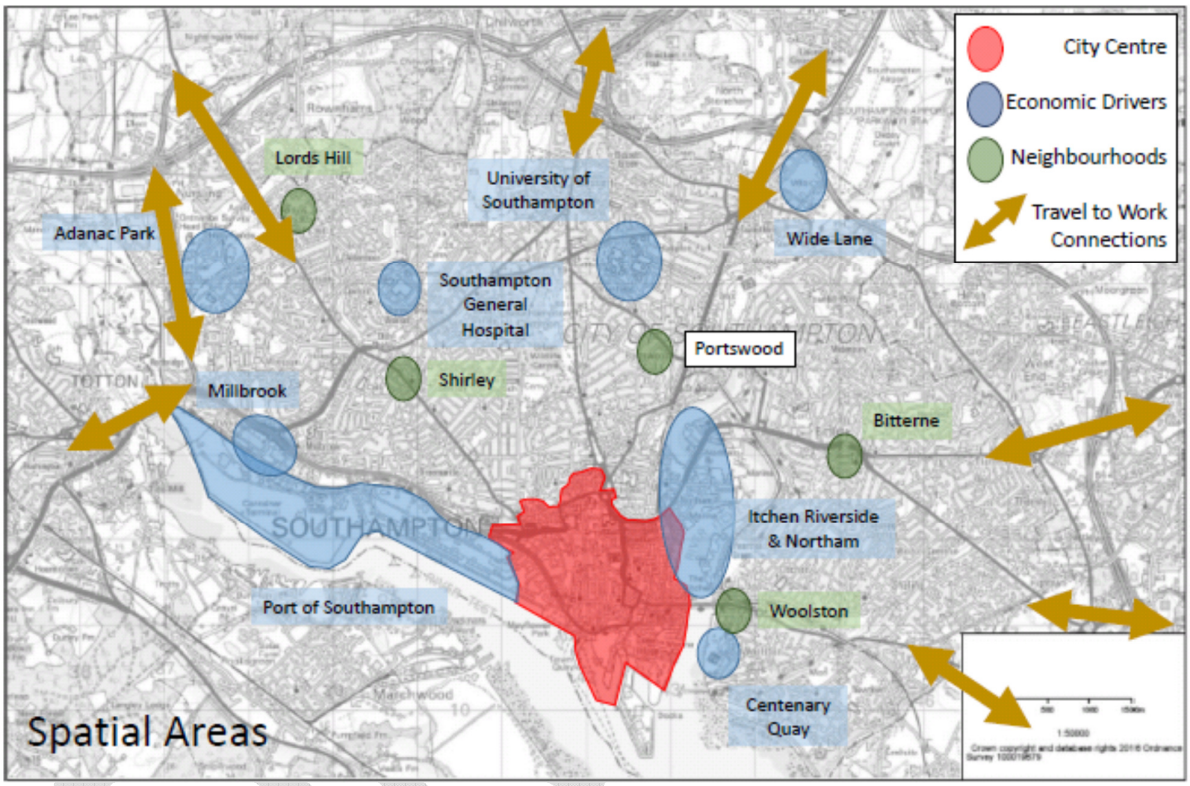
Connected Southampton 2040 sets out a vision of a people focused transport system in Southampton that supports a successful, healthy and sustainable city – a place where people want to live, work, visit and invest in. We will do this through a radical and forward thinking new plan that supports growth by ensuring that the system is able to provide the connections required, enable people to get around healthily and actively, and that helps the city become a more liveable place. To do this there will be a change in emphasis for what the transport system does – changing from purely looking to move a high number of vehicles along transport corridors to one that focusses on prioritising the most space efficient ways of getting about. The transport corridors in the city only have a limited amount of space available – so this new approach recognises the need to keep people moving in efficient ways, whilst creating thriving places.

This vision of what we want travel and transport to be in 2040 is based on three strategic goals and eight supporting themes that sit under these. Taken together, these goals and themes will guide how we will develop transport schemes in Southampton:

- Goal 1 - A **Successful Southampton** – for a connected, innovative, resilient city that makes the most of its international location and connections to drive the city forward,

- Goal 2 - A **System for Everyone** – to create an attractive, equitable, and safe city that everyone is proud of, and
- Goal 3 - **Changing the Way People Travel** – into an active, healthy and zero emission city.

We are taking a more spatial view to recognise the different travel needs and challenges in different areas of the city - considering how they function, how people move around within and between different areas, aspirations for change and what levels of development are planned.




The spatial areas are:

- The **City Centre** - is the heart of the city where the retail core, main leisure facilities, employment, and where a number of health and education facilities are located, and is increasingly becoming a popular place to live. It will be a major focus of development and regeneration over the next twenty years. We need to recognise the dual roles of that the City Centre plays both as a destination and major trip attractor, and as an attractive place for residents, businesses and visitors.
- **Economic drivers** – are the main hubs for economic development and activity in Southampton, they include The Port of Southampton, the Hospitals - Southampton General and Royal South Hants, the Universities – University of Southampton and Southampton Solent University as the main economic drivers. Additionally, there are also other areas where economic activity occurs such as Itchen Riverside, Woolston, Millbrook, Adanac Park as well as the Town & District Centres of Shirley, Bitterne, Portswood and Lords Hill.
- **Neighbourhoods** – Southampton is a diverse city and is made up of a series of distinctive, local neighbourhoods that residents identify themselves with and care passionately about. They can be centred on the Town and District Centres of Bitterne,

Lords Hill, Portswood, Shirley, and Woolston, or in more discrete areas centred on a school or community facility like a park. All have their own characteristics, demographics and attributes depending where they are in the city.

- **Travel to Work Area** - Southampton has a wide Travel to Work Area with complex journey patterns with both out-commuting and in-commuting to that wider areas including Totton, Eastleigh, Chandlers Ford, Hedge End & Botley, Hamble, and further afield. The Travel to Work Area extends beyond the administrative boundary just as journeys don't. There are good working relationships with neighbouring councils and sub-regional bodies, and these links will be critical as Southampton and the area grows.

### Strategic Goal 1: A Successful Southampton

We will support **sustainable economic growth** in Southampton by planning, investing and maximising the way the transport system operates so it is efficient, innovative, modern, resilient and fit for purpose. We will provide reliable travel connections to our major economic hubs, ensuring that the transport system goes where people want it to go, and enables people and goods to get around easily. Important areas where improvements will be planned and where new investment will be delivered are:

- Access to the Port of Southampton as it grows and changes by both rail and road,
- Access to the Hospitals, Universities, Itchen Riverside, Woolston and Adanac Park and into the wider Travel to Work Area;
- A public transport network that can carry people – a Mass Transit System;
- Access to the District Centres;
- Travel Demand Management;
- Interchanges at Southampton Central Station and Town Quay;
- SmartCity infrastructure; and
- Well-managed and maintained assets (e.g. roads, pavements, bridges, bus shelters) where maintenance-related renewal work is planned and delivered to ensure the continued future reliability of these assets.

### Strategic Goal 2: A System for Everyone

We will seek to improve **quality of life and place** for residents and workers in the city by transforming the look and feel of streets and places, ensuring everyone has equal and fair access to services and opportunities and feel safe and respected, regardless of their circumstances. Transport helps the city to be a place where people want to live, work and spend time. This means whether people are walking, on a bike, have mobility or other restrictions, use a bus or train, or using a vehicles – they can access each form of travel easily, they are respected, safe and have an equal share in the system. This includes:

- Changing the look and feel of the city by improving the public realm and changing the emphasis so the city is an attractive place – Bargate, Queensway-Bernard Street, Western Esplanade to Town Quay, District Centres;
- Meeting the needs of all transport users so people are able to access employment, training and leisure opportunities; and
- Developing 'Mobility as a Service' through improved technology and partnerships
- Focusing safety improvements in hotspots or clusters to move towards zero incidents
- Targeting certain safety and security behaviours.

### Strategic Goal 3: Changing the way people travel

We will look to transform **people's travel habits** to create a people-centred clean city that enables people to live healthy and active lives. This encompasses:

- Completing the Southampton Cycle Network corridors;
- Developing Active Travel Zones focused on smaller in neighbourhoods that provide access to local hubs of employment, retail or community to create more liveable communities;
- Making it easier and safer to get around on foot; and
- Establishing a Clean Air Zone from 2019 moving towards a Zero Emission transport system with supporting infrastructure.

How can I get involved? – Between 25th July and 16th October 2018 we will be holding a 12 week public consultation on the draft Connected Southampton 2040 strategy to seek your views on the policies, schemes and ideas in it. We would encourage you to complete our consultation questionnaire before 16th October 2018. We will listen to the feedback and comments that are raised during the consultation to finalise Connected Southampton 2040.

# Introduction

A well-functioning transport system is important for Southampton. **Connected Southampton 2040** – the name for the Local Transport Plan – is our long term transport strategy for Southampton. It sets out a new long-term approach for managing and improving transport in the city. It identifies how we will plan and deliver improvements to how people and goods are moved in order to help create a liveable city of opportunity where everyone thrives. The City Vision and Council Strategy 2016-20 both guide the transport vision and sets out its role in creating a successful, healthy, sustainable and inclusive city that people can be proud of.

## Why a Local Transport Plan?

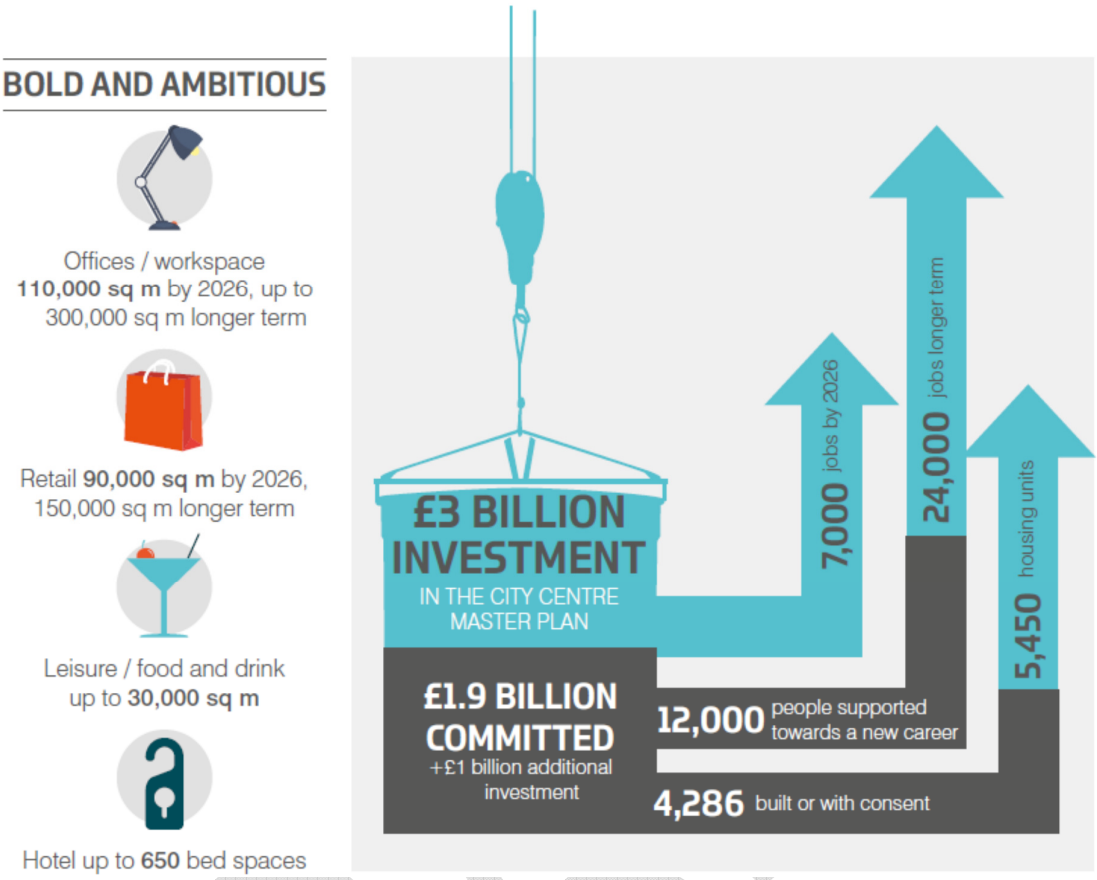
As the Local Transport Authority, Southampton City Council (SCC) has a statutory duty under the Transport Act 2000, as amended by the Local Transport Act 2008, to produce a Local Transport Plan (LTP) for Southampton. The 2008 legislation allows local transport authorities to replace their Plans as they see fit and it requires that LTPs contain policies (a 'strategy') and implementation plans (the proposals for delivery of the policies contained in the strategy). The third Southampton LTP was published in April 2011 and covered the period up to 2031.

This fourth LTP strategy entitled **Connected Southampton 2040** identifies our proposed transport priorities for the city, which we want to hear your views on - as well as emphasising to national Government and our Strategic Partners the investment required to support growth.

A three-year Implementation Plan covering the period from 2019 to 2022 will be published in Winter 2018/19.

## Supporting wider growth ambitions

The City Centre Action Plan (CCAP) and emerging Citywide Plan and PUSH Spatial Strategy set out a long term strategies for housing and employment growth in Southampton and what the community requires to flourish over the next 10 to 20 years. The Solent LEP Strategic Economic Plan (SEP) sets out a £2.8bn plan to transform the Solent through supporting development and economic growth. Connected Southampton 2040 is directly linked to the strategies and policies in these plans.




Investing in an intelligent, connected, sustainable and integrated transport system is vital to delivering our bold and ambitious aspirations for £3bn of investment, realising the city's potential and supporting sustainable economic growth by creating 7,000 new jobs, growing the population by 30,000 and 19,000 homes, tackling air quality and connecting our communities. Excellent transport connections can enable and foster economic regeneration by acting as a catalyst for investment. Transport can only achieve this if it is planned in parallel with economic, social and environmental strategies covering housing, employment, innovation and policy to ensure that Southampton has a sustainable economy and the right conditions to foster growth going forward.

## Big ideas for 2040

**Connected Southampton 2040** is our draft transport strategy for the next twenty years that supports the bold ambitions for growth in Southampton. In this document we set out some equally big transport ideas that the City Council and our partners are seeking to deliver:

- Develop a **Mass Transit System** for Southampton and the wider area that allows people to travel around across the city in high quality efficient vehicles, where they can feel safe and know that each journey takes the same time with priority through the most congested parts of the network;
- As part of the masterplan for the growing City Centre create a **City Centre that is liveable**, where it is easy for people to walk and cycle around in a world-class environment and is served by public transport and assessing how the Inner Ring Road operates, and changing the City Centre so that it can serve the economy but creates a city everyone is proud of;

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- A **Zero Emission City** which improves air quality beyond legal limits so that Southampton is a clean and healthy city where people want to live, work and visit.

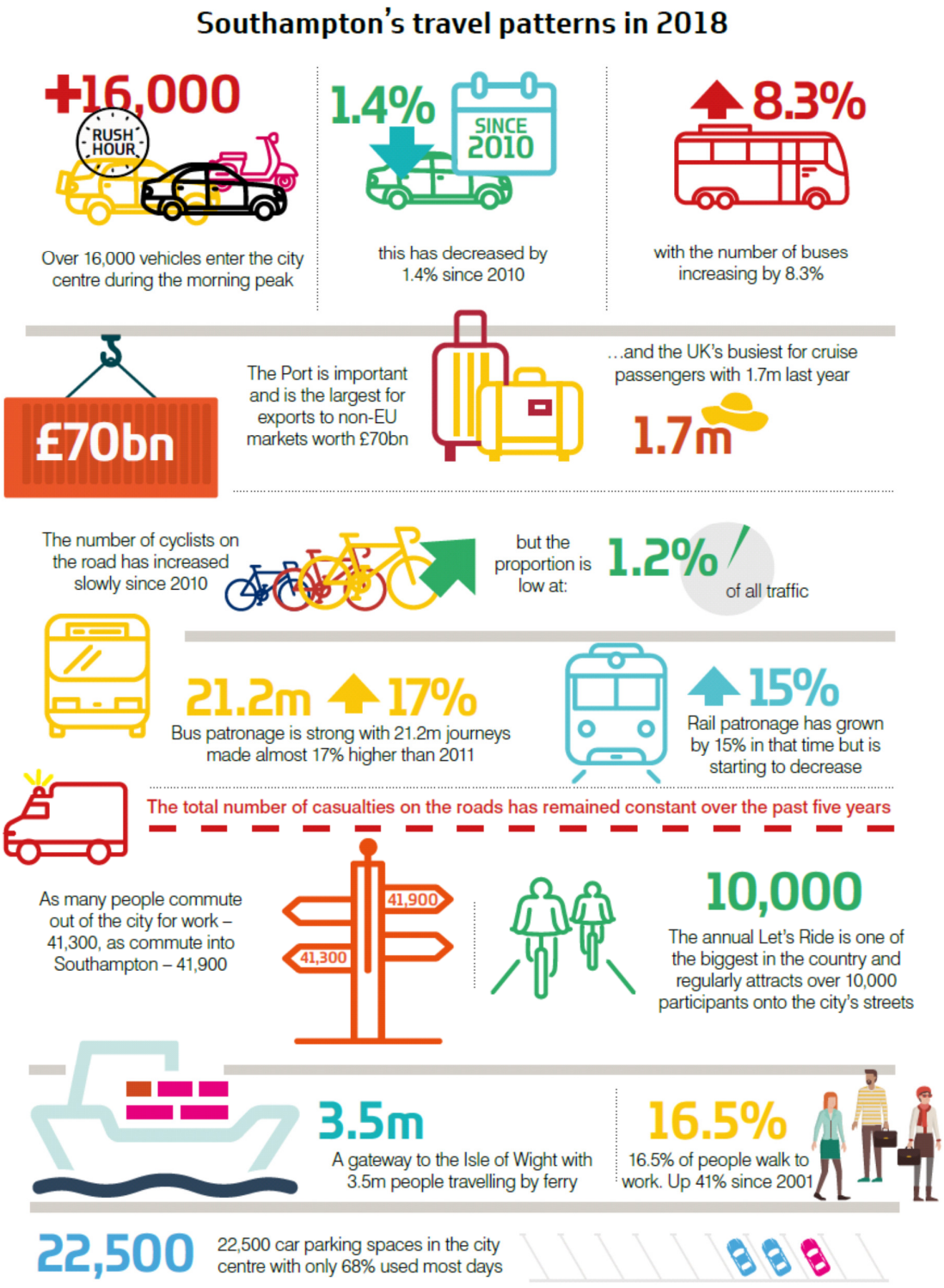
To do this we will continually seek external funds and look at options of where we can generate funding locally so that the ambitions can be delivered.

Through this draft document, we will:

- Set out where transport in Southampton is now, and the challenges it will face over the next twenty years;
- Describe what Connected Southampton 2040 is and how it can meet the challenges and deliver the city's ambition;
- Explain our vision for transport in Southampton over the next 20 years and present a strategy for how we are going to make the transformation changes needed to get there;
- Set out the elements of the strategy describing how they fit together as part of an integrated comprehensive strategy;
- Show how much it will likely cost to deliver and the avenues for how it could be funded; and
- Demonstrate how we are going to monitor, evaluate the strategy and understand how successful it has been, and change and improve in response.

# Where are We Now? Travel in Southampton Today

To prepare for the future we need to understand where we are today. This infographic summarises recent travel statistics and trends:



## Southampton – a well-connected City and a gateway for trade

Southampton is well connected to international, national and local transport networks – by water, by air, by rail and by road.

The Port of Southampton is the UK's **3rd** largest employing **15,000** people,

In **2016** it handled **1.77m** people on cruises, Over **1m** containers **900,000** vehicles, **1.3m** tonnes of bulk cargo, and **857,000** vehicles to the Isle of Wight

All worth **£70bn** to the UK

The Port is a major deep sea port on Southampton Water with significant national and global economic importance. It provides a gateway for businesses across much of southern and central England to global markets for the import and export of goods – forming a key stop on the key international shipping routes that operate between Shanghai and Rotterdam. It is the UK's 3rd busiest Port for cargo with trade in 2017 with 36m tonnes of cargo passing through, and is the busiest for exports to non-EU markets worth £36bn. The Port handles a variety of cargos ranging from vehicles (900,000 per year), bulky items, and containers (over 1m containers a year), to scrap metal, aggregates, and fruit.

The Port is also the UK's premier Port for the cruise industry, with 1.7m cruise visitors passing through in 2017, this accounts for 85% of all cruise passengers in the UK.

To and from the Port there are nationally important rail and rail freight commodity corridors going to the Midlands and London for automotive exports and deep sea container imports and exports. UK businesses who import or export goods by HGV via the Port rely on the good strategic hinterland links via the A34-M3-M27-M271 for the effective transport of their goods. Particularly from factories in the Midlands for the automotive trade (via the M40 and A43), but also supermarkets and other retailers who have large distribution warehouses in the Midlands and have stock imported in containers. HGV flows form a high proportion of the traffic using the A34, accounting for 20% traffic using it. Within Southampton the last mile links to the Port after leaving the Strategic Road Network, the A33 and A3024, need to be of similar level of reliability to enable fluid movement.

Southampton is the only active rail-connected port in the Solent area, with around 30 freight trains per day - mostly containers and vehicles, and each train is worth 38 HGVs. Onwards transport by rail accounts for approximately a third of container traffic to and from the Port. The main rail route from Southampton is via Basingstoke, Reading and Didcot to the West Coast Main Line around Birmingham. A range of destinations across the Midlands and in the North of England are served by rail, for both container and automotive traffic.

Southampton Airport handled **1.96m** passengers flying to **40** destination in UK and Europe.

Contributes **£160m** to UK economy.

**1.84m** people use Southampton Airport Parkway station.

Southampton Airport is a regional airport sees almost 2 million passengers travel through it, largely from the Solent area and wider central southern England. It is connected to 40 different destinations across the UK and Europe. Passenger numbers using the airport continue to grow and it is an important international gateway for the city and Solent. The adjacent Southampton Airport Parkway is an important bus, coach and rail interchange hub with cycle links to the surrounding areas of Mansbridge, Swaythling and Eastleigh.


On the Strategic Road Network, the M27 provides the important road connection the between Southampton and Portsmouth, sections carrying over 146,000 vehicles a day. However, the M27 suffers from chronic levels of congestion and delay with the section between junctions 5 and 8 in the top 10% sections on the strategic road network for those symptoms. As a result its performance frequently impacts the performance Strategic Road Network and the economy in the Solent. Estimated that congestion on M27 and the railway costs £1.1m per minute of delay. The M27 also has a dual role balancing strategic connections and supporting local journeys, it supports a substantial proportion of short hop trips, with around 28% of journeys involving 'hops' of one or two junctions.

The A27 corridor, which skirts to the north of Southampton, provides a supporting role to the M27, this also is expected to experience worsening levels of stress affecting journey time reliability.

Southampton Central station is the busiest in the city with **6.3m** journeys beginning or ending there.

Through all eight stations in Southampton **7.2m** journeys were made – **9%** more than in 2011.

The busiest were St Denys, Swaythling and Woolston.

The M3 provides connections north towards Winchester, Basingstoke and London and via A34 to the Midlands and also suffers from stress from junction 14 to 9. West of Southampton the M27 becomes the A31 across the New Forest National Park to get to Bournemouth and the west, and at peak times, including holiday times, suffers from congestion.

