

DECISION-MAKER:	CABINET		
SUBJECT:	SOUTHAMPTON GREEN TRANSPORT RECOVERY PLAN		
DATE OF DECISION:	JULY 14, 2020		
REPORT OF:	CABINET MEMBER FOR GREEN CITY & PLACE, CLLR LEGGETT		
<u>CONTACT DETAILS</u>			
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STATEMENT OF CONFIDENTIALITY			
Not Applicable			
BRIEF SUMMARY			
<p>This report presents the final draft of the Southampton Green Transport Recovery Plan for approval by Cabinet. The plan is the Council's response to support social distancing, to help stop the spread of Covid-19, and as a unique opportunity to support people to make active and sustainable journeys into the future as part of the recovery. This takes advantage of the opportunities and challenges arising from the Covid-19 pandemic where the Council can trial new and different transport schemes and ensure it is done in a way that responds to feedback and reviews the data before any final decisions are made over the longer term. It also follows announcements from the Secretary of State (SoS) on 9th May, and subsequent letters from the Department for Transport (DfT) regarding funding and directing the approach.</p>			
<p>The consultation draft of the Plan (see Appendix 1) was circulated on 20th May EMT-Cabinet and this version is for overall approval of the GTRP and the financial approval of the new DfT emergency funding streams. This report sets out the key work done to date, work that is currently in progress and work planned for the future in a single overarching Green Transport Recovery Plan which complements and supplements the existing Connected Southampton 2040 Local Transport Plan.</p>			
RECOMMENDATIONS:			
	(i)	For the Cabinet to provide overall approval of the Southampton Green Transport Recovery Plan (provided in Appendix 1) which sets out both the key work done to date, work that is currently in progress and work planned for the future, to complement and supplement Connected Southampton 2040 (LTP4) and the schemes identified in Table 1.	
	(ii)	Cabinet is recommended to accept the Emergency Active Travel Fund (EATF) grant of £0.245m and approve the addition of this amount to	

		the capital programme 2020/21, together with approval to spend as per the details provided in paragraph 13 of this report.
	(iii)	Cabinet delegates authority to the S151 officer to accept and authorise spend of any future additional ETAF grant allocation which is expected to be £0.980m but subject to further DfT guidelines and a business case submission that will be approved by the Director of place following consultation with the Cabinet Member and is in accordance with the details provided in paragraph 13 of this report.

REASONS FOR REPORT RECOMMENDATIONS

1.	Since the UK Covid-19 lockdown was imposed on 23 rd March 2020 there has been a significant impact on traffic and transport in Southampton. The advice to stay at home and only travel when essential has seen average traffic levels reduce by 60% compared to the week before the lockdown commenced. Bus travel has similarly reduced, with 85% fewer people travelling by bus in May compared to February. These changes in traffic and travel habits have created a new dynamic and cycling has been a primary beneficiary, with a doubling in the number of cycle trips. This has been most marked on leisure routes such as Weston Shore, Riverside Park or SCN1 towards the New Forest (See Appendix 2 for local traffic trends). The reduction in traffic has also seen improvements in air quality.
2.	As the lockdown is progressively and incrementally eased this presents a point in time to take advantage of the opportunities and tackle the challenges to how people travel.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

3.	Do Nothing – Not to implement any schemes in the GTRP. This was rejected because the Council has received direction from DfT to support social distancing and active travel. Not having a robust plan would mean that the additional Emergency Active Travel funding available to SCC could not be accessed.
4.	Do Minimum – select fewer schemes within the GTRP. This was rejected as it would not have the desired effect to support people who have taken up walking and cycling as a means of exercise or transport during the lockdown.

DETAIL (Including consultation carried out)

4.	<i>Green Transport Recover Plan – Overview</i> These new travel behaviours present a series of opportunities to lock in the benefits of the situation, sustain the positive behaviours, support the economic recovery of the city, and provide a ‘once in a generation way’ of re-shaping the city. Southampton City Council (SCC) has prepared the Southampton Green Transport Recovery Plan (GTRP) to support the reopening and recovery of Southampton.
5.	The opportunities for the GTRP are around supporting active travel, managing demand from people returning to work, making public transport safer, positive messaging for personal and environmental benefits, future travel, and enabling social distancing.