Southampton has strong regional and national rail links to London, Bournemouth, Bristol, Brighton, Birmingham and the north. Although closer to London rail journey times to London of 80 to 100 minutes, which is longer than cities such as Coventry, Norwich and Leicester. At

a local level there are good frequent rail links to Bournemouth, Fareham and Winchester, but to rail links Portsmouth and Eastleigh are much poorer. The rail link to Portsmouth is regarded as being slow and infrequent with currently only two direct trains per hour taking between 45 and 60 minutes to do the 20 mile journey city to city.

The quality of bus connections to certain parts of the Travel to Work Area are not attractive enough, particularly those to the east that serve the communities of Hedge End and Botley, both located just beyond the M27 motorway. As a result, there are heavy flows of car based trips made in both directions. Southampton's main highway network is focused around a limited number of radial routes into the city from the suburbs and wider Hampshire area, which results in the concentration of traffic flows onto these main routes.

**30,827** people travel into Southampton City Centre each morning between 7 and 10am

**58%** are in cars

**19%** travel by bus

**13%** travel in on foot

**2%** cycle, and

**7%** travel in by rail and ferry

The **three busiest** corridors are Mountbatten Way, Northam Road and Shirley Road

The A35 Redbridge Causeway, M271 and A33 Redbridge Road-Millbrook Road West corridors provide the main access into Southampton City Centre and Port, from the M27, the west and north west of the city, as well as wider from the M27 and M3, and carries 32% of all traffic coming into the city. These routes connect Totton, the New Forest, Romsey to Southampton General Hospital and City Centre. The A33 Bassett Avenue-The Avenue is the main road into the city from the north from Chandlers Ford/Eastleigh and from Winchester via the M3 and passes close to the University of Southampton's Highfield Campus. The A335 Thomas Lewis Way is the main road into the city from Eastleigh and Southampton Airport via M27 Junction 5. The A3024 and A334 Northam Road-Bitterne Road West-Bursledon Road corridor is the main route into the city from the east with routes from Hedge End, Botley and Bursledon and via the A27 from Swanwick. This is the second busiest corridor for traffic and carries 25 bus per hour at peak times. The A3025 Portsmouth Road, via the Itchen Toll Bridge, provides the main route into the city from Netley and Hamble. A35 Winchester Road-Tebourba Way connects A33 The Avenue with A35 Redbridge Road and is a key route to and from Southampton General Hospital.

## Southampton – our strong track record of investing in transport

Since 2010, Southampton has an excellent track record in delivering innovative transport projects, between 2011 and 2018 **£111.2m** has been secured and invested in the city's transport network. This has come from a variety of sources including central Government (both DfT and DEFRA), Solent LEP's Regional Growth Fund, third parties such as Highways England and Network Rail, and Local Transport Plan grant funding. This delivered a variety of transport schemes and initiatives in Southampton that have helped people get around as well as improve the city and support its growth. These ranged from small scale cycle facilities, wider reaching behaviour change initiatives and road safety enhancements, to bus profile raising, large public realm and major transport improvements.

- Changes to the Platform Road gyratory (a £13million improvement) to provide a new access into the Port of Southampton at Dock Gate 5 to facilitate the relocation of the Red Funnel ferry terminal and improve air quality by reducing delays;
- Securing £5m for major investment in the asset at Millbrook Roundabout and £3.2m to improve journey times along A3024 Bursledon Road and £0.7m for A335 in

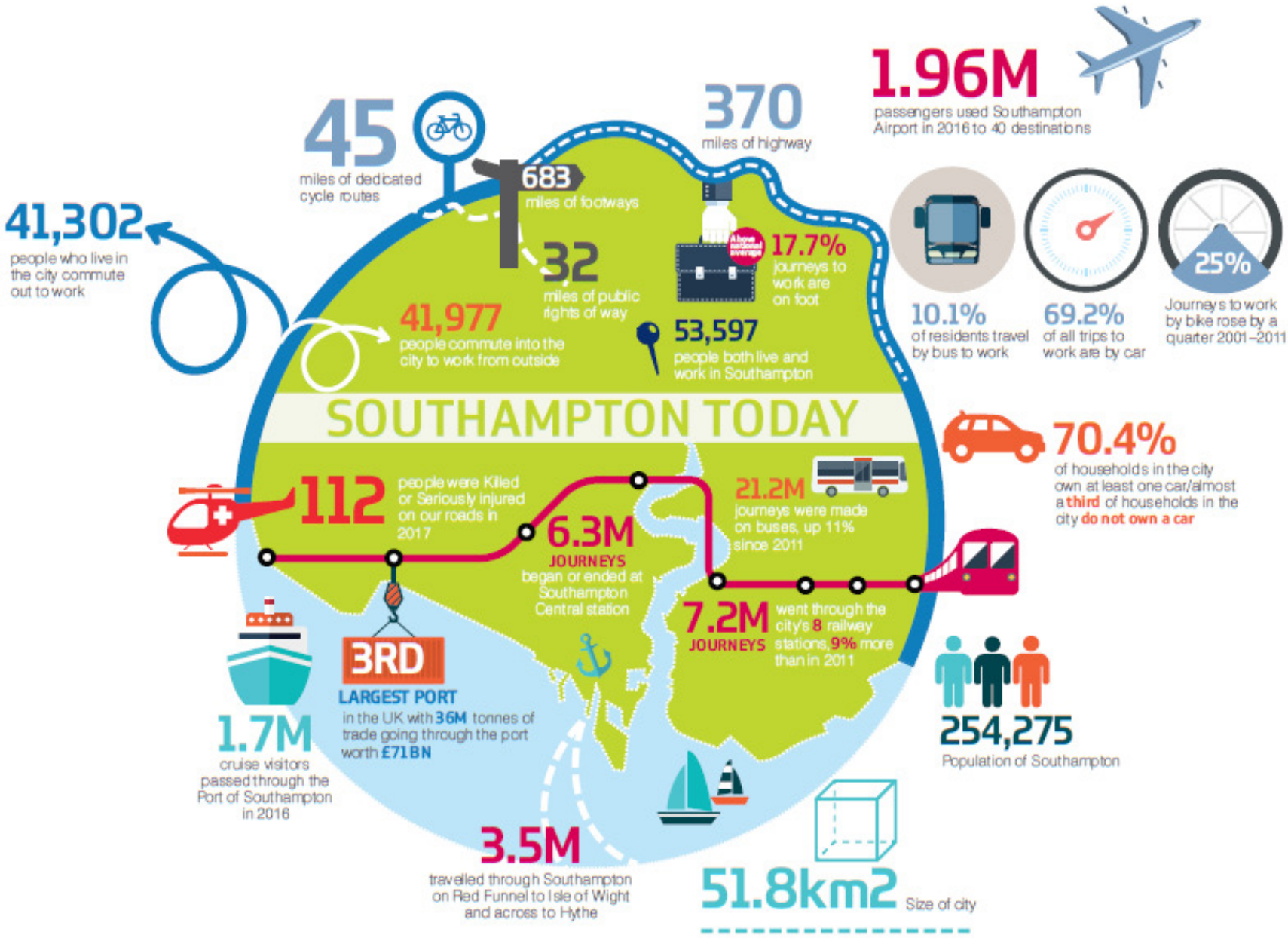
Swaythling through innovative signal technology, junction changes and a cycle infrastructure;

- Adoption of a ten year Cycle Strategy aiming to invest £25m in 10 corridors to increase cycling's mode share by 10%, starting with £5m on three corridors to the west towards Totton, North to Eastleigh and east to Hedge End. Including Creating , Bursledon Road and Church Street, Shirley;
- £5m for early measures in advance of the Clean Air Zone with roll out of Electric Vehicle Charging Points, new electric vehicles for the Council's own fleet, and starting a Clean Air Network to get businesses and communities together to tackle air quality;


Platform Road improvements (left) and new Enhanced Variable Message Signs

- £5m to create an attractive gateways to the city at arrival points - including the forecourt on the northern side of Southampton Central Station and Kingsbridge Lane;
- Working with Highways England to invest £85m to improve M271 Redbridge Roundabout as the main access to the Port, and the M27 Southampton Junctions project improving access into Southampton from the east at M27 J8 via A3024;
- Improving bus real time information and a major programme of road resurfacing; and
- The high profile 'My Journey' behaviour change programme in Southampton and Hampshire through using LSTF and £3m of Access Fund money to encourage sustainable travel shifting people away from travelling by private car and reduce emissions.

This investment is part of the wider strategic plan to deliver a bold and ambitious vision for regeneration and re-development through economic growth plans which will help to create a prosperous and more liveable place for everyone.

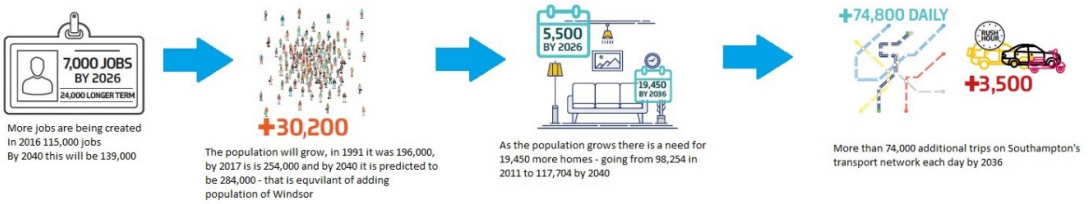

45
miles of dedicated cycle routes
683
miles of footways
32
miles of public rights of way
370
miles of highway
1.96M
passengers used Southampton Airport in 2016 to 40 destinations
41,302
people who live in the city commute out to work
41,977
people commute into the city to work from outside
53,597
people both live and work in Southampton
17.7%
journeys to work are on foot
10.1%
of residents travel by bus to work
69.2%
of all trips to work are by car
25%
Journeys to work by bike rose by a quarter 2001–2011
SOUTHAMPTON TODAY
70.4%
of households in the city own at least one car/almost a third of households in the city do not own a car
112
people were Killed or Seriously injured on our roads in 2017
6.3M
JOURNEYS
began or ended at Southampton Central station
21.2M
journeys were made on buses, up 11% since 2011
7.2M
JOURNEYS
went through the city's 8 railway stations, 9% more than in 2011
3RD
LARGEST PORT
in the UK with 36M tonnes of trade going through the port worth £71BN
1.7M
cruise visitors passed through the Port of Southampton in 2016
254,275
Population of Southampton
3.5M
travelled through Southampton on Red Funnel to Isle of Wight and across to Hythe
51.8km2
Size of city

# Where Do We Want to Be? Southampton's Challenges in 2040

Looking ahead to 2040, our new transport strategy for Southampton has to respond to three main wider challenges, in order to achieve the vision that we will set out in Chapter 5.

## Delivering strong, sustainable economic growth

Southampton has bold and ambitious plans for growth over the next 20 years with over £3bn expected to be invested in the city by 2036 delivering 24,000 new jobs. The City Centre has already seen it population grow with 94% more people living there than in 2011, and more jobs created as major redevelopment projects such as Watermark West Quay and the Cultural Quarter Arts Complex have opened. As a result of all this planned development and new jobs will lead to a rapid increase in the number of people wanting live in Southampton, an additional 30,000 which is the size of Windsor. They will require places to live in a city they will want to call home, meaning there will be an urgent need to build more homes and 19,450 are planned to be delivered in Southampton by 2036, with another 23,190 in the surrounding area.




Aided by this increase in jobs and people living and working in Southampton, the Solent LEP predicts that the city will experience growth in Gross Value Added (GVA) of 2.8% each year, meaning by 2030 the city's economy could be worth £8.64bn. The prediction for the Solent region is that GVA growth will occur at the same rate as in recent years. The Solent area of which Southampton is a part has grown at a rate slower than for the South East region as a whole. This has led to the emergence of a productivity gap in Southampton with GVA per head 16% lower in the city than the South East average. Congestion costs the city's economy £100m annually.

The increases in population, growth and development means that by 2036 there could be demand for additional 74,000 trips on Southampton's transport network – 11% more than now. Predictions are that 54% of those trips will still be on the highway. If trips are not constrained or managed levels of congestion would still remain and be a handbrake on the number of jobs created and improvement in GVA, estimations are that around 22,000 less jobs would be created across the Solent area if current traffic conditions persisted. This would have an impact on Southampton's contribution to the Solent and UK economy, competitiveness of businesses and the quality of life for people living here.

The Port of Southampton is set to double its throughput,

By **2035** it could be handling
**3.46m** people on cruises,
Over **3m** containers,
**1.8m** vehicles,
**2.6m** tonnes of bulk cargo,
and **1.5m** vehicles to the Isle of Wight

The maritime and marine clusters centred around the Port of Southampton, as it seeks to double its throughput of cargo and cruise patronage by 2035, are expected to continue to be an important driver of economic growth for the city and wider Solent area. The Port envisages a doubling of throughput by 2035, this level of activity would see a 95% increase in cruise patronage, 63% for containers, 102% for vehicles and 80% for traffic to the Isle of Wight. To accommodate this the Port is embarking on a £200m package of investment to ready itself for the future challenges of being outside of the EU, maintaining efficiency with bigger container ships, and accommodating larger cruise vessels. The transport network that serves and gives access to the Port needs investment so that is able to accommodate this level of expected growth in freight.

In the short term SCC is investing in making sure access to the Port is resilient with major maintenance works at A35/A33 Millbrook Roundabout and that people can travel to work there actively with separated cycle routes along First, Second and Third Avenues towards the Port. To keep the strategic national links reliable Highways England and Network Rail are investing in capacity upgrades at M271 Redbridge Roundabout, M27 and M3 Smart Motorways and additional siding capacity at Redbridge. Into the medium and long term all parties need to plan and invest in the strategic access to the Port locally, regionally and nationally.

Alongside the Port, the clinical, knowledge and digital economies are set to expand, and both universities of Southampton and Solent are predicted to grow and increase student intake. The University of Southampton is about to embark on a £300m investment programme to intensify its campus teaching and research activities, which will help it to continue to offer world-class facilities for students. This includes investment in clinical research facilities at Southampton General Hospital around preventative care and cutting edge bio-research. Solent University is also investing £100m in its own facilities to develop the city centre campus. The student demographic is good for Southampton as the two universities provide a high-skilled and well-qualified pool of graduate workers that can be recruited by businesses based in the city and wider travel to work area, addressing skills gaps and enabling vacancies to be filled.

To meet this challenge, we need to focus on:

- Access to the Port and the City Centre – Southampton's strategic road and rail connections to London, the Midlands and the North are important. The Port's growth will be dependant on these excellent connections and will need dependable and predictable journey times to and from the factories and warehouses locally and nationally to maintain smooth functioning of the logistics sector;
- Accommodating more trips on the city's transport network;
- Creating the links for people to access to skills and businesses to access labour markets;
- Improving journey time reliability for public transport to make it an attractive and clean way for people to travel;
- Ensure that the transport asset is in a good condition and can accommodate the demand; and
- Develop the walking & cycling network so they go to the economic centres for people to travel to work or education.

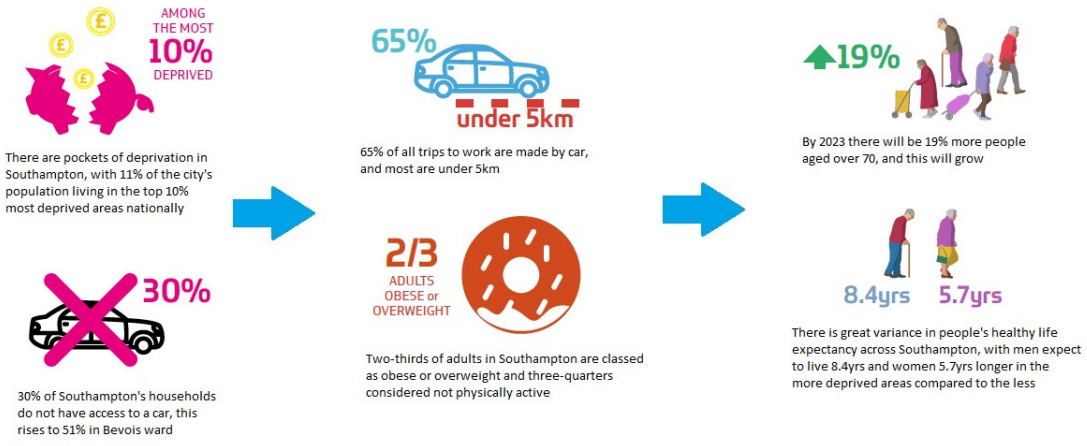
## Improving people's quality of life

There remains an imbalance in people's quality of life across the whole city. Southampton remains the most deprived city in the South East with pockets of deprivation close to the City Centre and on the edge of the city. Further compounding any existing gaps in earnings, currently people living in Southampton earn £60.00 less than those who live outside and work in the city. With a third of households not having access to a car access to public transport is vital to provide access to jobs, skills training and leisure activities.

The pattern for health inequities or participation in activities is similar to that of deprivation. 11% of Southampton's population lives in areas with high levels of health deprivation these can be found in Weston, Northam and Redbridge wards of the city. Levels of childhood obesity are higher than the national average with 22.5% of Year 6 children classified as obese (PHE 2017). This can have negative impacts on people's health and on demand for and cost of provision of health care.

In Southampton an estimated 63.5% of adults are classified as being either overweight or obese. Only 24% of Southampton adults are considered to be physically active, those meeting the Chief Medical Officers recommendation of participating in 30 minutes of moderately intensive activity three times per week (Sport England 2015). The level of cycling to work is currently the highest in areas with low car ownership located close to the City Centre around Bevois (9%) and Highfield (8.7%) wards, compared to less than 2% who cycle to work in Sholing and Harefield wards, which are both located towards the eastern edge of the city and have a more hilly topography.

The number and frequency of reported collisions and casualties on the roads has been decreasing since 2011. There are parts of the city with high HGV flows which can cause road safety issues, and cyclists are disproportionately involved in collisions – 16% of all collisions involve a cyclist (Hampshire Police 2017). It is estimated that many more near misses go unreported, in 2011 41% of respondents to the Southampton Cycle Survey reported a near miss while cycling but only 15% reported them to the Police




Those areas of the city with poor levels of health would benefit from further investment in active travel, so that people have good quality and attractive walking and cycling routes, which residents can then be encouraged to use in place of trips that are currently driven. Improving people's health through increasing the amount of active travel undertaken will have significant positive benefits for Southampton both socially and economically. Swapping car journeys for one taken by walking or cycling can reduce the risk of developing health

conditions, help improve mental health, address absenteeism from work, relieve pressure on healthcare facilities, improve levels of productivity at work and school and help more people currently out of work to engage with the economy by being able to contribute positively.

To meet this challenge, we need to focus on:

- Improving access to jobs and training particularly for those who do not have access to a car;
- Enable good and reliable transport access to leisure and health care facilities including by walking, cycling and public transport;
- Support regeneration and development in the city's estates and district centres so they become hubs for the community reducing need for more expensive travel; and
- Helping to improve people's health through promoting and enabling active travel including cycling and walking.

## Improving the quality of the environment within Southampton

Southampton has high levels of air pollution, particularly for NOx and $PM_{2.5}$ and $PM_{10}$. Nationally it is estimated that particulate matter alone contributes to the equivalent of 50,000 premature deaths per year costing society, businesses and the NHS £60bn a year. In Southampton exposure to particulate matter contributes to 110 early deaths a year – or 5.6% of all deaths, compared to the national average of 5.3%.

Road transport has been identified as the biggest contributor to poor air quality followed by industrial operations associated with the Port. At M271 Redbridge Roundabout road transport contributes 65.8% of nitrogen dioxide emissions with HGVs accounting for 55% of road emissions – from over 60,000 vehicles a day. This high mark of pollution is adjacent to one of the most deprived neighbourhoods in Southampton, demonstrating the link between high levels of pollution and areas of poverty and poor health. Reducing exposure to manmade pollution can improve average life expectancy of people living in the UK by seven to eight months.

Southampton has been identified by DEFRA as one of the five areas, in England outside of London, which is likely to experience continued exceedance of EU air quality limits in 2020. To address this, DEFRA has designated Southampton as a location for a mandatory Clean Air Zone (CAZ) to meet the 2020 targets. The City Council proposes to implement a Clean Air Zone to reduce the annual NOx levels to below the EU limit of 40µg/m$^3$ without compromising the economic competitiveness of the city. The proposals under the CAZ would focus on discouraging certain types of vehicles - older buses, coaches, taxis and HGVs that do not meet Euro VI standards - will be discouraged in Southampton. Newer vehicles that meet that emission standards, and private cars will not be subject to any restrictions.

To meet this challenge, we need to focus on:

- Develop the Clean Air Zone as technology and regulations change so that it encourages investment in people's fleet to make it even greener;
- Work with public transport operators to help them to continue improving their fleets so it is greener and meets engine standards;
- Encourage greater ownership of electric vehicles with a publically accessible network of charging points across the city such as in car parks or on-street;
- Encourage more people to cycle, particularly for short journeys more, often through implementation of the Southampton Cycle Network that makes cycling safe, connected, and coherent;
- Support people walking by making attractive and safe places across the city with clear routes so people can walk both for leisure and as a way of getting around; and

- Support businesses and the community through a Clean Air Network to encourage behaviours which support improvements in air quality.

## Maintaining and improving Southampton's good transport connections

The good quality road, rail and sea connections that exist to and from Southampton need to be reliable and able to cope with the demands that will be placed on them in the future in order for them to support the economy of the city, the Solent area and the UK. As a consequence of the good strategic location of the Port, the corridors to the Midlands and the north see large flows of goods traffic and as the Port grows, we are likely to see more HGVs on this corridor. In the short term investment is being made by Highways England at key pinch points and along corridors to ensure that reliability can be maintained, in the face of traffic growth by providing more capacity. These investments include improvements to the M271-Redbridge Roundabout, the M3 and M27 Smart Motorways projects, and improvements at Junction 9 of the M3 (that will benefit A34 traffic) in the next five years. Working with local and national partners the next stages of planning for investment in these corridors needs to be done.

On the railway network, growing demand for passenger journeys to Winchester, Basingstoke and London and for freight to the Midlands and beyond needs to be accommodated. Network Rail have identified that sections of the South Western Main Line will reach capacity in the next decade, namely the section from Southampton to Basingstoke and at Woking where the mainline joins the route from Portsmouth. With the level of predicted growth, additional platform capacity at Southampton Central station is likely to be required during the 2020s or 2030s.

As the Solent economy grows, the connections between Southampton and Portsmouth by rail will become increasingly important. When looking at comparator cities journey times by rail and the length of Strategic Road Network in the Solent is considerably less. The poor connections and long journey times are identified by business as a constraint on growth and labour market fluidity. In the short term an additional train will be added between Southampton and Portsmouth with slightly shorter times but further investment in the infrastructure is required.

Travel between Southampton and the surrounding areas of Hampshire – Totton, Eastleigh, Chandlers Ford, Hedge End and Hamble – are already strong. In particular the commuter flows between Southampton and Eastleigh, which are the strongest inter-authority flows in the Solent at over 21,000 two-way journeys daily. With 19,450 homes in Southampton and further 14,950 homes planned in the surrounding areas of Hampshire the jobs need to be located where people can easily walk, cycle or take public transport. Local connections to Hampshire will be required to be maintained, strengthened and have sufficient.

To meet this challenge, we will to focus on:

- Working with sub-regional, regional and national agencies and partners to develop plans for investment in the nationally important infrastructure and links;
- Working with neighbouring authorities on developing technology links to share data and information to manage traffic dynamically;
- Work closely with Hampshire on developing strategies and schemes for walking, cycling and public transport to safely connect Southampton and the surrounding towns for employment, leisure and education journeys;
- Coordinate electric and alternative fuel strategies;
- Develop Travel Demand Management and My Journey to promote and encourage more people to make their trips healthy by clean and active travel.

# How are we going to get there? Our approach to developing Connected Southampton 2040

As a Local Transport Authority (LTA), Southampton City Council (SCC) has a statutory duty to prepare a Local Transport Plan (LTP) to outline their strategic approach to managing and delivering transport now and in the future, and to do so where we intend to invest resources into transport schemes and initiatives. National guidance requires that a LTP consists of a long-term strategy and a short-term Implementation Plan – detailing capital investment programme of schemes and measures. It permits LTAs to replace and amend as and when they require. The current LTP long-term strategy – 'Local Transport Plan 3 Strategy for Southampton' (LTP3), was published in spring 2011 and covers the period from 2011 to 2031. The current short-term Implementation Plan was published in late 2015 and covers the period from 2015 to 2018.

The 2011 Strategy was prepared jointly with Hampshire County Council and Portsmouth City Council, and includes a joint strategy across South Hampshire along with place specific actions. The 14 Policies within the joint strategy are proposed to be retained as they remain relevant to this update of Southampton's LTP Strategy.

To support delivery of the bold and ambitious plans for sustainable growth in the city of Southampton, and in response to changes in national and regional governance and funding for transport, a new transport strategy for the city is required. Our new LTP strategy – entitled Connected Southampton 2040 – will cover the period up to 2040. Subsequently, in the winter of 2018/19 a new Implementation Plan will be prepared for the period 2019 to 2022. This draft strategy will provide SCC with a relevant long term transport strategy and provide the ability for SCC, stakeholders and partners to plan for and invest in Southampton's transport infrastructure in a clear and strategic way over the short, medium and long term.

Once adopted following a 12-week period of public consultation, Connected Southampton 2040 will become the umbrella policy document for all transport planning in Southampton and it will guide how transport projects and schemes will be developed and implemented to keep the city moving. These projects range from complex schemes that deliver benefits for several different modes of travel and strategies for spatial areas, down to individual local schemes or behaviour change activities.

This draft long-term transport Strategy will:

- Set out the role and purpose of Connected Southampton 2040;
- Explain the approach and guiding principles for the vision;
- Set out the specific components of an integrated transport strategy setting out how to achieve the vision;
- Provide an overview of how much it will all cost, how it will be paid for and how it will be delivered; and
- Set out how we will ensure that the Plan is delivering what is expected of it.

It will provide:

- Alignment with the Council's Strategy vision of "a city of opportunity where everyone thrives"
- Southampton's approach to transport, setting out:
    - A twenty year **long-term Transport Vision** centred on three strategic goals for 2040 where transport improvements contribute towards an economically successful city, which offers people a good quality of life and place, and seeks to transform the way people travel;
    - A ten year **Transport Strategy** that applies the vision through eight themes and spatially across different areas, and what the direction of transport policies are and how they link with other influences;
    - A series of three year **Implementation Plans** detailing how the Strategy will be delivered showing the funding and schemes that it delivers (reviewed annually), and a monitoring and evaluation regime; and
    - A series of **Supporting Plans** for modes or areas that provide more focused detail to support the implementation of the Connected Southampton 2040 Strategy.

A separate Issues & Options document provides a more in-depth analysis of:

- Current patterns and drivers for travel in Southampton
- How successfully the policies from LTP3 have been implemented and their impacts,
- The challenges that Connected Southampton 2040 is responding to
- The full range of Options that could be considered for future implementation to address the various challenges.

Examples of data base that Connected Southampton 2040 will make use of include traffic and cycle data forming foundation of a revalidated 2015 Southampton City Centre Microsimulation Traffic Model and updates to the Sub-Regional Transport Model (SRTM) which provide local assessments to 2026 and wider journey to work area to 2036. In addition, this is supported by socio-economic data following release of 2011 census data, economic data from ONS, health data from Public Health England, air quality data, and other evidence on road safety, public transport operators, national travel and transport data sets from DfT, active travel and the outcomes of the Local Sustainable Transport Fund (LSTF) and capital projects across the city.

## Influences on Connected Southampton 2040

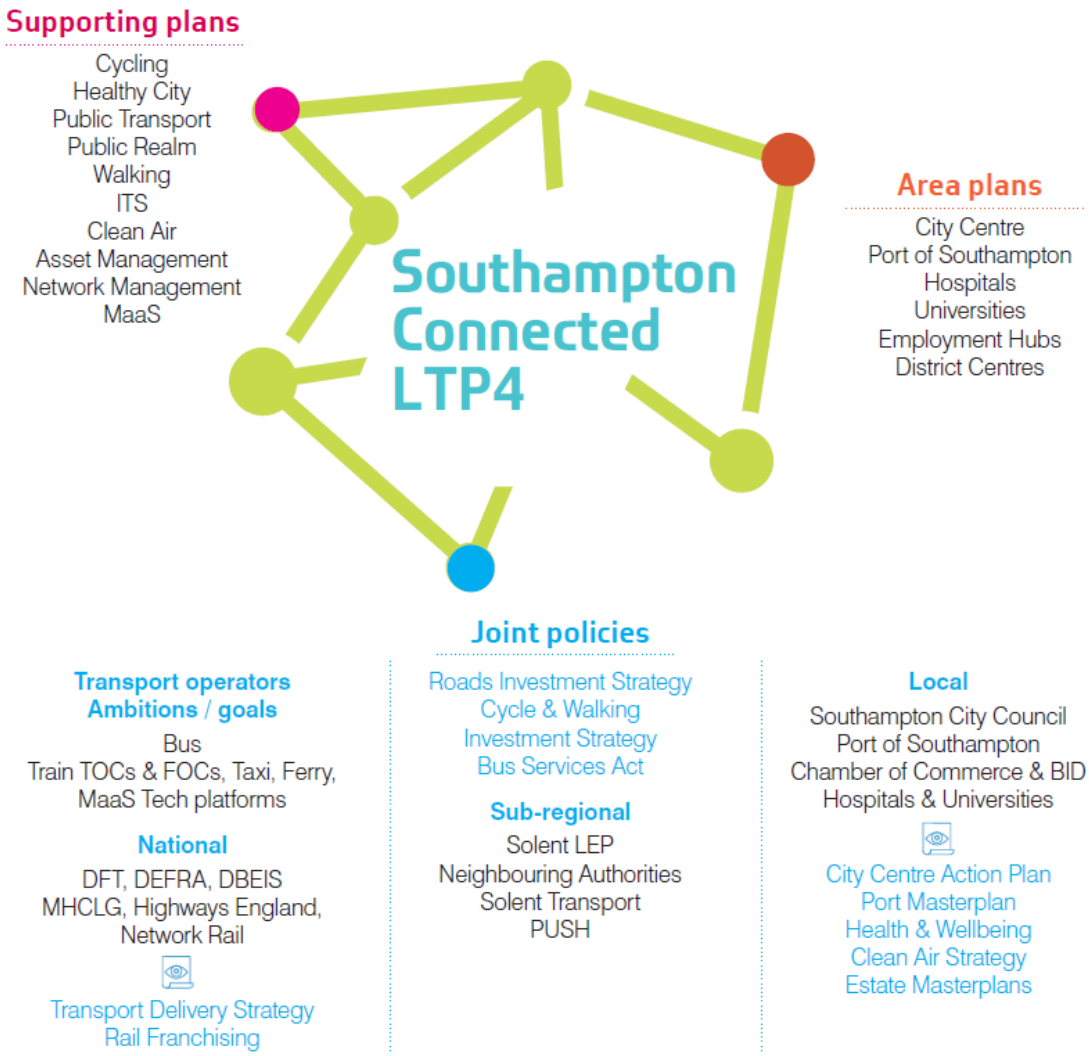
As the overarching transport strategy for Southampton, Connected Southampton 2040 is influenced by a number of different policies, guidance, plans and strategies at different levels – national, regional, sub-regional and local. These are important as Connected Southampton 2040 cannot be viewed in isolation and it will be influenced by a variety of interested bodies who provide the wider context in which this Plan sits and provide some of the delivery mechanisms for creating the Southampton of twenty years' time.

Connected Southampton 2040 is closely aligned to the overall City Council Strategy (2015-2026) to ensure that it supports the future vision of the city:

***City Council Strategy Vision:* *'Southampton a city of opportunity where everyone thrives'*.**

### *City Council Strategy Four Outcomes:*


Southampton Connected 2040 has been influenced shaped by national policies, strategies and guidance at the national, sub-regional and local levels – summarised in blue in the graphic below. In turn, this strategy provides the high level vision and policies which will be expanded upon in detail for specific spatial areas of the city (listed in the red 'Area Plans' section) and then for particular forms of transport within a series of supporting plans (listed under the pink 'Supporting Plans' section.



To deliver the outcomes of the Strategy we will need to work closely with a wide range of partners. At different scales, these include:

- **At the National and Regional level** – central Government, Highways England, Network Rail, Rail Operators, Sustrans, Transport for the South East;
- **At the Sub-Regional level** – Solent Local Enterprise Partnership, Solent Transport, Partnership for Urban South Hampshire, neighbouring local authorities;
- **At the local level** – all parts of the City Council, Port of Southampton, employers, universities, schools, colleges, hospitals, business bodies, volunteer/community groups, Southampton Airport, developers and residents;
- **Private sector operators** of bus, train, taxi, ferry public transport services, mobility solutions providers and digital platforms, and logistics and freight operators for road, rail and sea.

## Joint South Hampshire Strategy

In 2011, Southampton City Council, Hampshire County Council, Portsmouth City Council and Transport for South Hampshire (now Solent Transport) as part of their respective LTP3 Strategies collaboratively developed a joint strategy for the South Hampshire sub-region. In developing Connected Southampton 2040, we have reviewed the 14 cross-boundary policies developed in 2011 and given that these policies are still fit for purpose and relevant, all 14 of the following policies (A to N) are being retained as part of this updated Strategy.

### Joint South Hampshire Strategy Policies

**A** – To develop transport improvements that support sustainable economic growth and development in South Hampshire;

**B** – Work with Highways England, Network Rail, the Ports and Airports to ensure reliable access to and from South Hampshire's International Gateways for people and freight;

**C** – To optimise the capacity of the highway network and improve journey time reliability for all modes;

**D** – To achieve and sustain a high quality, resilient and well-maintained highway network for all;

**E** – To deliver improvements in air quality;

**F** – To deliver strategic sub-regional approaches to management of parking to support sustainable travel and promote economic development;

**G** – To improve road safety across the sub-region;

**H** – To promote active travel modes and develop supporting infrastructure;

**I** – To ensure private investment in bus, taxi and community transport solutions, and where practical, better infrastructure and services;

**J** – To further develop the role of water-bourne travel within the Solent Transport area and across the Solent;

**K** – To work with rail operators to deliver improvements to station facilities, and where practical, better infrastructure and services for people and freight;

**L** – To work with Local Planning Authorities to integrate planning and transport;

**M** – To develop and deliver high-quality public realm improvements;

**N** – To safeguard and enable future delivery of transport improvements within the Solent Transport area.

Within the sections of Connected Southampton that follow, we provide the specific policies necessary to support transport and travel within the city.

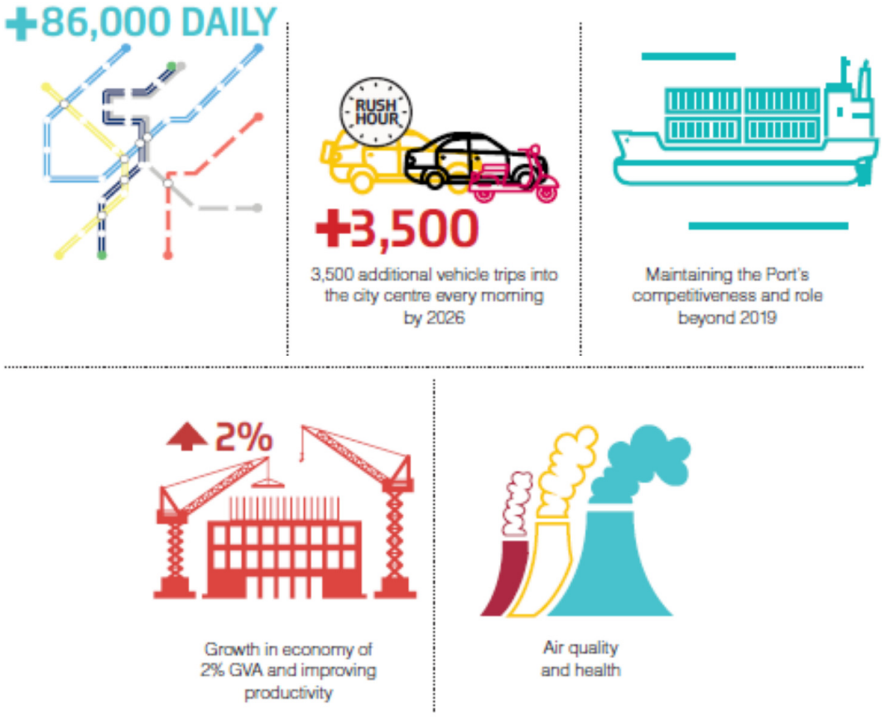
## Connected Southampton 2040 Influences

The Straetgy will also influence a number of local documents and approaches not just for SCC but our partners and stakeholders. At a simple level Connected Southampton 2040 is a transport strategy for Southampton over the next two decades to support growth aspirations in the emerging Local Plan for Southampton that is being developed during 2018 and 2019.

However, there are many other areas where transport planning can have a positive influence on people's health, well-being, ability to get to a job or education opportunity and to make Southampton a world-class international city that is modern and sustainable. It is not just about moving people and goods but is about shaping a place where people who live and work here are proud to do so, see it as an attractive liveable city where they want to spend time and money, where they can easily access opportunities supporting social mobility to improve their lives and where the impact on the environment is reduced.

## Where Do We Want to Be - The Vision - Southampton's Approach to Travel in 2040

The vision sets out Southampton's new approach to travel and transport in the city by linking the ambitions for growth and change with the challenges and setting out how we see transport in Southampton in twenty years' time to make the city successful, healthy and sustainable.




To meet these challenges a new approach to transport in Southampton is required and there will be some big ideas to create a Southampton that is successful, provides a system for everyone that changes the way people travel to make it more sustainable. There will be difficulties in delivering this and decisions will need to be made that may benefit some and disbenefit others. We will doing this through a radical and forward thinking new plan to support the growth of Southampton by ensuring that the transport network is able to provide the connections required, enables people to get around healthily and actively and becomes a more liveable place.

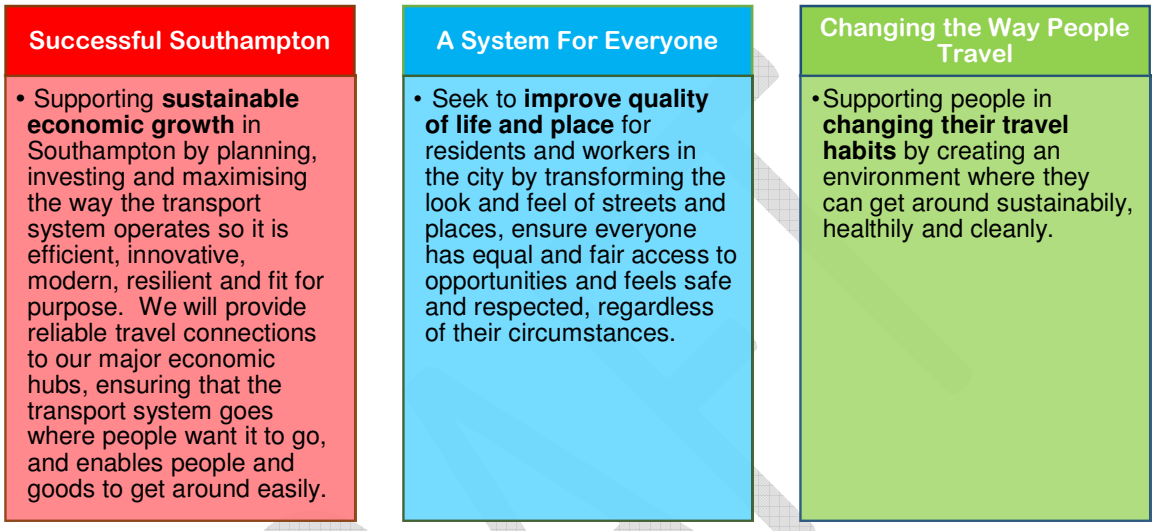
To do this there will be a change in emphasis for what the transport system does – changing from purely looking to move a high number of vehicles along transport corridors to one that focusses on prioritising the most space efficient ways of getting about. The transport corridors in the city only have a limited amount of space available – so this new approach recognises the need to keep people moving in efficient ways, whilst creating thriving places. Car-centred policies in some cases have resulted in excessive space provided for vehicles with people pushed to the margins. This has created a reliance on the car for nearly all trips, creating severance in communities and inequality for those who do not have access to a car.

To change this, the Connected Southampton 2040 Strategy will focus on creating a liveable city where people and goods can move easily, efficiently and safely. There is still a role for road based transport in supporting the economy of the city in providing connections to our main economic hubs, but priority will be given over to public transport, active travel, and

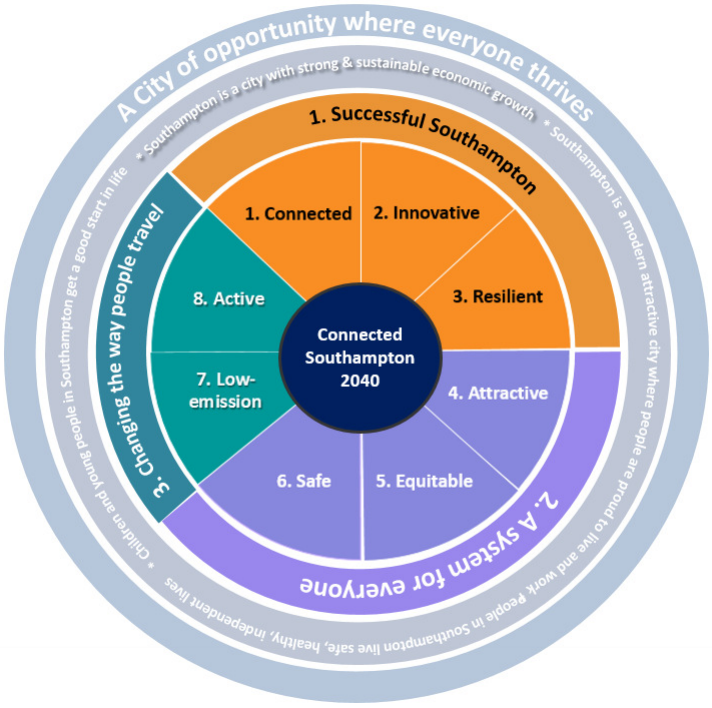
spaces for people. To manage the network and dominance of traffic, technology and innovative practices will be introduced to shape Southampton and enable it to accommodate new trips. We need to plan for growth and make it sustainable, invest in it, and then maximise what the network can do.

## Strategic Goals and Themes of Connected Southampton 2040

Our vision of what we want travel and transport to be in 2040 is based on three strategic goals:




The diagram overleaf shows how these three strategic goals closely relate to the four outcomes in the City Council Strategy (2015-2026). From these strategic goals for the 2040 Vision there are eight main themes that will guide how we develop transport schemes in Southampton to support how the city will grow, improve productivity, reduce the impact of transport on the environment, improve the city and make it a better place to live, visit and work.




In 2040, Southampton will be:

**Strategic Goal 1: Successful Southampton – comprising the three themes of:**

- A **Connected City** that connects people and places within and beyond the City to support sustainable economic growth;
- An **Innovative City** that deploys and applies new smart technologies and fresh thinking helping Southampton to lead the way;
- A **Resilient City** that supports economic growth with a well-managed and maintained, and more reliable high-quality road network asset.

**Strategic Goal 2: A System for Everyone – comprising the three themes of:**

- An **Attractive City** that creates a modern and attractive place where people are proud to live, work and visit;
- A **Safe City** that is reducing the number of people killed or injured on the transport system towards zero;
- An **Equitable City** that offers a good range of mobility choices options and is accessible for all.

**Strategic Goal 3: Changing the Way People Travel – comprising two themes of:**

- A **Healthy and Active City** that is easy to navigate, joined up walking and cycling networks that promote healthy lifestyles and supports vibrant people-friendly places and liveable neighbourhoods;
- A **Zero Emission City** that moves towards zero emission forms of transport, delivering clearer, more pleasant streets.