6.	The GTRP is closely aligned to the city's long-term transport strategy – Connected Southampton 2040, also to the Green City Charter & Plan, Cycling Strategy and Council Strategy 2020-25.
7.	It also enables SCC to respond to the Government's announcements on supporting active travel through use of existing tools such as Temporary Traffic Regulation Order (TTROs) to create additional space for cycling or walking, 'pop-up' cycle lanes, and additional funding opportunities. The Government have announced £225m ¹ of Emergency Active Travel Fund (EATF) funding for local authorities to implement emergency active travel schemes. This plan will ensure that Southampton is well placed to utilise this additional funding, alongside existing funding, to achieve a rapid delivery of innovative sustainable & active travel schemes.
8.	The DfT have indicated that the level of funding SCC is eligible to receive through EATF is £1.225m.
9.	<p><i>Southampton Green Transport Recovery Plan - Approach</i></p> <p>The GTRP is closely aligned to the three phases for lockdown over the near, medium and long-term periods.</p> <ul style="list-style-type: none"> • Emerging – supporting essential workers and active travel in the coming weeks, • Reopening – enabling social distancing, managing and influencing travel demand by active travel, public transport, and private car during the following weeks as lockdown is eased, and • Recovery – continuing to manage and influence travel over the longer-term to support businesses and services.
10.	The GTRP is being applied spatially across Southampton covering the stages of a journey – the start from home, along travel corridors, and at the destination. There is also a focus on the City Centre, which will continue to be the main transport and economic hub with a changing retail environment, and this presents several challenges. Given the mix of activities, focus and space the City Centre requires an interlinked plan covering items such as social distancing at shops, managing space so people can get around, interchange between modes, providing incentives and opportunities to cycle, and having a message around active travel.
11.	The GTRP is envisaged as a 'live' document that is kept under regular review by the Head of Service in consultation with the Cabinet Member, and schemes can be added subject to funding, consultation, and appraisal.
12.	<p><i>Southampton Green Transport Recovery Plan – Schemes</i></p> <p>The GTRP has two themes – Supporting Social Distancing and Supporting Active Travel. Activities in these will be a combination of 'soft' behavioural change measures (training, communications & marketing) that support people's new behaviours, and 'hard' physical measures that range from small scale adaptations to larger scale quickly delivered schemes that could have a greater potential impact.</p>

¹ From a total of £250m with £25m allocated to Cycle to Work and repair projects schemes.

13.	The identified and prioritised schemes are in Table 1.																																											
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	Table 1 – Summary of Proposed GTRP Schemes																																											

14.	The GTRP will be supported by the current Access Fund behaviour change programme, the Transforming Cities Fund (TCF), Electric Vehicle Access Plan (EVAP), & Solent Future Transport Zone (FTZ) programmes, and a Solent Covid-19 Recovery Communications Campaign.			
15.	The GTRP will support any e-scooter trial Southampton enters into as part of the Solent FTZ. This is being led by Solent Transport with an Expression of Interest submitted for an e-scooter hire trial initially focused on the Southampton West Park & Ride at Adanac Park in partnership with University Hospital Southampton NHS Trust. Other sites are also being considered. DfT are also providing additional guidance to Highway Authorities regarding the inclusion of e-scooters within the permitted cycle types able to use cycle infrastructure that requires a TRO. SCC is reviewing this and where appropriate will make recommendations for TROs that require consultation and updating.			
16.	The total cost for the identified schemes in the GTRP is £4.31m. Funding will come primarily from existing sources including advancing existing cycle schemes in the TCF programme, EVAP, Access Fund, Solent Future Transport Zone, and LTP Integrated Transport Block grant. The Government announcement of the allocations of the Emergency Active Travel Fund provides the opportunity to offset previously allocated LTP funding required. Southampton's indicative share of this emergency funding is £1.225m but the final allocation amount is subject to receiving further guidance from DfT and the submission of a business case which is anticipated to be later this summer.			
17.	Implementation of highway schemes will be via the Highways Service Partnership with BBLP. Discussions are already underway on design, safety auditing, with quick implementation of early schemes from the end of May. Other delivery partners include Sustrans, Go! Southampton for City Centre schemes, Hampshire County Council on cross-boundary cycling through TCF, My Journey and the bus operators.			
18.	The indicative programme for implementing schemes is set out in Appendix 3 covering period from inception, engagement, design, legal traffic order process, and then mobilisation and implementation. As part of the scheme development local ward Members, bus operators, emergency services, and local residents will be engaged and informed. By their nature most of the schemes are experimental or temporary and the legal process for the Traffic Regulation Order (TRO) is shorter, the process is set out in Appendix 3. The Government is recommending that local authorities use these tools to 'fast track' schemes, with a Temporary TRO (TTRO) advised as the most suitable for certain types of temporary measures in these circumstances. A TTRO is valid for 18 months and can be removed or made permanent if the scheme is judged a success.			
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		<p>stakeholders, communications planning and engagement planning, identification of priority parklets.</p> <p>Schemes:</p> <ul style="list-style-type: none"> - Adjusting signalised crossing, - First 'pop-up' cycle lanes installed – Bassett Avenue-The Avenue - Cycle routes to Southampton General Hospital - Dale Road - City Centre temporary cycle parking
	Restart	
	June	<p>Initiation of #keepactive and new normal campaigns through comms channels.</p> <p>Schemes</p> <ul style="list-style-type: none"> - First temporary School Streets in line with any phased return to school including engagement support, - Roll out of other pop up cycle lanes – Hill Lane, Portswood Road, Bitterne Road West - City Centre Parklets & Cycle Parking
	June-Aug	<p>Further trial schemes rolled out – Modal Filters in the City Centre and consultation on Active Travel Zones, Millbrook Road West Bus Lane, continued monitoring of existing schemes and reporting to Cabinet Member</p>
	Recovery	
	Aug-Nov	<p>Larger scale schemes implemented through TCF, monitoring, initiation of 'newnorm' campaign. Active Travel Zones measures implemented.</p>
	June-Jan 2021	<p>Continual monitoring and decisions on making any trial or temporary schemes permanent</p>
20.	<p>A final draft of the GTRP was published on 29th May as part of the SCC response to DfT for the first tranche of funding of £0.245m which was the maximum allocation the council was eligible for. Concurrently Ward Member briefings were held to provide an overview of the GTRP, specifics on schemes in individual wards and gather any additional suggestions from Members. Many of the schemes and policy direction contained within the GTRP were established in Connected Southampton 2040 as the Local Transport Plan for Southampton. Consultation on this was carried out in Autumn 2018 before approval in March 2019.</p> <p>Appendix 2 provides a summary of the initial outputs of GTRP schemes installed to date.</p>	
RESOURCE IMPLICATIONS		
<u>Capital</u>		
21.	<p>The total capital cost for the identified schemes and activities in the GTRP is up to £4.31m.</p>	
22.	<p>Funding for this will come from existing funding sources that are already budgeted for through external revenue & capital grants and SCC capital programme.</p>	