The Connected Southampton 2040 Strategy will mean different things to different groups of people. Each group will find their travel experience will be different to what they see today. The table gives an idea of the sort of changes people can expect to see as a result of this Strategy being put into practice in the 2020s and by 2040.

| | Resident | Commuter | Business | Visitor |
|---|---|---|---|---|
| **During 2020s** | | | | |
| **Successful Southampton** | A frequent new Mass Transit System is available on two or three corridors, it gets me to Central Station and the main shopping and leisure destinations easily.<br>I can get one ticket that is easy to use on buses, rail and ferries.<br>There is a Park & Ride to the Hospital used by staff and visitors (who don't now park in nearby streets), and I can use it at the weekend into the city.<br>New job opportunities are being created in locations I can easily get to by bus. | I can see that it is better to make journeys by bus or rail that are making me consider leaving my car at home one or two days a week<br>I can use one ticket for bus, rail and ferry<br>There are more reliable journey times at Redbridge Roundabout, Swaythling and along Bursledon Road-Bitterne Road West meaning less time in traffic and more time at home | The improvements at Redbridge Roundabout, Swaythling and on Bursledon Road-Bitterne Road West mean I get goods on time and grow my business.<br>Information on traffic conditions means good aren't delayed.<br>City Centre is well serviced.<br>I can have access to a growing pool of labour market.<br>A quarter of Hospital staff use Park and Ride services. | I can see a new way of getting around Southampton emerging that are clear and easy<br>I can use a Park & Ride at the weekends that is cheaper that parking in the City Centre.<br>The city is a pleasant lively place to visit. |
| **A System for Everyone** | Some roads in the City Centre have been changed helping to make it easier for me to walk and cycle.<br>Spaces in the City Centre are attractive like around the Bargate and start to make me feel proud of Southampton.<br>I know if I drive in I may have to walk further from car parks – there isn't the need for me to drive in.<br>The District Centres are starting to | I can use a shared bike scheme to get around to work<br>The City Centre starts to feel like a place where I want to spend time and work with new quality spaces around the Bargate<br>I can join an incentive scheme which can give me benefits if I walk, cycle or use the bus. | There has been investment in public spaces in the City Centre have a quality look and seen an increase in people spending money and time<br>The economy is becoming more vibrant.<br>Parking is provided if I need it but seeing more staff walk, cycle and travel on MTS. | See a welcoming city that gives a better experience with new spaces around Bargate and showcases historic City Walls well, that is not car dominated<br>It is easy and enjoyable to find my way around Southampton explore and discover main quarters of the city. |

| | | | | |
|---|---|---|---|---|
| | change and be more attractive attracting new shops and activities<br>Locally Pop-Up Street activities have started in my neighbourhood<br>The roads are becoming safer to cycle or walk along | There is parking but may have to walk further but increasingly not needing to drive. | | Can see everyone is able to get around. |
| **Changing the Way People Travel** | An Active Travel Zone is being set up in my neighbourhood which provide easy access to local services on foot, reducing traffic, and seeing investment in the local area<br>I have started to leave the car at home and cycling more as can cycle safely on segregated cycle facilities into and out of the city along the main routes such as Western Route – starting to feel healthier<br>There is less pollution in the city | Started to cycle to work more often on the new cycle freeways instead of driving<br>There is excellent information about the alternatives to the car<br>Feeling healthier.<br>Thinking about investing in a low emission vehicle. | Have a happier and healthier workforce who are becoming more productive<br>Invested in new low emission vehicles and seeing reduced costs from newer cleaner vehicles<br>Local businesses are benefiting from increasing spend. | Can see that Southampton is becoming a cycling city with attractive routes such as The Avenue I want to use<br>It is a good place to walk and see attractions which is easy to navigate around<br>Can charge my electric vehicle without worry |
| **In 2040** | | | | |
| **Successful Southampton** | There is a Mass Transit System in operation with clean, modern and efficient vehicles with a turn up and go frequency on the main corridors that I can use to get to the city, out to country or to work<br>Tickets can be used on anything and stored on cards or on my devices.<br>Development in the city has improved it, I can shop, eat and rest, and feels holistic and I don't | I use the MTS to get to work rather than drive getting me there reliably every day<br>The main corridors have priority or are segregated and less traffic on tem.<br>More high quality jobs are available in the city that are easy to get to and may live in the city closer to work. | With the MTS I have access to a wide pool of people who have the right skills to employ<br>Goods and services move efficiently and cleanly with major works on<br>The main transport corridors are reliable and resilient so people and goods aren't late | There is a network of Park & Ride sites on the edge of the city and I can use the MTS to get around the vibrant city using technology to get a ticket that I can use easily<br>Parking is on the periphery of the City Centre but don't necessarily need it.<br>There is a modern interchange at Southampton |

| | | | | |
|---|---|---|---|---|
| | need a car to go there. | | | Central station with easy connections locally. |
| **A System for Everyone** | I enjoy coming into the City Centre as there are no cars making it a pleasant place to walk around and be there.<br>I want to work and live in Southampton as it is a vibrant city with thriving local centres<br>I can get around with respect<br>There is pride in Southampton – This is Our Home | The city is a great place to work and is attractive<br>The network looks and feels good to get around on and I feel safe cycling or walking to work<br>I can respect other people as they move around | Southampton is an attractive a place to set up my business – investment has been made in the environment supporting higher footfalls<br>The economy is thriving and I can make use of new technologies to get my goods out | The City Centre is less dominated by cars with links from Southampton Central station to the new hub of the city area easy and safe<br>There are thriving events to go in new spaces and want to spend more time and money in Southampton |
| **Changing the Way People Travel** | I no longer want to own a car at home as my local area is an Active Travel Zone where the streets are safe and attractive spaces for people to walk and cycle.<br>If I need to drive there is a clean zero emission vehicle available.<br>More people are cycling and walking on a safe completed coherent network that crosses the city - so I can cycle to work or walk the children to school. | I cycle to work every day on the completed cycle network and I want to cycle more.<br>If I need a vehicle they are all zero emission.<br>The area around work is clean and is a space where people can meet, linger and work. | I have access to a healthy and productive workforce with much reduced levels of absenteeism.<br>Delivery costs are low as I have set up a zero emission hub using cycles as well as electric vehicles to move goods around. | Southampton is a cycling city with an excellent cycle network that enables me to explore the city by bike.<br>The air is clean and the city is a great place to walk about easily.<br>If I drive there is a network or alternative fuel points and the air is clean. |

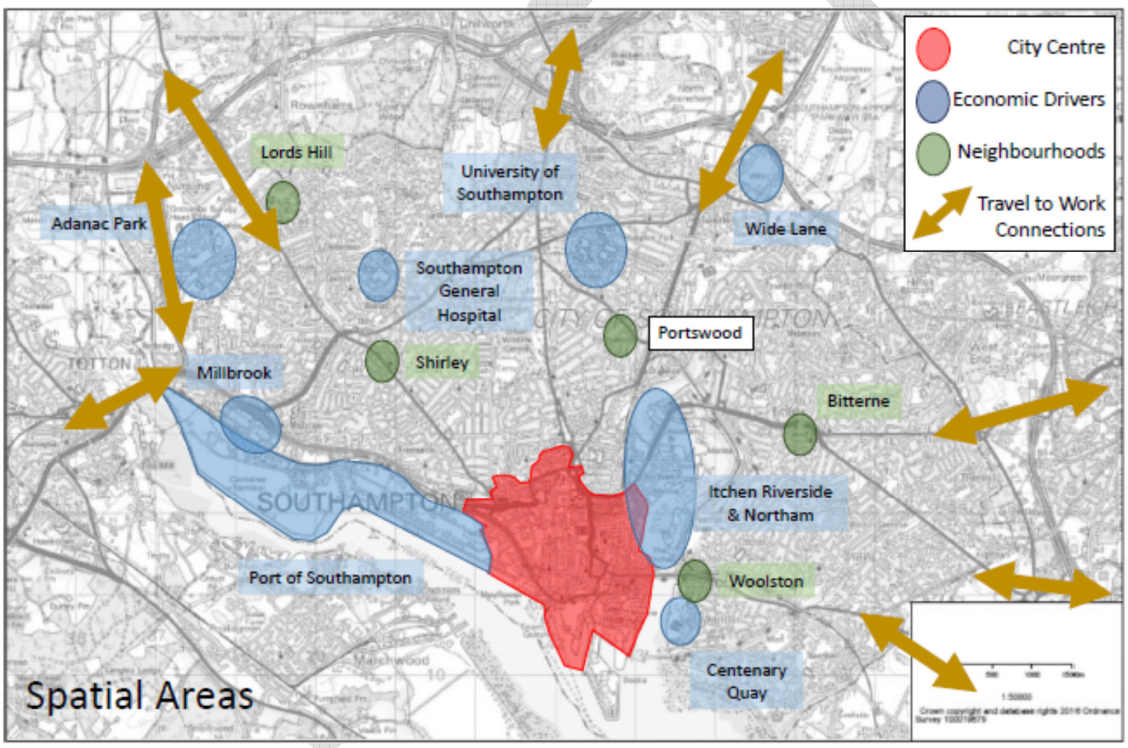
# How Will We Get There - Applying the Vision

This section will set out the new approach we are taking to apply the vision for Connected Southampton 2040. We are proposing to take the themes for each strategic goal and applying them spatially to balance the needs of everyone through physical, operational and behavioural measures. It will set out what the strategy is for each strategic goal and theme is and how it could be applied in four distinct spatial areas – each of them has their own characteristic and needs that require assessment to develop a series of projects aligned with the overall principles.

This builds on what has already been started with our partners and stakeholders as we plan for people in a productive and growing city, by investing in the transport network to support that growth and people who want to live here, and then ensure that it continues to perform for everyone. The end goal is a successful, healthy and sustainable Southampton.

## The Spatial Areas

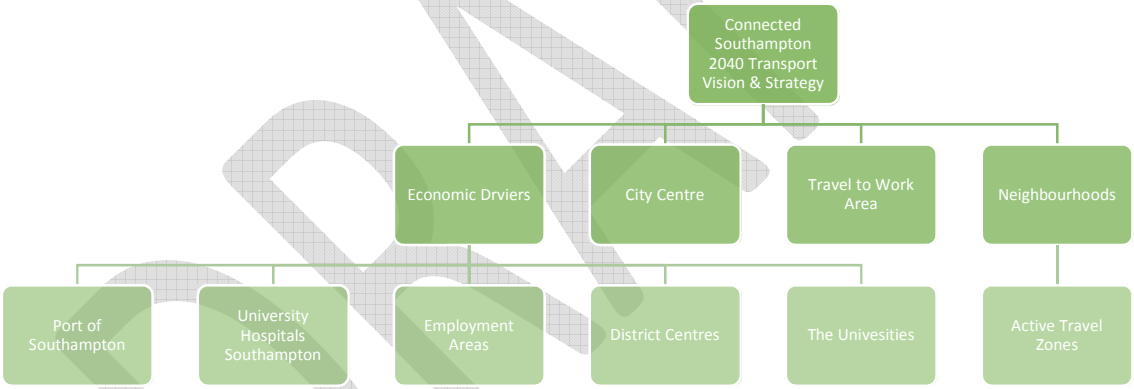
Taking this place-based approach we are looking at how the vision can be applied across four differing spatial areas in Southampton.




- The **City Centre** - as defined in the City Centre Action Plan – the retail core, main leisure facilities, employment, health and education as well as increasingly a place to live. It will be the focus of development over the next twenty years and will need to be served and supported as it changes. This is the heart of the city and we need to recognise the dual roles of that the City Centre plays both as a destination and major trip attractor, and as an attractive place for residents, businesses and visitors.
- **Economic Drivers** – are the main hubs for economic development and activity in Southampton, they include the Port of Southampton, the Hospitals (Southampton General and Royal South Hants), the Universities (Southampton and Solent). Additionally, there are also other areas where economic activity occurs such as Itchen

& Northam Riverside, Woolston, Millbrook, and Adanac Park. These areas are also subject to grow and investment so require planning so that they are able to flourish. These areas as a whole will have a set of objectives, recognising the shared needs of these trip attractors in providing access, both for the large number employees and for users of the facilities, recognising the individual challenges for each destination such as the need for freight access at the Port and higher levels of people with mobility impairments needing access to the hospitals.

- **Neighbourhoods** – Southampton is a diverse city and is made up of a series of distinctive, local neighbourhoods that residents identify themselves with and care passionately about. All have their own character and attributes where people live, go to school and increasingly work. They can be centred around the Town and District Centres of Bitterne, Lords Hill, Portswood, Shirley and Woolston, or in more discrete areas centred around a school or community facility like a park. Areas will have different issues and aspirations around transport.
- **Travel to Work Area** – People commute both into and out of Southampton creating complex journey patterns to a wider area including Totton, Eastleigh, Chandlers Ford, Hedge End & Botley, and Hamble and further afield. The Travel to Work Area extends beyond the administrative boundary but journeys don't. There are good working relationships with neighbouring councils and sub-regional bodies and the links need to be maintained as Southampton and the area grows.




Programmes of projects or works will be based around these four areas and on the corridors that connect Southampton together to ensure that all changes will be done in a coordinated and coherent manner. The intention is to take the holistic approach to planning and delivering a scheme, so no scheme is looked at in isolation everything will be looked at together. By assessing what the range of people's needs are to develop a package of measures. This will provide us with an understanding of what is going on – whether it is a transport solution or one that develops a place or serves people. The strategic goals and themes can then be applied across the different spatial areas, and now we will set out how we plan to achieve it.

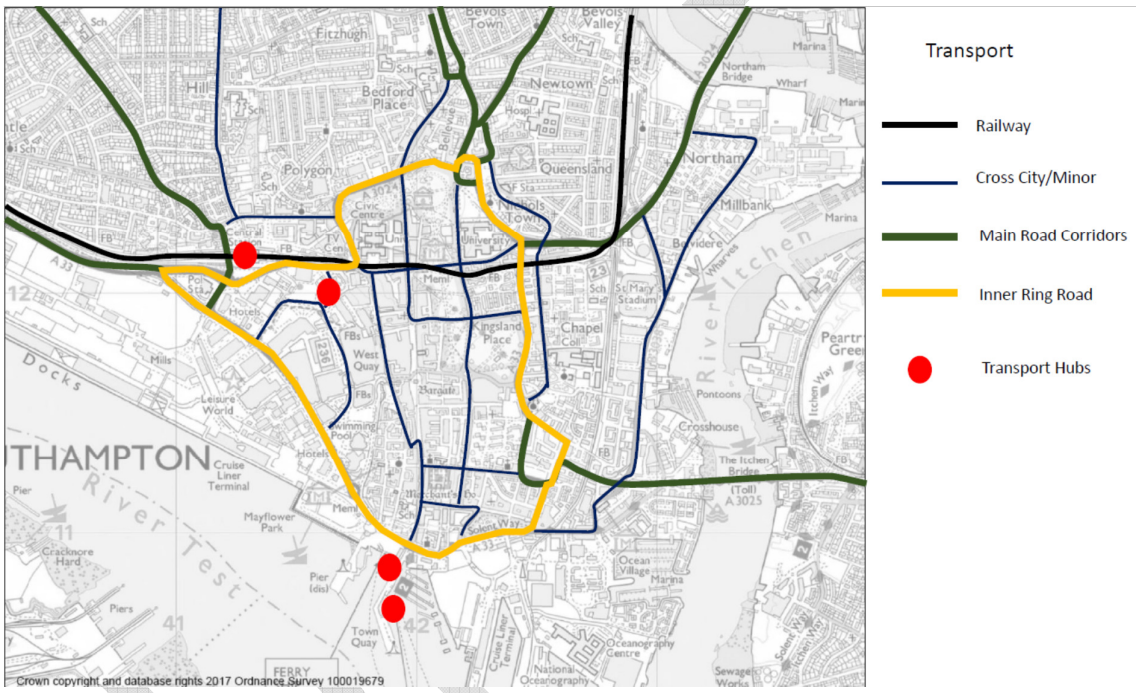
## Travel in the Spatial Areas in 2040

Using the holistic people focused approach for applying the strategic goals and themes, each of the spatial areas will change incrementally. A common thread across all the spatial areas is the need that connections would truly enable users of all backgrounds and needs, such as vulnerable road users to access them. This would require good innovative design,

use of technology, and sufficient stakeholder and public engagement on any emerging plans.

## City Centre

Here we plan to adapt the look and feel of the **City Centre** so as it grows it can do so cleanly and sustainably. Allowing it to continue its role as the main economic hub for the Solent and create a successful place where people want to live and work – a liveable city. The focus of the City Centre will be on people and how they move around as well as spent their time. This will be done by changing how people travel there and how it is for everybody once they are there. Doing this to create a liveable city through better public transport, walking and cycling connections and creating an attractive high quality public realm will support the economy of the City Centre which in turn will make the City Centre a more attractive place to live improving quality of life.




The City Centre showing the Inner Ring Road, transport hubs – Southampton Central, Coach Station and Ferry Terminals, main road corridors and cross city routes

These changes are aimed at reduce the need for unnecessary travel by car within the City Centre that create a poor noisy environment and air quality, providing better access for cleaner modes and supporting alternative fuels. This principle will be facilitated in a number of ways:

- Taking a place approach by increasing the amount of space for people to get around by walking and cycling, providing access for mass transit to serve the main destinations and providing access to those areas that require it such as the Port, CBD, Retail core, and where people will live and work.
- As the City Centre changes there will be the need to provide new or different access arrangements that support the development of the Central Business District – transforming it from a vehicle-dominated environment to a high density sustainable exemplar development, easily accessible by a range of different modes of transport closely connected to interchanges at Southampton Central and Trafalgar Dock

- The layout of the City Centre will change so it becomes more difficult and unattractive to pass through by car so that the only reason to access it is to go there as a destination; meaning access to certain areas will change meaning through routes will close for unnecessary traffic, remaining only for people walking, cycling or on mass transit.
- There will be a need for improvements that facilitate movement particularly to the way that the Inner Ring Road operates and deals with traffic, part of this will be to support the function of moving traffic to access and circulate around the City Centre. Also reducing it as a barrier for people wanting to walking and cycling so they to easily get into the City Centre and connect the City Centre with the city. This is

important both for journeys that start and finish in the City Centre but also for many of people's journeys around the City Centre.

By 2040 the **City Centre** will:

- Provide space and routes for people walking, cycling or using mass rapid transit in the City Centre by removing through traffic, looking at zones in the City Centre and changing some routes, closures such as New Road or Portland Terrace, removal of traffic lights, and restrictions for certain types of traffic, remove through traffic and change street layouts so they provide greater space for people walking and cycling;
- Be zero emission where all vehicles coming into it are clean;
- Comprise a series of World-Class streets and spaces that have improved the look and feel of the City Centre with a high quality public realm so it is a welcoming, clean, attractive and safe place to be at all times;
- Have a safe and attractive walking environment for people coming into the City Centre, particularly where they cross or go around the Ring Road from the city, central Station, Port or ferry, but reduce the amount of interactions;
- Function as the hub of the Southampton Cycle Network by reducing the barrier of the Inner Ring Road with a circuit of cycle infrastructure around and across it, with east-west and north-south routes alongside an improved environment for cycling within the Ring Road, and provide secure cycle parking, wayfinding, and information;
- Act as the hub for a Southampton mass transit system with the network coming in from across the city and Travel to Work Area, including Park & Ride, with interchanges on a loop that provides access to the retail, leisure, living and job areas;
- Be well-linked to an expanded capacity Southampton Central station that is a gateway to Southampton with a multi-modal interchange as a hub for coaches, mass transit, taxis, and cycling, with routes linking it to the City Centre;
- Have good connections to a high quality ferry interchange at Trafalgar Docks for services to Isle of Wight and Southampton Water with mass transit, cycle and taxi;
- Have seen VIP sites and other development delivered that it is integrated, mitigated and cohesive with no increase in number of vehicle trips but more people and no or low provision for parking away from the Parking Ring or outskirts of the City Centre;
- See the Inner Ring Road performing a main role of aiding the circulation of traffic, reducing interactions with pedestrians and cycles, and will also absorb through and freight traffic that currently crosses the City Centre and provide new routes to help circulation, access and serve the Central Business District including realignment of West Quay Road to provide a public transport focused public space along current West Quay Road and new access routes to the existing sites at West Quay, Ikea and Port;
- Make use of a network of freight and servicing distribution centres and smaller electric vehicles or cycles for local delivery;
- Have a network of intelligent sensors that functions as a system to keep people moving and aids delivery of smart logistics and directs people to available parking;
- Has a network of alternative fuel points to serve the City Centre; and
- Offer a ring of car parks for people who want to drive to the City Centre for short term parking in locations on the edge around the inner ring road with, intelligent capacity signing from which people can continue to their destinations by foot or mass transit with high quality safe routes. Those who live in the City Centre are able to find and access spaces.

## Economic Drivers

The Economic Drivers are central to making a success of Southampton's economic potential and improving its productivity. Having good access and connections for businesses, workers and visitors is vital to ensure that growth and productivity can be captured and continued sustainably. We envisage that for these areas access will need to be maintained with high quality road and rail connections and facilities for alternative modes to create conditions where people can get to the sites easily and safely reducing their impact so that the transport system can serve those who need it.

This could translate into improved active travel routes to and improved active travel corridors to the Economic Drivers, better public transport links with connections to mass transit and Park & Ride sites, and targeted enhancements to main routes so that goods and services can move freely.

By 2040 the **Economic Drivers** in Southampton will have:

- Excellent connections with improvements in access, particularly to the Port of Southampton, from the Strategic Transport Networks - rail and road - for goods and increasingly cruise passengers to reduce the impact on air quality and congestion;
- Travel Plans and associated behaviour change programmes to encourage active and healthy travel and reducing emissions from transport;
- High quality and safe walking routes to and within them with more space for people walking around the areas;
- Cycle connections between them and the Southampton Cycle Network and provide suitable safe and secure cycle parking and wayfinding;
- High quality and frequent public transport system with good connections that include integration with rail stations and mass transit system and better access to local bus stops and interchanges;
- Accessed by the Park & Ride system that initially serves both the General Hospital and University of Southampton campuses but expanded to other areas of the city including the City Centre with local interchanges or Park & Travel;
- Improved public realm and street scape in and around them;
- Uses ITS to manage the transport network to ensure it supports use by those who require it;
- Reducing the emissions from traffic by supporting alternative fuels and intelligent management of the transport network;
- Providing targeted improvements in the highway network to reduce congestion on routes service them such as junction enhancements or changes in road networks;
- Reduce the demand for private car travel through reduced and managed parking and programmes ;
- Mode shift and emissions reductions for freight – reduction in HGVs;
- Role of Demand Responsive Transport and providing suitable access for those with mobility restrictions to the Hospital sites in particular; and
- Supported by a MaaS package – SolentGo+

## Neighbourhoods

As neighbourhoods are where people live, we want to work with communities to develop and change them so they become places for everyone. The neighbourhoods also include the

District and Town Centres, these will be supported along similar lines to the City Centre with improved access by mass transit, safe and connected walking and cycling routes connecting them to the SCN, intelligent systems to manage traffic, access to the key transport corridors and Park & Travel hubs. Park & Travel hubs are a local version of a Park & Ride where people can park and travel onwards by other means whether that is mass transit, car share or bike using an intelligent ticket.

If a community decide that they want to change their neighbourhood and re-imagine their streets as a place where people want to get around by walking, or cycling and to interact, we want to empower and support them to do develop and create these liveable places. The primary method will be through Active Travel Zones where we would seek to improve sustainable and healthy access into and around neighbourhoods to local services, District Centres, community facilities and schools.

This will mean improvement of walking and cycling routes to, and facilities at, local centres, developing hubs of alternative forms of mobility so there is no need to own a car, complemented by the removal of through traffic from local streets and a range of activities that include Pop-Up Play Streets or School Streets. This will also include improved active travel connections to local bus stops, rail stations and mass transit stops.

By 2040 the **neighbourhoods** of Southampton will see:

- Development of Active Travel Zones, following a pilot in Woolston, then rolled out across the city, these will be new ways of developing and getting around neighbourhoods that can reduce dependence on cars through provision of alternatives with new infrastructure, using road space more flexibly, adding planting and benches, developing mini hubs that provide access to car or bike sharing, e-mobility, and alternative fuels.
- Cycle and walking connections to local hubs including shops or mass transit corridors
- Wayfinding;
- A MaaS Package;
- Improving the District Centres with public realm, cycle and walking access, serviced u mass transit,
- Intelligent transport systems that manage traffic and logistics
- Freeing up road space from parking for activities to take place;
- Safe routes for children and parents to get to school, community hubs and leisure activities.
- Pop-Up Play streets and School Streets around schools that make it safe for children to walk, cycle or scoot to school everyday; and
- Local Park & Travel – spaces where people can park and with an integrated ticket or system can travel on by mass transit, car share, walk or bike. Sites can be hubs with retail offer, click & collect – starting in Bitterne.

## Travel to Work Area

Just as many people live in areas outside of Southampton and work in the city as those who live in Southampton and work in areas outside. This means that Southampton has a wide and complex travel to work area stretching from Totton, Eastleigh, Nursling & Rownhams, Hedge End and Hamble to Portsmouth, Fareham, Winchester, Romsey, Isle of Wight and London. Most cross-boundary journeys are made by people driving, often as sole occupants. Some journeys outside of Southampton may just be to locations that are just over the administrative boundary so people do not necessarily stop at the boundary.

Southampton is also a regional hub for retail and leisure through the City Centre and for health care with Southampton General Hospital, drawing in customers and patients from a large swathe of central southern England.

For certain journeys, travel by sustainable and active modes such as walking, cycling or public transport could be easily undertaken, for other journeys, barriers exist that need to be addressed and car travel may still be required.

For the Travel to Work area, development of suitable transport infrastructure that is adaptable and can respond to changes in working and skills patterns of residents is going to be vital for economic and productivity growth. To support we will continue to work with our Solent Transport partners and Solent LEP, and transport and infrastructure providers

By 2040 the **Travel to Work Area** will be served by:

- a Mass Transit System that is a high-quality, integrated public transport system for moving people about on cross-boundary corridors which serves and connects together sub-regional destinations, including improved rail connections to surrounding settlements, inter-settlement bus connections, including bus priority serving key employment and development destinations, and good interchange between rail stations, Mass Rapid Transit facilitating quicker and seamless journeys;
- Connections to the Strategic and Major Road Networks via M271, M27, M3, A33, A335, A3024 and A3025 are optimised, strengthened and resilient;
- Rail connections to Portsmouth, London, Bournemouth, the Midlands and beyond are strengthened and provide a real alternative to the private car for longer trips;
- A Southampton Cycle Network that extends out of the city to link to destinations in Hampshire including Totton, New Forest, Chandlers Ford, Eastleigh, Hedge End, Hamble and Netley;
- Walking routes to connect together local destinations across the boundaries and provision across barriers like M27, M271, railway and rivers;
- Strategic Park & Ride sites to intercept traffic for long term parking on the edge of Southampton and transfer it to mass transit or active travel for onwards travel;
- Utilising and deploying new and emerging technologies and services for mobility effectively including means of integrating together autonomous vehicles with methods of buying multi-modal travel services
- Travel Plans and associated behaviour change programmes to encourage active and healthy travel and reducing emissions from road transport – widening the remit so it operates across the boundary.
- An integrated seamless mobility service using smartcards, mobile devices, and contactless payment that can be used across all modes – SolentGo+;
- Improvements on the SRN and rail networks that provide comprehensive, reliant and reliable connections to the Travel to Work Area and beyond to key economic centres nationally;
- Sustainable patterns and forms of new development in areas around Southampton, that are designed to be well-served by public transport and cycle networks increase the number of people coming into the city but not the number of car trips.

## The Travel Themes

Our 2040 vision is to make Southampton a people focused city changing how people travel around the city to create a successful, healthy and sustainable city. This section will set out how we will achieve this through themes and show how this will be translated to each spatial area.

For each theme we define what each one means for Southampton transport network and set out in more details the policies and schemes we are proposing for each of the themes. This includes more detail explaining how these policies and schemes can change improve travel and transport in Southampton.

## Strategic Goal 1 - Successful Southampton

### A Connected City

That connects people and places within and beyond Southampton to support sustainable economic growth

Connectivity refers to the ease to which transport can link people and places together and planning, investing in transport infrastructure and then capitalising on that is an important method for developing and maintaining sustainable economic growth and productivity by reducing journey times and making them more reliable.

The economy of Southampton heavily depends on its' good strategic road and rail connections with other cities and towns in the Solent area and beyond including with London and the Midlands. As well as these good connections to other parts of the UK, Southampton enjoys strong maritime connections with other ports across the globe and to the Isle of Wight.

It will be necessary to build on these existing good connections in order to improve economic performance and productivity, and to support the growth of the city and its economic drivers. As the city develops and new jobs are created in Southampton and the surrounding area the transport network, particularly public transport, will need to be adaptive to ensure that residents can access these opportunities easily through offering frequent and reliable services.

Across various strategies in the region for DfT, Transport for the South East (TfSE), Solent LEP, PUSH and Solent Transport improving connectivity, particularly strategic connectivity to the principal transport networks for both the local and strategic transport networks is identified as being vital for industry supply chains and for the Solent area's labour market.

These various different plans and strategies have identified the following connectivity priorities for the Southampton area:

- Improved access to the Port of Southampton by ensuring that the routes connecting the major industrial hubs to the Port are reliable to ensure it can optimise its position, efficiently and effectively so it can take advantages of changes in trade;
- Strengthen the connectivity between Southampton and Portsmouth by enhancing the movement corridors between the two cities to encourage closer interaction, improve journeys times and frequency – particularly for rail and public transport, and adopting future technologies;
- Strengthen connections to the Isle of Wight; and

- Strengthen connections within the Travel to Work area in order to attract businesses and encourage sustainable patterns of living and working reducing the need to travel.

The approach for Connected Southampton 2040 is to continue to plan and invest in transport infrastructure to support the continued success of Southampton. We will work closely with national, regional and sub-regional bodies to develop and implement these strategic and local schemes on road, rail and water.

| City Centre | Economic Drivers | Neighbourhoods | Travel to Work Area |
|---|---|---|---|
| Multi modal interchange at Southampton Central station with onwards connectivity to the City Centre west that includes bus, coaches & taxis and Central Station Box – Central Station Bridge, Commercial Road, Western Esplanade, and West Park Road | Improving access to the Port of Southampton with major maintenance scheme at A33-A35 Millbrook Roundabout, capacity and safety scheme at M271-A33 Redbridge Roundabout, rail freight sidings at Redbridge and further afield. | Suburban or District Interchanges – Bitterne interchange between bus services and Local Park & Travel | Targeted highway improvements such as improving junctions or pinch points on the network where capacity have been identified as a constraint to flows, pedestrian & cycle accessibility, public transport and access employment or unlock development areas |
| New ferry terminal and interchange at Trafalgar Dock | Providing additional capacity and priority on public transport corridors into the City Centre for transformational public transport schemes such as Park & Ride and Mass Rapid Transit. | | Additional reliable capacity on M3 and M27 through Smart Motorways programme, capacity improvements at junctions with M27 at Junction 5, 7 & 8 and Windhover Roundabout onto Botley Road junction<br>Access to and across the M27 and M271 |
| Supporting growth in the City Centre by enhancing the Inner Ring Road so can connect commuter corridors and provide access to the Central Business District including a strategy for West Quay Road that recognises the importance of this route to the development of this area including potential realignment, targeted junctions enhancements such as Six Dials, | Connectivity to the City Centre and the economic drivers with junction enhancements on A335 Stoneham Way at Swaythling, journey time reliability on A3024 Bursledon Road-Bitterne Road West-Northam Road for all modes, | | Better public transport system based on a Mass Transit network that links rail, bus, taxi and ferry |

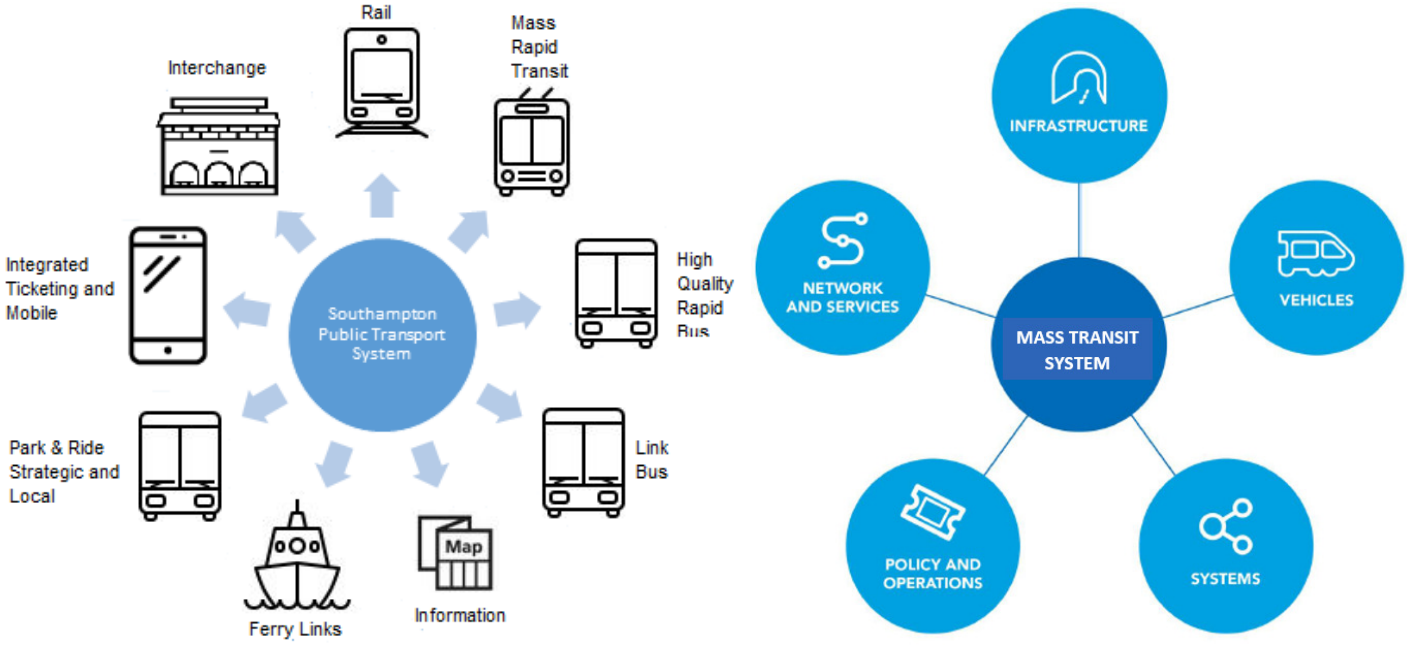
| | | | |
|---|---|---|---|
| Threefield Lane, Charlotte Place, and Northern Ring Road around the Parks. | | | |
| East-West Spine (New Road-Civic Centre Road) – a strategy for changing this through route so that it becomes public transport only particularly through the Parks reconnecting them, making Civic Centre Place are more people friendly place that allows for walking and cycling. | Replacement and widening of A3024 Northam Rail Bridge | | Access to Southampton Airport by MTS |
| Hub for the mass transit system | Future access points to the Port cargo and cruise terminals as it grows for both rail and road through Port Access Plan | | Improved connectivity to Portsmouth by rail and road |
| | Access routes to Southampton General Hospital – Dale Road, Coxford Road, Lordswood Road, Winchester Road/Hill Lane | | Schemes on any defined part of the Major Road Network (MRN) in Southampton |
| | Access to Adanac Park/Brownhill Way | | |
| | Wider connections to the Midlands, London & the North | | |
| | The main corridors have a focus on movement | | |

### Delivering a Mass Transit System

The aspiration of the Solent LEP Strategic Transport Investment Plan (2016) and the emerging Southampton Public Transport Strategy (2018) is to create an integrated low emission multi modal Mass Transit System that is innovative and enables public transport in to contribute towards tackling transport and growth challenges in this unique city. This will build on the recent success and investment being made by public transport operators in Southampton to ensure that the number of people travelling by bus, rail and ferry continues to grow.

A Mass Transit System (MTS) will need to be integrated and simple to use that links the city together and across the boundaries to our neighbours. Consisting of a mix of heavy rail for commuting and long-distance travel, ferries, a mass rapid transit system that links beyond

Southampton's boundaries, strategic and local Park & Ride, core Rapid Bus corridors and Link Bus. While made up of separate elements it should be viewed as a single entity that is integrated and interoperable. The system needs to be underpinned by a truly multi-modal multi-operator intelligent ticking solutions that builds on the current Solent Go offer.




The majority of the Mass Transit System is likely to be road based with a Mass Rapid Transit, Rapid Bus and Link Buses forming the backbone, alongside heavy rail and ferries to serve Southampton with good frequency of service, timings that help people get to work or education, operation sustainably and reduce the impact on the environment. Being predominantly road based there will be a need to develop public transport corridors where road space and priority is given towards public transport.

Physical infrastructure is not the only way that we will look to deliver this system, the plan will present the opportunity for a comprehensive and integrated system where getting between modes is seamless, intelligent, fairly priced and vehicles are of a high standard, green and service. The whole system would be marketed under one brand.

- Rail – for travelling longer distances and improving east-west connectivity to Portsmouth and to link with areas of economic activity such as London
- Mass Rapid Transit – connecting Southampton to its hinterland to support areas of housing and economic growth in Eastleigh, Chandlers Ford, Hedge End, Fareham, Totton and the Waterside, may be road based with significant levels of priority or segregation to keep journey times reliable, support a high 'turn up and go' frequency, and minimise environemtnal impact.
- Rapid Bus –high frequency quality bus corridors following the main arterial routes from the suburbs and hinterland into the City Centre. The public transport corridors would look holistically at providing or upgrading bus priority, enhance waiting facilities along Millbrook, Shirley, Portswood, Eastern (Northam-Bitterne) and Portsmouth Road with suburban/district interchanges that link to Active Travel Zones. To ensure journey time reliability, improve the image of the bus and reduce environmental

impact by reducing stop-start conditions with physical and virtual priority and moving to towards low then zero emission vehicles.

- Link Bus – accessible feeder bus services that fill in the gaps across the city and feed into the main Rapid Bus corridors
- Ferry Links – basis for a network of short journey ferry services along Southampton Water and to the Isle of Wight
- Park & Ride – Strategic sites that intercept journeys on the outskirts of the city and transport people on high quality priority routes – either on Rail, Mass Rapid Transit or Rapid Bus. Conditions in the City Centre need to be right with restrictions on easy access by private car and car parking that is more expensive than the bus. While the opportunity for this may be in the long term, there are opportunities to develop Strategic Park & Ride to serve other areas with constrained parking and access including Southampton General Hospital and University of Southampton in short term. Local Park & Travel makes use of the Rapid Bus corridors at District Centres using parking facilities and integrated tickets.
- City Centre is initially low emission for all public transport vehicles moving towards zero emission.
- Solent Go Plus – whole system underpinned by a more flexible multi-modal multi-operator ticket offer that makes use of existing and future digitisation of payment technologies – that is not just constrained to public transport services but includes future initiatives, EV charging, Council and intermobility services.
- Interchanges – that are easy, simple and reliable so that travel across the city is common and can be done from any starting point, a new interchange at Southampton Central Station including with regional coaches, taxis, cycles on the south side. Closer and innovative integrations between ferries and the rest of Southampton's public transport network
- Easy to Use Navigation – an information and display system that goes across all elements of the public transport journey on all platforms – approaching the stop, at the stop, on board and at the destination. As technologies and services changes look at way to evolve mobile and dynamic information – geo-locating, WiFi as standard (5G), promotion and image and interface.

The detail of this will be explored further in the Southampton Public Transport Strategy.

### Connections

To get goods and services into and out of the City Centre and the main economic drivers we need to prepare the network for growth. This means ensuring that those connections – whether they be roads, rail or sustainable travel – are ready for changes as a result of a growing Southampton and see investment. Once these connections are implemented they need to continue to capitalise on the benefits of this growth so it is not eroded.

As the City Centre grows and changes it will be important to maintain and improve the existing connections and to create new ones to support it. The Inner Ring Road has a vital role to play in moving people and goods to the right part of the City Centre without the need to travel through. Some sections are heavily used and experience delays and other sections are not used to their potential. While trying to get the network to play its role it is acknowledged that having this highly trafficked route is a considerable and unfriendly barrier for people wanting to get into the City Centre. Reviewing how the Inner Ring Road works and interacts is important to preparing the city for a people centred future. The Inner Ring Road will be studied to see how prepared it is for the future and the options for change.

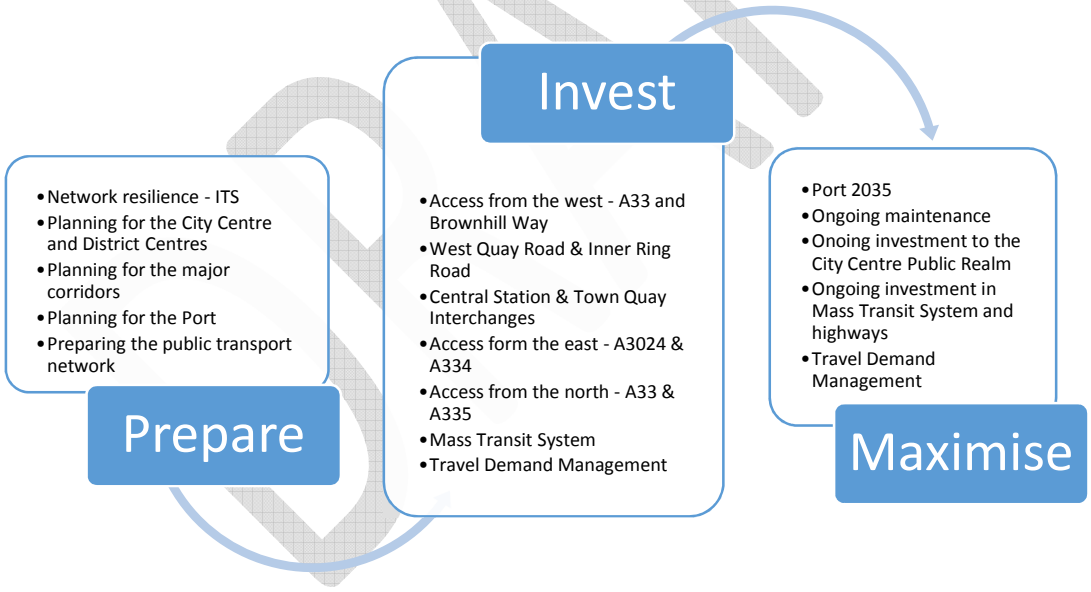
- West Quay Road

- Western Esplanade and Southampton Central Station
- Cumberland Place-Brunswick Place-Havelock Road
- Kingsway-Threefield Lane
- Town Quay-Platform Road

As they grow the connections to the economic drivers will require planning and investment to ensure that the aspirations are not stalled. In the near term improvements are being made to the A33, A335 and A3024 but continued planning and investment will be required to these corridors and others to ensure that they can move people and goods. Tools are available now to help to manage the network within its current constraints and upgrading the network so it is resilient but longer term plans will be required. This will be focused on moving people and goods seamlessly so that businesses and residents can flourish. Constraints will be needed on some types of travel by car so that the links can be productive, alternatives will require ongoing investment.

Important areas for planning and investment are:

- Access to the Port of Southampton as it grows and changes, both by rail and road
- Access to the Hospitals, Universities, Northam & Itchen Riverside, Woolston and Adanac Park-Brownhill Way but also to the wider Travel to Work Area
- Access to the District Centres
- Travel Demand Management
- Interchanges at Southampton Central Station and Town Quay




Connections across the Solent are important to bring the two cities closer together and provide access to the labour markets that exist. These include improving the M27, A27, railway, public transport and other sustainable travel modes. We will continue to work with partners at Solent, South East and National level to plan and invest in schemes that help to reduce journey times, make reliable journeys, and encourage more people to travel sustainably.

### Servicing & Logistics

Getting goods and services around the city, and onwards to the country, for businesses and customers is an important part of Southampton's economy. The Port is the heart of this with

11% of all traffic at A33/A35 Millbrook Roundabout for Dock Gate 20 being HGVs, and the Port is responsible for 16% of Southampton's economy.

Placing a greater emphasis in the City Centre and neighbourhoods as places for people means a balance is required to help businesses along with the overarching environmental improvement. To achieve this flexible delivery mechanisms can be tried, this means 're-timing' or consolidation of deliveries and services to local businesses. This will keep the City Centre and District Centres for people during the day and servicing outside of this time.

The growth in Internet shopping and home delivery services has also increased the number of LGVs on the network. These generally operate outside of the peak hour but have an impact on congestion and air quality. Click and collect services can also put additional trips on the network or pressure on short term parking if not associated with other trips. In recent years rise of internet takeaway delivery traffic using cars, scooters/mopeds and cycles.

This reduces the need for the individual to travel to a store but has resulted in more light goods vehicles on the road making multiple drop offs and collections from central stores or depots. We would look to work with partners to develop technology to plan journeys and support move towards low and zero emission methods of travel to reduce impact on both traffic and air quality but providing speedy, convenient and efficient service.

Consolidation of goods has been developed through the Sustainable Distribution Centre, set up by SCC in 2012, as part of a solution to last mile logistics by using a location outside of the city and using smaller more efficient vehicles to take packages onwards to the final destination. Users include SCC, NHS and University of Southampton and could be expanded to include other users such as the Port or City Centre businesses. To reduce impacts further smaller local SDCs that use electric vans or bikes to take goods to front doors or businesses could be set up.

Delivery Service Plans is a way of businesses proactively managing deliveries to reduce the number of delivery and servicing trips, particularly in the morning peak. These can save time, improve reliability within the supply chain, improve safety and reduce impact on the environment with less harmful emissions. Can sit alongside and work in conjunction with an organisations Travel Plan to ensure that all transport activities are efficient, cost-effective and embed sustainable freight practices.

A pilot system for 'Freight Traffic Control' where dynamic routing is used to guide HGV drivers onto optimal routes for deliveries and access in and around the city.

To support the transition to alternative fuelled vehicles for small and medium size businesses we will develop strategies and through initiatives like the Clean Air Network help them to do so.

### An Innovative City

That deploys and applies new smart technologies and fresh thinking helping Southampton to lead the way.

Southampton has a good track record in being innovative when it comes to transport and developing a system that support growth and keeps people and goods moving. Into the future as the city grows we will need to take advantage of new and different technologies and applications, this is vital to meet the demands from future residents, businesses and visitors so we can support the vibrancy of the city and improve its overall efficiency.

Projects such as ROMANSE traffic management, network of Enhanced Variable Message Signs, smart sensor units and the SolentGo multi-modal smartcard offer have been implemented in recent times. As the city continues to grow innovation is still required to meet the demands of future mobility, support future network operations and their impacts.

Being innovative is important so testing and adopting new technologies and platforms to manage traffic proactively and encourage travel by other modes is part of the solution to support Southampton. The main thrust will be the development of Smart City infrastructure that builds on what is already there and using data sharing, and Big Data whether this is from social media, mobile phones or other connected devices to perform a real-time assessment of the network in a dynamic way that was not previously envisaged. This will drive the move towards more intelligent mobility where people can develop their own package of travel ticketing, or use of data to adjust payment schedules.

We are at a potential cusp of new and disruptive technologies for transport with development of clean zero emission vehicles, autonomous or self-driving vehicles and rise of shared mobility operations such as Uber and cycle hires. These need to be considered for as they are introduced into our streets for how they operate, the layout and design of a place, but also their impact on some of the other concepts included in the Strategy.