23.	<p>The funding will be reallocated from these programmes, the GTRP has been designed as a mechanism to bring forward schemes from the programmes using temporary measures to respond the unique conditions.</p> <table border="1" data-bbox="584 311 1150 741"> <thead> <tr> <th data-bbox="584 311 852 367">Source</th> <th data-bbox="852 311 1150 367">Amount</th> </tr> </thead> <tbody> <tr> <td data-bbox="584 367 852 423">EATF</td> <td data-bbox="852 367 1150 423">£1.225m</td> </tr> <tr> <td data-bbox="584 423 852 479">TCF</td> <td data-bbox="852 423 1150 479">£2.160m</td> </tr> <tr> <td data-bbox="584 479 852 535">LTP ITB/S106</td> <td data-bbox="852 479 1150 535">£0.565m</td> </tr> <tr> <td data-bbox="584 535 852 591">EVAP</td> <td data-bbox="852 535 1150 591">£0.100m</td> </tr> <tr> <td data-bbox="584 591 852 647">FTZ</td> <td data-bbox="852 591 1150 647">£0.030m</td> </tr> <tr> <td data-bbox="584 647 852 692">Access Fund</td> <td data-bbox="852 647 1150 692">Staff Time</td> </tr> <tr> <td data-bbox="584 692 852 741">Total</td> <td data-bbox="852 692 1150 741">£4.310m</td> </tr> </tbody> </table>	Source	Amount	EATF	£1.225m	TCF	£2.160m	LTP ITB/S106	£0.565m	EVAP	£0.100m	FTZ	£0.030m	Access Fund	Staff Time	Total	£4.310m
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24.	<p>The LTP Integrated Transport Block funding from DfT for 2020/21 is £2.124m and through the 2020 Council budget this is currently allocated between TCF match funding (£1.275m) and other non-TCF schemes. The non-TCF portion of the LTP budget would need to be reallocated to the GTRP, this means that some planned schemes under the LTP programme would not be able to continue.</p>																
25.	<p>The DfT's £225m Emergency Active Travel Fund is available to local authorities – SCC's indicative total allocation is £1.255m. The money will be allocated in 2 tranches, tranche 1 of £0.245m in June 2020 with indicative tranche 2 of £0.980m expected in August 2020. Tranche 1 funding has been confirmed by the DfT and allocated on a formula-based allocation (based on census data: all residents aged 16 and over in employment who use public transport as their usual method of travel to work) and is intended for installation of temporary 'pop-up' projects. Tranche 2 is for longer-term projects subject to submission of a light touch business case to the DfT later in the summer. The amount of £1.225m is variable and can be above that of the indicative amount.</p>																
26.	<p>The DfT have also made an additional £10m available for expansion of on-street residential electric vehicle charge points. SCC will assess suitable locations and if appropriate will make a submission to this fund for further EV charge points. This will off-set the EVAP funding.</p> <p>It is not envisaged that the activities in GTRP will require any additional funding from outside the identified funding and/or Emergency Active Travel Fund.</p> <p>The Capital and revenue funding sources that are being utilised as set out in Appendix 4.</p>																
<u>Property/Other</u>																	
27.	There are no property implications																
28.	The implementation and oversight of the GTRP will be overseen by the Head of Service for Green City & Infrastructure, who will report to Executive Director of Place and Cabinet Member for Place & Transport.																
29.	To ensure timely and quick delivery of the schemes, the frequency of the Integrated Transport Board (which currently meets monthly) will be increased to weekly and held virtually. Membership will be increased to include invites to Service Manager Highway Contracts and Cabinet Member. This will be the																