As technologies and vehicle ownership patterns change the need and current layout of parking in the city can be reviewed. Currently there are 22,000 car parking spaces in the City Centre, and on a weekday maximum occupancy levels are on average 68%, meaning there can be just over 7,000 spare spaces. Efficient and effective parking has an important role to play in supporting the City Centre but the oversupply and is an attractor for people to make inefficient car based trips. The provision of the stock in the City Centre needs to be rationalised and managed to support sustainable and clean travel but also to create a City Centre where people want to be.

| City Centre | Economic Drivers | Neighbourhoods | Travel to Work Area |
|---|---|---|---|
| A Smart City Centre which collects transport data from a variety of sensors and other data collection tools to collate a wealth of data that can be analysed to manage traffic on the streets such as the main corridors and Inner Ring Road and provide public transport with assistance, using analytics for smarter parking monitoring with real time bay availability, smart EV charging and provide information back to users. | Smart City Corridors that uses cooperative data collection from traffic and provides information back to them to pre-empt traffic movements and allow them to proactively plan their operations, provide priority for buses, have next generation VMS installed to provide information back to users, ability to evolve to accommodate Connected Vehicles | Reducing through traffic from residential streets, reducing maintenance costs | Connecting the Smart City Corridors into Totton, Chandlers Ford, Eastleigh and Hedge End to provide a consistent level of service |
| Smarter management of the parking through sensors, apps and technology, variable | Using the Smart City infrastructure to help with parking pressures on constrained sites to | Develop local e-commerce hubs and Local Park & Travel that become local | City to city connectivity linking with Highways England, Hampshire County Council and |

| | | | |
|---|---|---|---|
| parking charges depending on emissions or capacity – apps to managing access to the car parks (both on-street and off-street) with electronic signing that provide information on capacity. | provide information back to users | centres of economic activity to minimise the need to travel by car | Portsmouth City Council to share data on traffic levels and journey times to develop consistent messaging and network management |
| Intensify the development of the City Centre without having a net increase in the parking levels by working with site promoters to develop schemes that do not increase travel demand, have no or constrained parking provision particularly where there is excess capacity already present in the area and complement existing land uses. | Developing new methods of managing parking with incentives and options such as workplace parking levies, capped parking levels or legal agreements | | Coordination of Urban Traffic Control systems with neighbours to maximise benefits |
| Rationalisation of the existing car parking options to reduce the excess number of car parking spaces so that parking is more appropriate, discourages unnecessary trips and supports the development of some sites for alternative uses. | Partnership to use open data about traffic to help these sites plan operations | | |
| Providing real time travel and traffic information back to businesses and public through on-street, online and on-mobile on traffic conditions, road safety and campaigns | Using existing ITS systems to optimise the network around the sites to provide reliable access and minimise air quality impacts | | |
| Scope for Workplace Parking Levy in City Centre as a mechanism for managing private parking and supporting transport investment | | | |

| | | | |
|---|---|---|---|
| Remove traffic signals within the Inner Ring Road as part of the wider liveable city approach reducing unnecessary through traffic including standalone signalised crossing points | | | |
| Technology used to promote low or zero emission vehicles coming into the City Centre by restricting access to the City Centre at certain times of the day to promote walking, cycling and public transport but also to enhance the air quality. Achieved by controlling car traffic except for residents, public transport and EV/ULEVs. If vehicles not meeting these standards want to access they must pay and the number of times they want to access is limited across the year or pay for annual access. | | | |

The transport system can also help to make it more financially sustainable, this focuses on ways to reduce necessary transport expenditure (such as maintenance) as well as ways to use the transport network to generate income that can be used to fund other transport. In the City Centre this could include congestion or amending the Clean Air Zone, and in both the City Centre and economic drivers it could involve a Workplace Parking Levy. On a wider level it could involve taking ownership of parking, especially those on the edge of the City Centre and at Park & Ride sites. Park & Ride sites could also provide opportunities to lease to businesses such as convenience shops, laundry facilities and parcel lockers which could generate revenue. Reallocating road space away from HGVs and cars and allowing more for walking and cycling will allow for reduced maintenance on some sections of road and consolidate roads that need more regular maintenance.

### Smart City Infrastructure

Accurate and dynamic transport data forms a key component of being a Smart City for traffic management and Intelligent Traffic Systems (ITS). Creating and expanding the Smart City infrastructure enables the city to generate a wealth of real-time traffic data from a wide range of sources to develop proactive plans to deal with events, provide information back to users on conditions or safety, and promote non-car modes. The data can be anonymised and come from mobile crowdsourcing ways such as GPS trackers, smart sensors, social media posts, mobile phones, and CCTV.

| | | |
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| **Improving Performance**<br>Knowledge about live conditions can assist to make decision about operations | **Access to Better Data**<br>Understanding people travel behaviours, demands and make forecasts | **Reducing need to travel and transport goods**<br>Supporting the advances in digital communications |
| **Reducing impact on environment**<br>Less stationary or stop-start traffic | **Improving the customer experience**<br>Easy to use integrated payment and real time travel information | **Internet of Things**<br>A network of sensors and connected devices that provide data |

Connected Corridors –an approach that shares data between connected traffic on the road, a network of sensors, central information hub and provides information back to users along a corridor to provide safety, capacity, flow, air quality benefits and the ability to inform people and enable them to make choices about how they travel. Based on a network of sensors such as Big City Data/Internet of Things, wireless networks or mobile/GPS data to collate data form a variety of sources to understand patterns and proactively manage congestion, incidents or promote other modes. Along these corridor Wi-Fi could be installed to provide connections to the Internet. From this wealth of data and patterns messages would be sent back to the public through static Enhanced Variable Message Signs (EVMS) or to mobile devices or vehicles themselves. The messages would be based on flexible and adaptive strategies to keep traffic moving or provide vital information. Along with the messages strategies and plans for signals, signs, and bus priority are developed so that they can adapt or respond to an incident in real time. This could also use real time air quality data to adjust the signal timings to reduce stop-start conditions.

Autonomous/Self Driving Vehicles - A new growth area that is being promoted by Government, while unknown currently during the lifetime of this Strategy there will be greater automation of vehicles from driver aid for parking and advanced warning of obstacles that are common today to fully autonomous vehicles. We will need to be flexible and accommodating to these changes in technology looking to promote those that are the more efficient and have the least impact on air quality and on the city's layout and design. The legal framework is being developed by central Government and we will assess how this applies in Southampton.

Intelligent mobility – There are elements of transport planning that are moving from purely transporting people to mobility where people can play an active role in shaping their own travel arrangements as a personalised service. This would be along the lines of a phone contract where different services could be in one place to making time on transport informed, no longer wasted, increasing environmental awareness with consequences and opportunities highlighted. As transport users become more autonomous by using multi mobile platforms at their disposal – real time access to information to navigate through the city and services through geolocation. The network will need to be adapted so that transport can provide people with seamless and independent travel.

Network Optimisation - Of the existing ITS networks by focusing on the hotspots around main signal areas (co-ordination of junctions through control systems that allow them to communicate with each other to optimise how the junctions work) and updates to the Urban Traffic Management System to keep it effective.

City to City Smart Connectivity - Combining and coordinating smart data collection, strategies and ITS to understand real-time conditions on the wider transport network in Hampshire, Portsmouth, Isle of Wight and on Highways England and Network Rail's network to inform travellers about conditions to help them plan journeys and widen their travel choices.

### Parking

Parking has a considerable influence on travel choices and if it isn't managed sustainably can acts as a barrier to widen travel choice. If there is insufficient provision parking may overspill to neighbouring area, or prices are too low travel by other modes is less attractive. Parking can cover provision as part of a new development and provision of publically accessible parking facilities at a location such as the City Centre.

Standards for the provision of parking in new developments is dealt with through a separate Supplementary Planning Document (SPD), the current standards are being reviewed to align them more closely with the ambition of Connected Southampton 2040 around a liveable and sustainable city.

Car Parking Rationalisation - to support plans for a more liveable City Centre, there is a case for rationalising the large number and quantum of car parking available. Some of these require access via streets in the retail core of the City Centre, adding to congestion and pollution on some streets. Surface level car parking can break up the grid pattern of streets and detract from the quality of the cityscape. To help achieve the vision for a liveable City Centre it will be necessary to reduce the quantum of parking within parts the city core. Publically owned car parks are an asset, and where there are good parking alternatives available nearby there could be a good case to redevelop some smaller car parks for mixed use developments. On-street car parking forms part of the rationalisation and will be reviewed on a case-by-case basis.

Smarter Parking Management – would mean offering more flexibility by using smart technologies to allow for different uses for road space at different times of day. This could be as a loading bay in the early morning, then as additional traffic lanes at peak times, and on-street parking bays at other times. The level of demand for existing publically accessible car parking can be managed through changing the level of parking charges. This could involve building on the current approach of having different parking charges that apply for different times of day. Currently, there are lower parking charges in the evening to help support the evening and night time economy. The cost of City Centre parking will need to be priced competitively to support the use of Park & Ride services to attract shoppers and commuters to use it.

Workplace Parking Levy (WPL) - A WPL is a charge imposed by the local transport authority on employers (not employees, although the employer can pass the charge on) for each liable commuter parking space within their site. By law, net proceeds from a WPL are only available for the purpose of directly or indirectly facilitating achievement of local transport policies, as set out in the Local Transport Plan. To date, Nottingham is the only UK city to have implemented a WPL – and the levy generates approximately £9million a year which is re-invested in local transport improvements. The local authorities for Cambridge and Oxford are currently actively assessing whether there are merits in introducing one in their cities. If implemented in Southampton, a WPL would discourage car commuting into Southampton and would also provide additional revenue for transport improvements, including Park & Ride, to manage growth pressures in the city and beyond. A WPL could help address congestion by:

- Incentivising employers to reduce their car parking supply and/or incentivising employees not to drive to their place of work which would help to manage congestion especially at peak times.
- Providing a substantial, predictable, locally controlled source of transport funding (which also levers in further private sector and government funding) which could be utilised to develop and deliver the major transport infrastructure and public transport improvements required to support a less car-dependent city.

If a Southampton WPL were to be delivered, then the income from it would be used to help fund the delivery of the Mass Transit System, Park and Ride provision and new cycle infrastructure, which will form a package of measures that will reduce congestion and support economic growth. Given that the planned Clean Air Zone is to be implemented in 2019, it will be necessary to monitor and assess the impact of this on the number of vehicles travelling in to the City Centre before considering whether a WPL should be introduced. The case for and merits of a WPL will be kept under review during the life of this Strategy.

Variable Charging (Emissions Based) - Charges for on-street parking based on the level of emissions from a vehicle base don ANPR and number plate data. Ultra-low or zero emission vehicles would be eligible for reduced rate or free parking, whereas those that emit the most would be charged more. This could be replicated in SCC car parks across the city, concessions for the Itchen Bridge and for Residential Zone permits. Long-term effects would need to be considered and kept under review as the general motor fleet moves towards a greater proportion of ULEVs.

Motorcycle, Coach & HGV Parking - The Council has recently increased the level of secure motorcycle parking in the City Centre. This will need to be monitored and increased if demand and circumstances dictate. Coaches are used by visitors and schools in the city and as a service to bring cruise passengers to the terminals within the Docks. There is limited space safe available for coaches to set down, wait and pick up that does not hinder traffic movement. Events at the Mayflower Theatre, Arts Complex and St Mary's Stadium mean that at certain times coaches need to be accommodated while not in use. Identified coach parking locations in Chapel, Herbert Walker Avenue and close to the Mayflower need to be reviewed as the City Centre changes.

Dynamic Port Access - Continued growth of the Port for container cargo will result in increases in HGV movements to and from the Port. The Vehicle Booking System in operation where HGVs have an allocated time to enter the Docks. If a HGV is early there is increases in circumstances of inappropriate parking on residential or other roads, which can cause safety and environmental issues. Working with the Port to ensure that HGVs know not to park on residential or other roads (e.g. Third Avenue) and look at measure that restrict or manage HGV parking.

Legible Parking - create a consistent brand and look to all SCC car parks to provide an enhanced visitor experience to take into account the reasons why people come into the City Centre. This will be done with clear mapping, signing, maintenance, information and innovative ways to show availability of parking spaces (using VMS and direction signing/lights within the car parks) to promote or direct people to some of the lesser utilised car parks. Within the City Centre have routes that serve car parks signed and minimises 'lost mileage' looking for car parks with space. As more mobile and contactless cashless ways of paying become widespread paying for on and off-street parking will need to ensure that the technology is available.

Detail on these can be found in the Southampton Car Parking Plan which has been developed as a supporting plan to Connected Southampton 2040, and provides detail on how parking can support the City Centre's economic vitality, support more trips made by sustainable travel and to meet air quality objectives.

## A Resilient City

Supporting economic growth through smart well-managed and maintained and reliable high quality transport network asset.

Having a resilient road network means that it is able to perform with the daily demands places on it. An important part of this is to ensure that it is well-maintained and that equipment such as traffic signals or bus information operates efficiently, reliably and accurately. Poor quality roads or signals can create congestion through road works and delays, which cost businesses and individuals through reduced productivity, increased journey times and street, increased fuel consumption, delayed deliveries and damage to vehicles. The performance of the network should not be overwhelmed or degraded by extremes of weather, traffic incidents and planned events.

Our ambition to be a Resilient City means having a transport system that is high quality, resilient and well maintained will support the economic performance of the city, create a good impression, and deal with the negative impacts of transport on the environment.

The approach followed to date has been to minimise degradation of the state of the city's highways by applying funding to areas that require urgent investment through the annual inspection programme. Routine maintenance has been prioritised on a visual basis and decisions around the impact and long-term strategy have not been sufficient to meet expectations. This has some cases has led to an infrastructure deficit where the level of reliability of the transport network could deteriorate over time and in certain circumstances the number of defects could increase, resulting in the need for road users having to undertake their journey via a different route.

It is vital that an integrated approach is taken to the highway network so it has enough capacity, is in good condition and is adequately maintained over its lifetime. To do this the SCC has a Transport Asset Management Plan (TAMP) which sets out the approach for how the transport asset is to be managed to maintain an efficient and sustainable network.

| City Centre | Economic Drivers | Neighbourhoods | Travel to Work Area |
|---|---|---|---|
| Ensure that main radial routes into and around the City Centre are well-maintained and that signal-controlled junctions are working to their optimum level. | Ensure that the main routes into the economic drivers are well-maintained and that signal controlled junctions are working to their optimum level | Take account of the maintenance requirements of greater numbers of light goods vehicles using residential roads to make e-commerce deliveries | Make use of Variable Message Signage in neighbouring local authority areas to make road-users undertaking cross-boundary journeys aware of planned roadworks and special events |
| Variable Message Signage and social media is used to warn road-users of dates of planned roadworks and special events | Development of Travel Demand Management packages for major road work events | | Development of Travel Demand Management packages for major road work events |
| Roadworks by utility companies is co-ordinated with highway maintenance schemes to minimise duration of disruption and prevent multiple sets of roadworks. | Where possible, seek to undertake major road resurfacing work overnight to minimise disruption to road users | | |
| Development of Travel Demand Management packages for major road work events | | | |
| On major highway routes serving the City Centre seek to undertake major road resurfacing work overnight to minimise disruption to road users | | | |

To achieve the vision for Southampton's transport network that meets the long-term strategic needs of the city and its residents, visitors and businesses a number of challenges need to be overcome.

- Financial arrangements – the way that funding is being allocated from central Government for highway maintenance is evolving with forward visibility of money based on needs and incentives around continual improvements. It is envisaged that an extra £6.3m per year is required to improve the carriageway to support the Connected Southampton strategic goals, the money available is not sufficient to do this uplift required to meet the needs of users. To bridge the gap additional money will be requested from sources the LEP, DfT Major Maintenance Challenge Fund and an Incentive Fun adjustment based on the City Councils own assessment and audit;
- Ensuring continued reliable access to transport gateways – vital for the performance of the Port and Airport as they rely on good access for passengers and freight;
- Major asset renewals on key structures such as A3024 Northam Rail Bridge and A33 Redbrige and Millbrook Flyovers;

- Climate Change – maintaining the resilience of the network to extreme weather events, rising sea levels and more frequent winter conditions (freeze/thaw);
- Widening travel choices to offer alternatives – to make walking and cycling a natural choice for everyday journeys and reduce reliance on the private car the infrastructure needs to be in a good condition;
- Ensuring reliable journey times – to support economic growth and the level of development in Southampton, the network will need to be safeguarded against deterioration and provide reliable access to the core parts of the city.

To meet these challenges the TAMP will need to apply a series of principles around an integrated intelligence led approach, to ensure service resilience and recovery along with stakeholder views to understand people's priorities for maintenance spend. These considerations directly affect the levels of service that must be provided, complementing and supporting the delivery of Connected Southampton.

Taking the integrated intelligence-led approach enables us to:

- Ensure that the whole life cost approach is taken to asset management costs,
- Provide a level of service for principal roads, structures, drainage, Southampton Cycle Network and footways to support economic growth and widening travel choices,
- Invest in innovative technologies for ITS and smart asset management sensors, and
- Continual improvement to meet the financial challenges.

## Strategic Goal 2 - A System for Everyone

### An Attractive City

That creates an attractive and modern place where people are proud to live, work and visit

Investing a city that is an attractive and modern place shows civic pride and can be a catalyst for further investment by others. By creating a more attractive city that puts the needs of people at the centre of how spaces and streets are designed and used encourages further inward investment. Following recent public realm work in Southampton, it has been reported that for every £1 invested in the scheme, businesses were investing £5.

Building on the recent investment in high quality of the public realm we will look to expand it out from the City Centre to local neighbourhoods and District Centres to benefit the whole of Southampton. By 2040, the look and feel of Southampton will be changed so that it is more attractive and modern place with spaces and links that facilitate shorter trips by foot or bike, and creates spaces where people want to linger and spend time and money. Working with stakeholders such as developers and businesses the land uses can be intgrated with transport to develop the uniqueness of Southampton.

As well as spaces we will look at how transport corridors and roads function. This can be split into two. Firstly, as a link where movement of vehicles through is the most important, and secondly as a place that it is a destination in its own right. This is known as 'Link and Place' concept which has successfully been implemented in London, Birmingham and helped to shape Southampton's Streets and Spaces Framework. The application of this concept will depend on where the road or place is and will need to reflect the requirements of its users.

As the city grows and changes the demand of users on certain corridors for the movement of people in vehicles and goods will increase. As these competing demands intensify the aspirations of different modes may not be fully realised, so some routes may focus more on movement and others on place. Movement may focus on buses, freight and taxis giving them more importance and priority meaning other modes may have a lower level of service. In other areas that are focused on place. Here the priority will change to focus on people walking and cycling to create places to live or be safe.

This 'Link and Place' approach over time will change the look and feel of not just the City Centre but local areas will shift the emphasis. In these places the role of the route will be to create more attractive places rather than the links to move people.

| City Centre | Economic Drivers | Neighbourhoods | Travel to Work Area |
|---|---|---|---|
| Development that is integrated into the urban fabric and constrains the need for solo car ownership such as CBD, Western gateway, Royal Pier, and other City Centre locations | Development of links that can prioritise movement of goods and people alongside improved walking, cycling and public transport connections | Pop-Up Streets and School Streets and other activities that encourage people to stay and spend time and for children to play safely – continuation of the Metamorphosis toolkit | Support for routes that are links to move high volumes of people and goods connecting to MTS interchanges which have high quality public realms – Central Station, Woolston - in the city through improved public transport connections between Southampton and other urban settlements and suburbs |
| An attractive and modern public realm that showcases the heritage and story of Southampton with new public realm spaces around the Bargate, City Walls, and the Parks Providing places for people to spend time | Continue Legible City wayfinding to these sites | Change to the look and feel of local areas support the regeneration of local District Centres with more local facilities to facilitate people's shorter journeys to be made by walking, cycling or public transport –supporting the Active Travel Zones | |
| The Inner Ring Road has been made into a suitable environment so it can fulfil its role as a main link for moving traffic around the City Centre, but also providing priority and safe routes for people to cross and reduce severance along West Quay Road, Cumberland & Brunswick Places, Western Esplanade and Threefield Lane. | A modern and attractive public realm as the sites have grown and changed, integrating them into Southampton and to constrain the need for solo car trips there, cohesive routes for people walking and cycling to and throughout the sites. | Incremental improvement to the role of linsk and places in District Centres with the public realm making attractive places. This could include footway widening, developing an image or approach for that area with a suite of materials, wayfinding, street art etc. Where place is considered important more ambitious works are implemented to create spaces that put people first | |
| A revaluation of the function of streets and places in the City Centre to 'civilise' them to create places | Greening of sites | | |

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| that don't need to move vehicles but can move people by promoting walking and cycling including New Road-Civic Centre Road, Portland Terrace-Castle Way, Bernard Street, Queensway, and the Old Town | | | |
| A greener city with additional planting and landscaping to complement the public realm | | | |
| The new Central business District is seamlessly connected to the rest of the City Centre and towards the Port with cohesive and comprehensive routes, high quality public spaces in the new development that create a sense of place and people focus. | | | |

### Link and Place Spaces

Link and Place looks as the function and role of a street or an area to understand how it operatres and who it is for. This principle is in the Streets & Spaces Framework (2015) and

is shaping the movement and access strategy for the City Centre - City Streets 2 (2018). They put people at the heart of the place by creating a vibrant and vital City Centre with a high quality pedestrian environment and a sustainable street network with potential for public art. Partnering with developers and funding this has enabled the development of places for people around Arts Centre, Southampton Central Station, Victoria Road and Western Esplanade at West Quay.

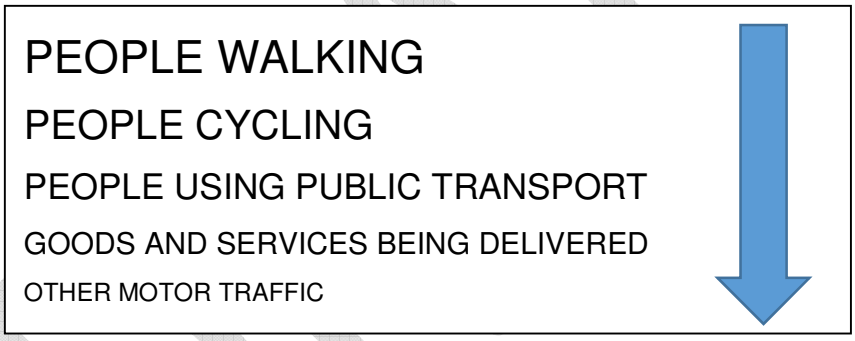
Moving out from the City Centre the principle can be applied to roads and spaces across Southampton so they are enhanced in a more in line with user's aspirations. There are

areas of the city where this approach is closely followed such as Woolston, Bitterne or Shirley.

Other links may still remain dominated by vehicles with less priority for people, where this happens the approach would be to look at the function of the street to understand whether it is for movement or creating a place. Place function streets are the approach in the City Centre, District Centres and in local neighbourhoods to create green people focused areas neighbourhoods with green spaces, local routes, local roads and streets; local high or retail areas to local, principal and strategic roads that follow the general road hierarchy. These are closely linked to the Active Travel Zones and Integrated Transport Corridors.

A more people focussed, liveable City Centre - as the population of the City Centre continues to intensify we will look at ways of, within the Inner Ring Road, reducing the need for traffic to drive through the City Centre without having a reason to be there. So that streets will be able to provide for people walking, cycling or on public transport, so they can continue to penetrate to service the retail, leisure and employment cores. Servicing to shops, offices, parking and homes will continue, but the access from the Inner Ring Road will only be to certain 'blocks'. Streets will be hybrid of uses so they can be versatility used – for travel, rest, play, entertainment or markets.

When looking a streets and spaces in the City Centre and local neighbourhoods the following hierarchy is to be considered so that a balanced and sustainable approach is taken to spaces. This will help to ensure that the right function of a place is developed and preference is given to the appropriate end users.




This approach could be applied to through routes such as New Road-Civic Centre Road, Portland Terrace-Castle Way, Queensway-East Park Terrace or in the Old Town, so that they provide access for buses, cycling and walking, additional low speed environment (e.g. 20mph), other streets would be reshaped so they are less dominated by cars – less space and for parking, so people can walking and cycle, Ways of doing this include adjusting widths with narrowing and closures, bus/cycle only sections of road, expanded pedestrian only areas, having a high quality street scene (trees, benches, art etc). Reducing or removing motorised traffic will enable a review of the need for traffic lights and formal crossings in the City Centre - allowing for their removal. Changes to traffic patterns and flows will also allow cycling to be more attractive and safer.

Street Closures/Pop-up Streets/Metamorphosis

Public Realm - World Class Streets - As part of an ambitious public realm enhancements in New York – a World Class Streets programme was developed to re-look at the city's public realm. The initiatives consist of elements around public squares, boulevards, complete streets, safe streets, public art, coordinated street furniture and promoting streets for pedestrians and cycling. The programme ranged from public spaces such as Times Square to street corners that were partially or fully pedestrianised. To get public and transport buy

parts of the Square were temporarily closed off with minimal traffic management and used as pop-up streets – seating, planting. This concept could be trialled in Southampton in the City Centre or in neighbourhoods as part of the City Streets programme to redefine the street operation.

Street Scene - On-going programme to reduce the amount of clutter on street by removing unnecessary street furniture (railings, bins, posts etc) and signing, which will reduce the ongoing maintenance liability for obsolete or unnecessary assets. The Streetscape manual continues to provide guidance on design, standards, or placement of any new street furniture.

## A Safe City

Reducing the number of people injured on the roads towards zero.

Safety of people using and interacting with the transport network remains important and there is a need to continually decrease the number and severity of casualties. Across Southampton safety improvements will be prioritised where there are clusters of collision hotspots or along corridors to push casualty levels towards zero.

However, there are still locations where collisions occur and some users are disproportionately affected given their relative mode share. This is particularly true for people cycling who are involved 16% of all recorded incidents in Southampton – despite their mode share only being 1.4% of all daily traffic. This may also be masking a truer number as 41% of respondents to the 2011 Cycle Survey said they were involved in an incident but only 13% reported it to the Police.

The approach will be to continue to make Southampton a safer city to travel around by using for everyone an evidenced based approach using data and crowd-sourced information to develop the safety programme. Schemes will be designed around the more vulnerable users of the system that provides them with a safe space. The implementation of the Southampton Cycle Network will look to create a safe culture for cycling with better facilities and schemes will be designed with safety at their heart so we can reduce the risks – both perceived and actual when moving about by bike.

As well as the physical environment education of all users is a vital component of the approach. Working with partners and stakeholders we can continue to evolve the behaviours of people so that they feel safe and act safely. There is a rising number of incidents involving people using smart phones and not being aware of their surroundings, education and the layout of the environment both play an important part in reducing incidents.

How people perceive the transport system is about their own personal security whether this is at a bus stop, walking along a footpath, parking their bike, or in a car park. The design of both transport schemes and the urban environment plays and important part and we will, working with and through partners, to ensure that Southampton is safe and secure.

Safety schemes will be across all the spatial areas – City Centre, Economic Drivers, Neighbourhoods and the Travel to Work Area and scheme types. So by 2040 Southampton will be a safe place for people to move about in with reduced fear and positive perceptions of safety.

## Safety

Safety Programme - Develop a safety programme based on a consistent evidence base approach for identifying and analysing isolated or small cluster accident hotspots and implementing appropriate and feasible engineering solutions – e.g. speed restrictions, crossing facilities (signals, zebra or refuges), changes in road layouts, enforcement and electronic/variable message signs.

Education Programme – working with partners such as Hampshire Police or schools on a range of initiatives including:

- Safer Roads Partnership,
- Speed Enforcement and Limits,
- Driver Awareness Training,
- Cycle Safety – Close Pass, Be Bright Be Seen, and
- Targeted Programmes – Smart Phone awareness, vulnerable users, different user groups.

Integrated Corridor Approach to Road Safety - Taking a holistic approach to road safety along a corridor or in an area, either through longer sections of road combining several accident clusters or locations and taking a holistic approach that looks a wider causes and impacts. Alternatively, working with other modes or projects to achieve shared objectives and extend value for money (e.g. working on a public realm scheme that includes significant pedestrian and cyclist safety measures).

School Streets/Local School Zones – As part of Active Travel Zones work with schools and communities to carry out assessment of the issues and options at schools sites to develop safe routes and spaces outside schools to outline the key issues. This includes feasibility of piloting innovative initiatives such as school exclusion zones, reclaim the streets (School Streets), reducing parking, or expansion of school crossing patrols.

## An Equitable City

Everyone can get around, no matter who they are or how they get around.

Facilitating a more equitable way of travelling around Southampton, improving people's access to employment and education opportunities, and linking communities and services such as schools, shops, healthcare and training opportunities together. This is considering the diverse range of people who live in Southampton from different community backgrounds, gender, socio-economic level, orientation or mobility impairment.

We will work with communities to link them to jobs and services, and with businesses that offer innovative and sustainable alternatives to private car ownership, including car/bike sharing, demand responsive transport, not owning a car, development of e-mobility and smart mobility.

| City Centre | Economic Drivers | Neighbourhoods | Travel to Work Area |
|---|---|---|---|
| Implementing behaviour change and education programmes with communities and businesses | Travel Plan officers working with hard to reach groups and communities | Community engagement and co-design of streets and spaces in local areas | Travel plans with business |
| Travel plans with employers and schools | Travel plans with employers | Travel plans with schools | Joint working with neighbouring authorities to reach underrepresented communities |
| | Pilot MaaS with local businesses and operators | Advisors to help people to get into work by personalised journey planning | Pilot MaaS with local businesses and operators |
| | | ATZ and Community Cycle Officers working with hard to reach or underrepresented groups and communities, in areas of inequality | |

### Behaviour Change & Mobility as a Service

Improved technology supporting Mobility as a Service- effective partnering with stakeholders to attempt to deliver Mobility as a Service widely throughout the City.

| | | |
|---|---|---|
| **Journey Planning**<br>Simple, digital and mobile | **Single Payment System**<br>Cashless, pay for all services, available for all | **Multi Modal Choice**<br>Multiple modes and different journeys |
| **Travel Information**<br>Quick, reliable and best route | **Interoperable Interchange**<br>Going from one mode to another | **Experience**<br>On the most sustainable or active mode |

Personalised & Community Travel Planning - Door-to-door Personal Journey Planning (PJP) for residents to discuss existing travel habits and requirements, provide information and advice on the range of sustainable travel options available, and encourage use of more sustainable modes, particularly for short trips. This approach works best when linked to promotion of new infrastructure by targeting households on key sustainable transport corridors into the City Centre, households within 200-300m of new transport infrastructure and close to air quality management areas, and areas with a high proportion of households which have been identified as being most likely to respond positively to behavioural change

measures. Households can also be offered a range of cycle support services including Bike Doctor services, Adult cycle training and Bike maintenance training.

Workplace Travel Planning - A number of organisations have implemented Workplace Travel Plans to help staff get to work and reduce single occupancy car journeys to work by promoting the alternatives of public transport, walking, cycling and car sharing supported by improved facilities, awareness campaigns and incentives. Many larger businesses in the city have long standing adopted travel plans including SCC, Port, University, General Hospital, Ikea, West Quay, Ordnance Survey and Carnival.

Reducing Single Car Occupancy – workplaces - To reduce single car occupancy for journeys to work businesses and organisations can limit the availability of car parking for staff either physically or permits, and promote alternative ways with an organisation specific car club/pool cars or promote car sharing. Workplace Charging Levy for parking is one measure that could be used to reduce single occupancy. Businesses are charged for the number of spaces they have and funds are used to support new transport projects – this has been in place in Nottingham for over 10 years and helped to fund their LRT system.

School Travel Planning - Working in partnership with all schools in Southampton to provide bespoke travel advice to pupils, staff and parents to encourage more walking, cycling, scooting and public transport to school. The school run places significant pressure on the local highway network, particularly around school gates, that have knock on effects on air quality, safety and congestion. Promoting these alternatives makes getting to school safe and green. Schools are incentivised to develop travel plans so they can receiving funding for cycle/scooter parking, safety improvements, and other travel infrastructure to implement the travel plans. This is done through in-depth engagement and support to achieve modal shift by accreditation (ModeShift STARS) and activities such as training, BikeIt, challenges, and intensive promotions (Walk to School Week). New initiatives include Play Streets, Beat the Street, Green Schools (from Ireland) that look to make the area around schools safer and more inclusive places during and outside school times

Shared Mobility - Systems that provide an alternative to owning a private car:

- Car Clubs - these allow infrequent car users to access a car when they need it, without the high cost or parking difficulties associated with car ownership. Organisations providing cars based in key locations for hire to members via an online or telephone booking system. Research shows that for every car club vehicle made available, up to 20 people will give up their private cars, and that car club members reduce their mileage by up to 40 per cent.
- Car Sharing - Car sharing schemes aim to encourage individuals to share private vehicles for particular journeys, to reduce the number of cars on the road. Formal schemes often focus on commuting journeys or for longer-distance leisure journeys. Schemes are either operated via internet based sites open to all users, or within a particular organisation. These can sometimes be almost at a public transport scale, such as minibuses for schools collecting up to 8 children.
- Bike Sharing - Known also as Public-use Bicycles (PUB's), bike sharing or smart bikes, bike sharing schemes (BSS) are short-term urban bicycle rental schemes that enable bicycles to be picked up at any self-serve bicycle station and returned to any other bicycle station, which makes bicycle-sharing ideal for point-to-point trips.

Mobility as a Service - Changing how look at transport from merely a way of getting people around to making people more mobile, with personalised, digital and environmental awareness:

- Transmobility – new hybrid forms of transport where modes are shared or merging together,
- Soft Mobility – real time access to information to navigate through the city and services – using geolocation,
- Active mobility – rise of inner city cycling and walking leading to all-encompassing view of day to day mobility, or
- Developmental mobility – form of personal development with health benefits for people of all ages.

Active Travel Smarter Choices - Active Travel Promotion, Marketing & Information – forms an integral part of the My Journey project that links together different themes and schemes using clear messages through the award winning My Journey platform. Examples of initiatives that have been run include Commuter Cycle Challenge, publicity publications,

- SureStart Active Travel - Community based physical activity promotion working closely with SureStart centres to encourage active travel amongst early years;
- Safety Training – to support training and safety there are services that include crossing training when a new crossing is installed close to a school;
- Active Steps - Community based physical activity promotion focussing on walking and cycling targeted in areas with lower levels of activity;
- Better Points/Incentive Schemes – using incentivisation and social media to drive and reinforce behaviour change through a single rewards/points based system that has real value and recognised benefits to the community; and
- Bikeability – cycle training for children and adults with three levels to increase proficiency and confidence when cycling.

### Mobility for All

Effective transport links enable people to access services such as healthcare, leisure, education and employment more easily – all vital to ensuring people can live successful, healthy and happy lives, and play a full and active part in society.

Providing the ability for those who live in areas with lower car ownership assists them in getting to employment, education or other opportunities. This could include providing travel planning advice and support to long-term unemployed jobseekers with transport costs until they reach their first pay packet. Or initiatives in communities that are harder to reach through traditional methods to help them to get around or provide access to bikes or public transport.

Through programmes and joint working with other providers such as Public Health, initiatives that open out access to transport for those that have limited or restrictive mobility, such as Wheels to Work, form part of this.

In developing proposed improvements to the transport networks in the City, we will carry out equality impact assessments, to check whether or not it has been designed with the needs of different people in mind, such as those with disabilities, young children, women and older people. It is important that when designing transport improvements we are mindful of the people that need to use them. With an ageing population, it is important that older people are not excluded from accessing opportunities to enjoy social and leisure activities and being physically active. Also, families with new born babies and pre-school age children need to be able to meet together for social and play activities. The delivery of Active Travel Zones / more Liveable Neighbourhoods would provide a safe, attractive network that enable young and old to access local groups and services available in district centres or within the local neighbourhood.

## Strategic Goal 3 - Changing the Way People Travel

### A Healthy and Active City

Promoting healthy lifestyles and creating people friendly streets and places

This principle focuses on how transport can help to promote clean, healthy and active lifestyles to improve the quality of life for Southampton's residents, businesses and visitors. Through more people walking and cycling can tackle those challenges around obesity, air pollution, inactivity and health inequality across the city.

| City Centre | Economic Drivers | Neighbourhoods | Travel to Work Area |
|---|---|---|---|
| Creation of a car free or car less zone within the Inner Ring Road, achieved by reallocating road space for walking, cycling and public transport, limiting access to those who need it or to certain areas | Having the SCN connect with the economic drivers with high quality cycle infrastructure as part of the freeway level of the hierarchy | creating networks of Active Travel Zones which are focused around active travel led with priority for walking, cycling and enable community events, compact and connected to together, more services located locally, helping to contribute towards the regeneration of these areas and supporting low carbon use | Delivering the Southampton Cycle Network and a walking network that connects across the boundaries providing safe, direct and connected routes into Southampton's economic driver areas |
| Development of the City Centre as the hub for the SCN with east-west and north-south cycle corridors and easy cycle priority off them | Increased marketing and awareness campaigns and travel planning | Increased marketing and awareness campaigns and travel planning | Improvements to walking and cycling connections to train/MRT stations potentially see reallocation of road space that gives cycles and pedestrians safe space |
| Increased marketing and awareness campaigns and travel planning | Cycle parking hubs at key locations | | Intercepting traffic before it reaches the City Centre with a variety of Park and Ride or Cycle facilities that connect |
| Legible City and Cycling wayfinding and information | | | Increased marketing and awareness campaigns and travel planning |
| Cycle parking hubs at key locations | | | Cycle parking hubs at key locations |
| Cycle and walking priority access to the interchanges at both Southampton Central and Trafalgar Dock | | | |

### Active Travel Zones (Liveable Neighbourhoods)

Active Travel Zones (ATZs) are a major concept for Southampton and are focused on the smaller local zones centred in local communities, with facilities that are a focus for local trips.



| Quieter Streets | Filtered Permeability | Improved Travel Choice |
|---|---|---|
| To reduce traffic volumes and speeds | Residential streets altered so no through traffic except cycles and walking | Residents feel safer walking or cycling for shorter journeys or using the MTS |
|  |  |  |
| **Travel Information** | **Mobility Hubs** | **More attractive places** |
| Quick, reliable and best routes with smart simple ticketing | Car clubs – zero emission, bike sharing, charging points, 'click & collect' delivery collection hubs | Planting, play streets, pop-up events, street parties, spaces for people to rest |

Neighbourhoods are where people live and spend a lot of time, Southampton has some very different and diverse areas ranging from inner city terraced streets to suburban areas with detached housing to purpose built post-way estates. Most were built before the age of mass car ownership but have been subject to increasing levels or they are in areas with low car ownership. Having a good choice of different travel options for people and having an attractive place to live and be proud of matters. Areas can be dominated by vehicles either passing through adversely affected people's quality of life or by parking that fills up roads with vehicles reduced space for people to interact.

These ATZs could be defined anywhere in Southampton, but primarily they will be centred on a District or Town Centre or another type of trip generators such as a school or community hub and meet the criteria below.

- Is a trip attractor – such as a residential area, school, retail area, community or health facility:
- Area of economic, social or civic activity
- Proximity to a transport hub/corridor
- Has a local flow of people – suitability for walking and cycling journeys
- Has a network of local roads suitable for the "mesh concept".

To develop these ATZs, ATZ Officers would work with willing communities to assess, develop and implement a scheme that creates a more attractive and mobile communities finding out how people live and move about in the area.

Where the ATZ interacted with a bus corridor or transport hubs they would create the connections to places further afield would be identified. Routes distributor roads would be identified for car use but these may be circuitous to discourage through traffic and there would be reduced permeability for cars on other roads, using traffic calming measures to deter their use for through traffic.

The majority of the ATZ would be a "mesh" with filtered permeability allowing for easy pedestrian and cyclist movements and measures to deter or prevent through motor vehicle traffic, creating people friendly streets. These would be supported by localised travel planning and community engagement.

Over the next twenty years ATZ will provide a new form of urban mobility and create communities that people are proud to live in through:

- New infrastructure and routes that helps people to get around on foot, by bike or to access and use public transport on the main corridors,
- Support the development of e-mobility/smart mobility with technology and services,
- Use the road space more flexibly providing more space for people and communities to come together whether these are pop up events or more permanent changes to the layout and operation of roads,
- A network of safe and continuous routes from pedestrian and cycle routes to local centres linking to the Quietways of the Southampton Cycle Network,
- Creating a green economy and streetscape that is welcoming, safe and attractive
- Look at how parking is provided and rationalise or remove it to create more space creatively,
- Creating spaces for street planting (which could incorporate sustainable drainage), seating, security etc,
- Partial closures around schools at start and end of school day,
- Reduced speed limits,
- Supported by mini mobility hubs where different ways car sharing (car clubs) – that are zero emission, bike sharing, charging facilities for alternative fuel vehicles, and scooters.
- Local travel planning and community led engagement and co-design,
- Local freight collection hubs in the local centre with freight deliveries undertaken by small electric vehicles or cycling where possible, or 'click & collect' hubs where delivers can drop goods off and residents pick them up without need to go to store or delivery centres, and
- Where the ATZ meets a more trafficked road on the edge it is merged in and access SCN infrastructure and bus services.

### Cycling

The vision for cycling is to transform Southampton into a true Cycling City, creating a city where safe cycling is the norm. Over the next 10 years we want to see an annual 10% increase in the number of cycle journeys made each day to increase cycling's mode share – meaning 15% of vehicles coming into the City Centre are doing so by bike.

Making Southampton better for cycling - we are already making large investments in cycling with £11m being invested up to 2020 through development, and delivery of the Southampton Cycle Network (SCN) which is aimed to make it better and easier to get around Southampton by bike for everyone. The network is formed of various levels which connect people from their front door to the main routes and on to their final destinations using different types of facilities and levels of segregation.

Funding is being used to deliver new and innovative cycle infrastructure, initiatives and activities along three key corridors from the City Centre to the west (for the Port, Totton and New Forest), the north (for the Common, University of Southampton, Chandlers Ford and Eastleigh), and east (for Bitterne towards Hedge End and Botley) and in neighbourhoods where people live. This is funded through a variety of projects and sources such as Access Fund, National Productivity Investment Fund, Clean Air Zone and contributes to a holistic cycling programme.

Following these initial corridors, we will continue to invest in the other corridors identified in the SCN and in the areas where people live to make them cycle friendly.

Along with infrastructure investment, we are making it safer and easier to cycle by supporting ongoing projects working with businesses and schools to train new and experienced cyclists, working with the Police to improve cycle safety and security, and a new approach wayfinding and mapping cycle routes in the city with consistent branded signing and up to date maps both paper and online.

Continuing to inspire people to cycle with events and communities that promote cycling as a normal way of getting around. This includes the centrepiece Southampton Cycle Festival covering the closed street 'Let's Ride', and community cycle activities that helping those who haven't cycled or are less represented such as ethnic minorities or women. Engaging with businesses and schools to develop, support and implement cycle travel plans.

Key activities

- Initially funded for three-years a comprehensive behaviour change programme centred around engagement with people who are seeking work or in work to get them to cycle and on a Southampton Cycle Festival to celebrate cycling in the city. As funding opportunities occur we will aim to continue to support these activities and grow the cycling offer in Southampton
- Southampton Cycle Network – delivery of the network's initial 14 corridors (split between Freeways on the higher volume direct routes and Cityways supporting them), Quietways in areas where people live, and making cycling accessible in parks.
- Promotion – working to promote the benefits of cycling, get more people to cycle more often through activities that providing training, encouragement, and raise awareness of the network and improvements.

Delivery of the SCN and supporting initiatives and activities will make Southampton a safe place for people who want to cycle. It can showcase what cycling can do to improve people's lives particularly their health and business productivity, provides priority for cycling, integrates cycling with ferries, trains, and buses, improve the quality of the air, and reduce congestion on our roads so every can get around easily. It supports the future of Southampton with sustainable and healthy people focused growth and productivity over the next decade and beyond. This is just the start and we will continue to seek funding for cycling and work with partners to ensure that delivery continues to meet our goals.

Cycling Southampton 2017-2027 provides more detail on the aspirations for cycling in Southampton.

## Walking

Getting around on foot or other ways is as vital part of the transport system in Southampton as other modes. Of all those who work in Southampton, 16.7% of people walk to work and walking is a popular way for children to get to school. Making Southampton a safe, clear and pleasant place to walk a key. Recent investment in how the city looks provides good quality walking routes and places for people to be, these include the space around the northern side of Southampton Central Station which has reduced the space for the car and provided seating, landscaping. Southampton Central has been connected to the City Centre along Kingsbridge Lane which has transformed created a more pleasant and spacious route. Routes and spaces through the City Centre and new developments provide the opportunity for high quality routes and places to walk by opening up access to the waterfront – Chapel Riverside or Royal Pier, and linking places together – Station Boulevard or across barriers such as the railway or river. The City Streets 2 programme will implement these as part of a holistic approach. Working with developer's on implementing new accessible public spaces that enable walking routes that would have otherwise been cut off or indirect – such as West Quay South, Guildhall Square, Bargate, and smaller developments in the City Centre.

We will work towards developing walking environment that is safe, direct, easy to use and pleasant to develop healthy and active communities which have people friendly streets. These will range from maintaining the routes we have so that they are of a high quality, continuing to innovate in wayfinding including making use of the digital environment, providing spaces and locations for rest, reducing barriers to access areas, looking at the connections from the Port, particularly the cruise terminals, into the City Centre, and focusing the streets and spaces on people making areas less car dominant or imposed on with better space for getting around and spending time.

Supporting the new spaces and routes has been the continued rolled out of the Legible City wayfinding system. Clear signing and maps have been developed and installed across the City Centre and out into the rest of Southampton. This provides a clear and legible way of getting around the city and is useful for visitors and residents alike. This is important as the city continues to welcome more visitors as it growth and changes into the future, there are more cruise ships calling mid-cruise (the Aida Line calls in once a week and passengers can be seen in the city using the mapping), and 17 million people a year visit West Quay which includes the City Centre. Outside the City Centre, legible wayfinding can open up and link places such as parks, green spaces, District Centres, neighbourhoods and leisure or exercise routes.

Walking is not just about the City Centre, to ensure that communities across the city have access to good and safe routes and places to walk we need to remove barriers so everyone can get around. These include simple measures such as installing a safe place to cross or widening a short path along desire lines, to new signalised crossings on a route to a school, reducing speed limits, or to serve a new development. Southampton also has a Public Rights of Way network (PRoW) covering footpaths and bridleways, these provide small links in communities or provide access to enjoy the surrounding countryside. Through the PRoW Improvement Plan we define the network and set out how it will be managed and invested in.

Engagement with schools and businesses provides people with the information and opportunities to get staff or students to walk more including Walk to School Week or Walk to Work week. Increasing the number of children travelling to school by active modes is important to reduce the impacts of obesity and air quality. Pilot projects using EU funded Metamorphosis project is developing a toolkit and pilot projects for spaces outside schools to become traffic free a school times or to facilitate street parties or play streets activities.