	primary decision-making body for the GTRP. Alongside ITB supporting groups will all provide information and recommendations into the final scheme development and delivery, these include PT Recovery Taskforce, Active Travel Working Group, My Journey, and City Centre Recovery Working Group with Go! Southampton.
30.	An existing resource within the Transport Delivery Team will lead on the delivery of the programme. No new additional resource is required and this will be alongside the mobilisation for the existing Transforming Cities Fund and Local Transport Plan programmes. Individual schemes will be client managed by existing SCC staff in Transport Policy, Transport Delivery, Sustainable City, My Journey, & SmartCities teams. SCC's existing Highway Service Provider BBLP will deliver all the highway schemes. SCC will liaise with bus operators and the BID on specific schemes.

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

31.	Through the Highways Act 1980, Road Traffic Regulation Act 1984, and Traffic Management Act 2004 there are several tools available to SCC as local highway authority for the management of the highway.
32.	Any TROs would require consultation with a standard TRO requiring 21 days of consultation with information posted on street, in Council buildings and in printed newspapers. With the restrictions on travel, closure of Council building and reduction in printed media the Government have advised that other measures, including electronic publication via Council websites, are acceptable. The most appropriate 'tools' for the GTRP are set out in Appendix 5.

Other Legal Implications:

33.	None
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RISK MANAGEMENT IMPLICATIONS

34.	<p>The timeframes for scheme implementation and the Government direction mean that consultation is being done concurrently. The mechanism for this is through the Temporary Traffic Regulation Orders – this recognises that the schemes are trials and some may be in place during the Summer. Other schemes may be made permanent once the initial trial period is completed. To mitigate risk of objections and ensure Ward Members were aware briefings were carried out before implementation, and before any decision on removing or making a scheme . If a scheme is to be made permanent, there will be a public consultation through the TRO process (see Appendix 5) and engagement.</p> <p>Consultation has been held with Go!Southampton for City Centre activities and the plan has their broad support. The active travel schemes are part of a wider approach to support the economic and environmental recovery of Southampton.</p> <p>Reputational risk is being managed through constant monitoring of traffic levels, journey times, impact on parking, cycle levels, bus journey times and pollution, as well as official public responses to the schemes. This is being collated weekly to allow schemes to be altered if required, and information is reported to the Cabinet Member, enabling the Cabinet Member to make decisions on a scheme.</p>
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POLICY FRAMEWORK IMPLICATIONS	
35.	The Green Transport Recovery Plan is consistent with SCC's long-term transport strategy – Connected Southampton 2040, the Southampton Cycle Strategy, Green City Charter, and the Council Strategy 2020-2025.

KEY DECISION?	Yes
WARDS/COMMUNITIES AFFECTED:	All
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	Southampton Green Transport Recovery Plan (final)
2.	Southampton Traffic Trends Mar-June 2020
3.	GTRP Programme & TRO Process
4.	Summary of Transport Funding
5.	Summary of Traffic Regulation tools
6	GTRP Equality Impacts Assessment

Documents In Members' Rooms

1.	None
Equality Impact Assessment	
Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.	Yes
Data Protection Impact Assessment	
Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out.	No
Other Background Documents	
Other Background documents available for inspection at:	
Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
1.	None