This has been trialled at schools in Old Town, Sholing and Millbrook with success.

Communities can use interlocking Street Kit equipment to test out their ideas for reclaiming road space to see if they work before making any permanent changes (Photo: Sustrans)

## A Zero Emission City

| Creating a zero emission transport system |
|---|

Clean air is essential for good quality of life, yet people living in Southampton can be exposed to potentially harmful levels of pollutants. There are many different types of pollutants that can affect the air we breathe, and the negative effects of poor air quality occurs at every stage of life. Exposure to Particulate Matter alone is expected to contribute to 110 early deaths in Southampton each year. Source apportionment identified that road transport is one of the largest contributors to air pollution in Southampton, followed by industry and the Port. SCC is committed to improving air quality in Southampton and through the Clean Air Strategy has adopted a package of measures to improve air quality, but can't do it alone.

In 2019, a Clean Air Zone (CAZ) will be implemented across Southampton which will discourage the most polluting of HGVs, buses and taxis, but also provide incentives for alternative fuels and travel by other modes. This includes investment in delivering the Southampton Cycle Network's main corridors and early sections of the Quietways programme, supporting businesses and public transport operators into cleaner and more efficient vehicles, supporting greater uptake of electric and alternative fuelled vehicles, and raising awareness with businesses and communities through the Clean Air Network.

The CAZ is the first step towards cleaner air in Southampton, and Connected Southampton 2040 will support this by moving the transport system towards zero emission as well as changing the way people travel. During the timeframe of this strategy the Government has indicated that traditionally fuelled vehicles will be phased out with alternative fuels becoming more prevalent. To support this facilities and mechanisms for charging or powering all

vehicles will be required. Keeping Southampton innovative we will support a Southampton EV Charing Network, starting in SCC owned car parks then working with the private sector to prepare and maximise opportunities for a dense network of charging points across the city. As regulations change and openings present themselves for increasing the availability of home charging we will seek to support and develop this. As well as supporting the transition to alternative fuels we will continue to invest and support alternative ways of getting around – particularly by bike or on foot.

The network of smart sensor will enable SCC to monitor both traffic conditions and localised pollutant levels, and with reference to other data such as climatic, be able to implement strategies to keep traffic moving efficiently to reduce stop-start conditions and air pollution.

| City Centre | Economic Drivers | Neighbourhoods | Travel to Work Area |
|---|---|---|---|
| A Zero Emission Zone for all traffic | A Low or Ultra Low Emission City for all traffic | A Low or Ultra Low Emission City for all traffic | A Low or Ultra Low Emission City for all traffic |
| Support for electric or alternative fuelled buses, taxis and demand responsive transport with necessary charging infrastructure | Increase in rail freight into the Port with additional siding capacity in and out of the city | Last mile logistics or deliveries by smaller zero emission vehicles or bikes | |
| Last mile logistics and servicing by smaller zero emission vehicle or bike | Support for electric or alternative fuelled vehicles with necessary charging infrastructure both on site and those accessing | Click and collect hubs | |
| | Last mile logistics and servicing by smaller zero emission vehicle or bike | A ultra-low or zero emission public transport system | |
| | Distribution hubs | Removing and reducing through traffic in residential areas | |
| | | Improving the street scape with planting and green open spaces | |

### Zero Emission City

The Southampton Clean Air Zone (CAZ) will be implemented from 2019 across the city, it will place a charge on the most polluting buses, vans, taxis and HGVs. The CAZ is required because urgent action is required to improve air quality by reducing levels of nitrogen oxide. The CAZ will be adaptive and able to expand and change to take into account conditions, traffic, and pollutants. Using new and emerging technology to monitor and enforce the zone this can also adapt the restrictions as conditions and transport technology change. The CAZ

is not the only tool available as there will be a number of supporting measures such as cycle network, incentives and help to people to take up low or zero emission vehicles.

The Clean Air Strategy seeks to improve Southampton's air quality by reducing emissions and air pollution through partnership working with a package of measures to encourage behaviours that support improvements in air quality:

- Encourage uptake of low and zero emission technologies and vehicles with a network of charging infrastructure, discounts for parking or tolls on Itchen Bridge and new technologies;
- Working with public transport operators to support them on development of a fleet that enters the City Centre is zero emission as possible;
- Improve transport and freight delivery systems that are innovative and use new technologies and alternative fuels, and flexible delivery times;
- Continue to support sustainable and active transport through My Journey awareness & behavioural change campaigns;
- Support taxi operators and other businesses in reducing their transport emissions
- Incentivise the use of cycling and walking; and
- Within the Council change the fleet to increase the number ULEV/EVs for operations – building on the first vehicles purchased.

Into the future this could evolve into a Zero Emission Zone, initially covering the City Centre, as technology for vehicles becomes more affordable, technically achievable and cost effective. In line with Government aspirations to have no new petrol or diesel vehicles by 2040 or earlier, we will need to work with stakeholders to develop a supportive policies, infrastructure and network that allows them to have confidence to invest and operate in Southampton.

Empower communities and individuals to take responsibility for their contributions to air pollution with good quality information and data through the Clean Air Network

ITS Management - Use of real time air quality data to influence traffic signal controls so that they are responsive to changes in pollution levels, by gating traffic outside of an area of poor air quality.

Using ITS and monitoring to restrict access to certain vehicles or modes on days where air quality is high, closing streets on certain days to encourage active and sustainable travel.

Electric vehicles – establishing local policies which facilitate electric vehicle infrastructure and the take up of electric vehicles.

Zero emission bus and taxi technology – establishing local policies which complement national policies and legal requirements on the roll out of zero emission bus technology locally working with local operators.

Support for Small or Medium Sized Businesses – with help and support to upgrade their fleets and providing charging facilities.

Southampton EV Charging Network - To address challenges around range anxiety and availability of charging infrastructure a 24 hour publically accessible network of charge points should be established. This Southampton EV Charging Network will need to meet current and future demand from plug-in electric vehicles. The majority of vehicle charging currently takes place at home or at work where users can leave vehicles charging for a length of time. An extensive public charging infrastructure should seek to provide a service that fills the gap around shorter more convenient charging – akin to fuel stations. The network will need to be interoperable between other networks in the UK so that users can charge their vehicles anywhere without being members of that network. It could also be linked to the Smart and Connected City infrastructure.

The network infrastructure will be targeted at key destinations where a variety of activities take place, where consumers need it, convenient and encourages a good turn over spaces. Locations being considered in a first pilot phase includes SCC owned City Centre car parks, the Universities and at Southampton Central Station. Subsequent phases will focus on installing charging points in taxi ranks and 'neighbourhood travel hubs' which can be access by fleet, employee or visitor vehicles where appropriate.

Alongside EVs the Council will need to be open to other Ultra Low Emission technologies such as hydrogen, bioethanol, biomethane/gas or used cooking oil. Support opportunities and funding research, implementation and uptake of alternative fuel technology, particularly for public fleet, buses and within the Port.

### Environment

Green Infrastructure - The Streets & Spaces Framework (2015) places importance on the value of street trees as a way to provide shade and shelter, mitigate air and noise pollution, improve biodiversity and add visual appeal to the urban street scene. More tree planting, improved verges or central reserves (e.g. West Quay Road at Ikea) and other vegetation is regarded as a positive but choice over location and access need to be considered to make sure implementation is a success.

Where possible green wall, where vegetation is put on walls adjacent to roads to act as absorption and barrier to air and noise pollution from the road.

As part of scheme design look for ways to include sustainable urban drainage systems (SUDS) or soakaway points in the street and urban spaces, or as part of traffic calming or vegetation.

# How Will We Get There? Implementing Connected Southampton 2040

## Funding and Investment

The main source of funding to deliver the policies and schemes in Connected Southampton 2040 will come from central Government. This is formed of a number of different streams but the primary is the LTP Integrated Transport Blocks, which is an annual grant to LTAs comprising of capital for investing in new and improved transport schemes ranging from cycling and walking to public transport or ITS, and highways maintenance allocation which is for upkeep of the asset. This is currently know until 2020/21 and helps to inform our 3-year Implementation Plans and annual spend on transport in Southampton;

This level of funding is not sufficient to deliver all the aspirations of Connected Southampton 2040 and we use other forms of funding and we may need in the future to look at different ways to generating funding ourselves either through new governance models, powers that we have already, or taking opportunities for localised ring fenced charging.

- Local Growth Deal which is currently channelled through the Solent LEP to allocate to LTAs on transport infrastructure projects that meet the aspirations of sustainable and productive growth in the Solent by delivering housing and jobs – Southampton has used this funding to deliver public realm and interchange improvements at Station Quarter North and highway and public realm changes at Platform Road to access Port.
- Adhoc competitive funding from central Government where LTAs are invited to apply to funds ranging from hundreds of thousands to millions of pounds. SCC has been successful with a number of competitive bids recently that have accelerated some projects or supplement existing funding. Recent funding has been received from Maintenance Challenge Fund, Connected Vehicles Challenge Fund, National Productivity Investment Fund, Clean Air Zone Early Measures, and Access Fund. We will continue to bid to funding sources as they are announced using a strong and robust evidence led business case to try and secure the money.
- SCC cannot deliver many of the schemes alone and will require partnership working and funding with other such as Highways England or Network Rail. We must lobby and work with these bodies to prioritise improvements to the Strategic Transport Network to better connect Southampton to the rest of the Solent and UK.
- As Southampton grows with new development there will be opportunities for charges from developers, known as Section 106 or Community Infrastructure Levy, to improve the local area around a development. CIL also provides SCC with the opportunity to spend the money on transport improvements across the whole city in a strategic manner.
- There are opportunities for SCC to use enforcement powers, such as potential through the CAZ, or continued enforcement of bus lanes or school zig-zags where appropriate, to fund transport initiatives, Workplace Parking Levy, better management of utility company's works and sponsorship of various assets.
    - Investment in Southampton that attracts new businesses to relocate or grow here will create new revenue streams through business rates and local spend. If a business sees that Southampton is an attractive, well maintained and efficient place they will invest – evidence indicates that for every £1 spend on public realm a further £5 is invested locally by businesses. Having a plan like Connected Southampton will demonstrate where the city is heading and provide a launch pad for any potential borrowing or infrastructure investment.

## Initial Delivery Plan

This provides an indication of the projects and schemes being planned for Connected Southampton 2040 and when they are likely to be delivered. This will be subject to feasibility and business case, funding, design, consultation and programming. Some schemes are already in the pipeline either through SCC or other partners like Highways England, Solent LEP or Network Rail.

The programme of schemes includes some big changes to transport in Southampton. When schemes are being planned there will inevitably some disruption, and with our delivery partner Balfour Beatty Living Places (BBLP) and others, we will work together to keep Southampton on the move and minimise the impact on people's lives. Work will be coordinated and planned carefully, and supported by public and business information. For major projects that are likely to result in significant disruption, we will implement a programme of information, communications and promotion of alternative ways and routes through My Journey and BBLP.

| Period | Goal | Scheme | Cost* |
|---|---|---|---|
| 2019-2025 | Successful Southampton | M271 Redbridge Roundabout | ££££ |
| | | A33-A35 Millbrook Roundabout | £££ |
| | | A3024 Bursledon Road | ££ |
| | | Enhanced VMS | ££ |
| | | A335 Stoneham Way-Swaythling Junctions | ££ |
| | | C-ITS Bluetooth | £ |
| | | Trafalgar Dock Ferry Terminal | £££ |
| | | Access to Southampton General Hospital | ££ |
| | | Local Park & Travel – Bitterne | ££ |
| | | Western Park & Ride - Nursling | £££ |
| | | Brownhill Way Bus Priority & Adanac Park Junctions | ££ |
| | | M3 Smart Motorways Junctions 9-14 | ££££ |
| | | M27 Smart Motorways Junctions 4-11 | ££££ |
| | | M27 Southampton Junctions (J8, Windhover & A3024) | ££££ |
| | | A3024 Northam Rail Bridge | ££££ |
| | | Servicing & Logistics Centre | ££ |
| | | Mass Transit System Development – key corridors | ££££ |
| | | City Centre Car Parking Plan Measures | ££ |
| | | Smart Connected Corridor Pilot – A3024 | ££ |
| | | Southampton Central Interchange Phase 1 | £££ |
| | | Network Resilience Works – A33 Major Maintenance | £££ |
| | A System for Everyone | City Centre Access & Public Realm – New Road-Civic Centre | £££ |
| | | City Centre Access & Public Realm – Queensway & Bernard St | £££ |
| | | Pop-Up Streets Pilots – Sholing, Millbrook | £ |
| | | MTS & MaaS Development – Smart Ticketing & Coordination | £ |
| | | Workplace Travel Planning (Access Fund Revenue) | £ |
| | | School Travel Planning (Access Fund Revenue) | £ |
| | | Shared Mobility | £ |
| | Changing the Way People Travel | Southampton Cycle Network development – 10 corridors - Freeways, Quietways and City Centre | £££ |
| | | Legible Cycling Network | £ |
| | | Active Travel Zones Pilots & Development – Woolston, Bitterne, Shirley | ££ |
| | | Cycle Promotion Programme – Southampton Cycle Festival, Workplace and Schools Engagement, Promotion & Marketing | ££ |
| | | Neighbourhood Walking Routes | £ |
| | | Clean Air Zone Implementation | ££ |
| | | Electric Vehicle & Alternative Fuel Charging Network | ££ |
| (* - indicative costs)<br>£ - Under £1m, ££ - £1-5m, £££ - £5-20m, ££££ - Over 320m | | | |

## Monitoring How We Are Doing

SCC collects data to monitor traffic levels travelling around the city through traffic surveys and a network of permanent vehicle and cycle counters. We also receive information from bus operators about monthly passenger numbers and the rail industry public figures about the estimated number of passengers using rail stations. Through this data, and through other data collected for Connected Southampton 2040 supporting strategies, we will monitor how effective the delivery of schemes is in achieving changes to how people travel.

For monitoring of cycling, we have a four year partnership with Sustrans to participate in the Bike Life data collection and monitoring programme. In considering prioritisation of road safety schemes, road traffic incident data is assessed. As part of the current Access Fund and My Journey behaviour change campaigns, we work in partnership with the University of Southampton to monitor and evaluate the effectiveness of schemes.

Monitoring data will be used to produce progress reports and communicate with a range of stakeholders. This will include a Connected Southampton 2040 progress report as part of the Implementation Plan cycle submitted to the City Council. As well as providing updated monitoring information the report will also be able to provide updates on any notable amendments to the policy context or service delivery. This will support effective oversight of delivery of Connected Southampton 2040.

Indicators that we will monitor include:

SG 1: Successful Southampton:

- Percentage of people travelling into the city centre by walking, cycling, on MTS, and in vehicles,
- % of work journeys made by non-car modes
- % of school journeys made by non-car modes
- Average journey time per mile on locally managed A-roads during morning peak travel period (7am-10am)

SG 2: A system for Everyone:

- Accessibility Indicator (based on perceived ease of access to various local services by residents)
- Reported Killed and Seriously Injured (KSI) road casualty data

SG3: Changing the way people travel:

- % of school journeys made by non-car modes
- % of all journeys under 5 miles in length by cycling
- Nitrogen dioxide emissions from transport
- Particulates - PM2.5 and PM10 emissions from transport

## Implementation Plan for 2019-2022

Following the public consultation on Connected Southampton 2040, we will produce a three year Implementation Plan covering the period 2019-2021.

The implementation plan will complement and sit alongside the strategy, acting as a detailed business plan for implementing the measures which contribute to the strategy. This will include a funded programme of transport improvements, key milestones and risk assessment. It will be informed by deliverability and likely available funding.

It will take account of all the different funding streams we have access to, including Department for Transport (DfT) funding direct to SCC for highway maintenance, competitive funding through the Solent LEP, and financial contributions from developers through the planning process.

It will set out how we will make the best use of these existing funds as well as look to access new sources of funding to maintain and improve the assets we have and deliver new transport infrastructure that will be needed to support growth in the city.

Once produced, the implementation plan will be considered by the City Council's Cabinet, then will be published.

## Keeping Connected Southampton 2040 updated

This strategy sets out how investment in transport infrastructure, delivery of activities and maintenance of the asset will be focused to support a clean and thriving Southampton. It recognises that transport has a vital role in the providing access to jobs and opportunities, encouraging people to be healthy and active population and making a clean, modern and attractive city that people are proud to live in, work in and visit. It is focused on people's journeys and making a better Southampton rather than focusing on modes and provides the umbrella for more detailed plans around subject areas.

The City Council will regularly review Connected Southampton 2040 to check if it remains fit for purpose in achieving the strategic goals we set out and to reach the ambition and will update or refresh it as necessary to reflect a changing transport planning, funding and Governmental policy landscape. One possible timeframe for future reviews could be as each three year Implementation Plan comes to an end.

# What Happens Next?

## Consultation

This is a draft version of Southampton Connected 2040 for public consultation.

To develop this draft strategy we held a number of stakeholder workshops with our neighbouring local authorities, transport operators, businesses and employers to help us understand their priorities for improving travel and transport, and we have sought to reflect these in the strategy. More detail of this process and engagement is set out in Appendix A.

The draft of Southampton Connected will be subject to a 12 week consultation period, from **25th July** to **16th October 2018.** You are invited to respond through an online questionnaire with your views and comments. The questionnaire is available at southampton.gov.uk/ltp4.

During the consultation period, we will be holding public drop in sessions where you can find out more about the proposals in the strategy and talk to the officers about your priorities for improving travel and transport in Southampton. The sessions will be on:

- Tuesday 4th September 2018 11.30am to 5pm in the Civic Centre,
- Saturday 15th September 10am to 1pm at Shirley Library
- Saturday 29th September 10am to 1pm at Bitterne Library.

We will be contacting the organisations in Appendix A to inform them about the draft Strategy and encourage them to respond to the consultation. In addition, during meetings with local employers and stakeholders, we will be encouraging them to respond to the formal consultation by the 16th October 2018.

## Assessing the impacts of Connected Southampton 2040

The draft of Connected Southampton 2040 has been subject to an Equalities Impact Assessment (EqIA), see Appendix B. An EqIA is a tool to assess the impact any policies or strategies would have on the following protected characteristics: race, age, disability, gender, gender reassignment, sexual orientation, religion or belief and carer's responsibilities.

The EqIA found no significant effects on any protected characteristics as a result of this plan. However, individual schemes will be assessed for any impacts as they are designed and investigated further. The EqIA is available alongside the draft of Connected Southampton 2040 on the SCC website - southampton.gov.uk.

A Strategic Environmental Assessment is a process to ensure that significant environmental impacts arising from policies, plans and programmes are identified, assessed, mitigated, communicated to decision makers and monitored. During the preparation of the joint LTP3 Strategy for South Hampshire in 2010 a SEA was undertaken to assess the impact of the 14 policies. As we are proposing to retain the 14 policies given this high level of overlap, we have concluded that the previous SEA assessments undertaken for LTP3 are still valid for the Connected Southampton 2040 Strategy and the high level screening assessment of the additional four schemes suggests all positive environmental effects and no adverse ones.

# Appendix A

## Stakeholder Summary

During early 2018, SCC held a series of further workshops and discussions have taken place with these stakeholders to seek views and feedback on the proposed strategic goals and eight objectives. During the spring of 2018, we have engaged with:

Hampshire Chamber of Commerce
Hampshire County Council
Local bus operators
Local employers – including West Quay shopping centre, Solent NHS trust, port businesses, Solent University, the National Oceanography Centre and transport planning consultants
Neighbouring Borough and District councils
Solent Local Enterprise Partnership
Solent Transport
Southampton Cycle Forum
South Western Railway

Generally the response towards the goals and objectives was positive and various helpful improvements were suggested that have been incorporated into the consultation draft. During the formal consultation period we will be encouraging these stakeholders to respond to the questionnaire survey.

The Local Transport Act 2000 requires Local Transport Authorities to consult on their LTPs with:

- Bus operators
- Highways Agency
- Lower tier authorities (in the case of upper tier authorities)
- Public transport users groups
- Rail operators (i.e. Network Rail and Train Operating Companies)

The Act also requires local transport authorities to consult such others as they consider appropriate. Government guidance suggests that this might include the following, although this is not an exhaustive list:

- Airports and Ports
- Community and voluntary sector
- Community Rail Partnerships
- Crime and Disorder Reduction partnerships
- County Sport and Physical Activity Partnerships (CPSAPs)
- Disabled person groups
- Environmental NGOs
- Freight Transport Association
- Integrated Youth Support Services
- Jobcentre Plus
- Local Access Forums
- Local businesses and business groups - Chambers of Commerce, Economic partnerships, Emergency partnerships & Trade Associations (e.g. British Retail Consortium, Road Haulage Association)
- Local Education Authority and universities.
- Local and Regional Play Partnerships
- National Parks and Park Authorities
- Neighbouring authorities (including across national borders)
- Parish and Town Councils

- Planning authorities
- Primary Care Trusts, as well as including NHS and private hospitals
- Representatives of older people
- Representatives of children and young people
- Representatives of women's groups
- Rural Community Councils
- Statutory environmental bodies – Natural England, Environment Agency and English Heritage
- Taxi and private hire vehicle companies and organisations
- Tourist Board
- Youth Forums
- Youth Opportunity Fund panels

# Appendix B

## The Strategic Environmental Assessment (SEA)

- During the preparation of the joint LTP3 Strategy for South Hampshire, a comprehensive SEA was undertaken in 2010 to assess the impact of the 14 policies and the series of delivery option schemes that sit beneath these at a high level. This SEA assessed 70 different proposed schemes against the ten SEA objectives. The ten SEA objectives cover Biodiversity; Population; Human Health; Flora and Fauna; Soil; Water; Air; Climate; Material assets; Cultural heritage (including archaeological and architectural heritage); Landscape; and the interrelationship between these factors.
- This SEA suggested that for most of the proposed schemes, their delivery was likely to bring a range of positive environmental effects related to the full range of SEA Objectives. These include through limiting traffic growth; facilitating modal shift from car journeys to public transport, walking and cycling; improving accessibility to services and facilities; supporting enhancements to the public realm; promoting social inclusion; and encouraging the use of healthier modes of travel.
- Of the 70 schemes assessed, eleven of these raised potential negative and uncertain effects against the SEA Objectives. These eleven were then subject to more detailed assessment to consider the nature of adverse impacts and consider potential mitigation measures.
- The majority of schemes that we are proposing to deliver as part of this LTP4 strategy are ones that were assessed as part of the SEA work for the LTP3 Joint Strategy. Additional schemes that are proposed as part of this LTP4 Strategy were not assessed in 2010/ 2011 include Active Travel Zones, Mobility as a Service, a Clean Air Zone and a Workplace Parking Levy. A high level assessment has been undertaken on the impacts of these additional schemes against the ten SEA objectives and this suggests the impact of these three schemes will be broadly positive.
- Therefore, given this high level of overlap, we have concluded that the previous SEA assessments undertaken for LTP3 are still valid for the LTP4 Strategy and the high level screening assessment of the additional four schemes suggests all positive environmental effects and no adverse ones.
- The LTP3 Joint Strategy SEA and final Environmental Report are available alongside this draft Strategy on the southampton.gov.uk website.

southampton.gov.uk

SOUTHAMPTON CITY COUNCIL