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| <b>DECISION-MAKER:</b>   | CABINET<br>COUNCIL  |
| <b>SUBJECT:</b>          | CONNECTED SOUTHAMPTON TRANSPORT<br>STRATEGY (LTP) - IMPLEMENTATION PLAN 2022-<br>2025 |
| <b>DATE OF DECISION:</b> | 14 MARCH, 2022<br>23 MARCH, 2022  |
| <b>REPORT OF:</b>        | COUNCILLOR MOULTON<br>CABINET MEMBER FOR GROWTH                                       |

| <b><u>CONTACT DETAILS</u></b> |                |                                   |                     |
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| <b>STATEMENT OF CONFIDENTIALITY</b>  |
| NOT APPLICABLE   |
| <b>BRIEF SUMMARY</b>   |
| <p>The Connected Southampton Transport Strategy 2040 was adopted as the Council's fourth Local Transport Plan (LTP) by Council in March 2019. The LTP consists of a number of parts that together provide the evidence-led policy for transport in Southampton, including three-year Implementation Plans. This policy enables Southampton City Council (SCC) to lever in funding for delivery and to influence other policies and development in the city, City Region and wider Solent area. The publication of a LTP is a statutory duty placed on Local Transport Authorities (LTA) by the Transport Act 2000, and as amended by the Local Transport Act 2008 (Part 2), and must be accompanied by a supporting plan setting out how it will deliver the strategy (the Implementation Plan).</p> <p>This report seeks approval for the proposed new Implementation Plan (known as the Connected Southampton Transport Strategy - Implementation Plan) for the period April 2022 to March 2025 (Appendix 1). The Implementation Plan has been developed in accordance with the policies set out in the overarching adopted LTP (2019), which remains unchanged, and includes the delivery of measures funded by the Transforming Cities, Active Travel Fund and Future Transport Zone programmes, as well as medium to longer-term aspirations up to and beyond 2025.</p> |

| <b>RECOMMENDATIONS (CABINET):</b>                  |   |  |
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|  | (i)   | To note that minor changes are being made to the main LTP in accordance with delegated authority granted at Council in 2019, and in consultation with the Cabinet Member for Growth.     |
|  | (ii)  | To consider and recommend that the proposed Connected Southampton Transport Strategy (LTP) Implementation Plan (2022-2025) is approved.  |
|  | (iii)   | To authorise the Head of Service for Green City & Infrastructure, in conjunction with Cabinet Member for Growth, to make minor amendments to the Implementation Plan before publication. |
| <b>RECOMMENDATIONS (COUNCIL):</b>                  |   |  |
|  | (i)   | To approve the Connected Southampton Transport Strategy (LTP) Implementation Plan 2022 – 2025.   |
| <b>REASONS FOR REPORT RECOMMENDATIONS</b>          |   |  |
| 1.   | Southampton City Council (SCC) as the Local Transport Authority (LTA) has a statutory duty to prepare and publish a long-term transport strategy (also known as a Local Transport Plan) and a supporting plan setting out how it will deliver its strategy (the Implementation Plan). The Council's fourth Local Transport Plan (LTP) and a three-year Implementation Plan spanning 2019 to 2021 were adopted as Council policy in March 2019. It does not currently have an Implementation Plan.   |  |
| 2.   | Preparing a new Implementation Plan will enable the Council to set out its transport priorities for the coming three-year period, in accordance with the policies contained in the overarching LTP, and medium to longer-term aspirations. The Implementation Plan also provides the Council with an opportunity to acknowledge new strategies and guidance published by Central Government within the LTP, including the national Decarbonisation Plan, Gear Change (national cycling & walking strategy), and Bus Back Better (national bus strategy). Indications from the Department for Transport suggest that future funding will be aligned to the outcomes set out in the new strategies and guidance, such as the above. |  |
| <b>ALTERNATIVE OPTIONS CONSIDERED AND REJECTED</b> |   |  |
| 3.   | A review of the current LTP took place over three workshops held with the Cabinet Member for Growth and the Cabinet Member for Customer Services and Transformation, in September and October 2021. The workshops included a review of existing policies set out in the LTP and a discussion on new local priorities, including future aspirations for growth within the City Centre, improved transport connectivity through the delivery of a Mass Transit System, and the continued delivery of Active Travel Zones and new residential 20mph streets.   |  |
| 4.   | Officers presented three options to Cabinet Members for the renewal or update of the LTP: <ol style="list-style-type: none"> <li>1. Do nothing - do not update the LTP or publish an Implementation Plan;</li> <li>2. Produce an Implementation Plan, make minor changes to the LTP, and develop further strategies and plans supporting the LTP; and</li> <li>3. Prepare a new LTP for Southampton and a supporting Implementation Plan.</li> </ol>  |  |

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| 5.   | Do nothing (Option 1) was rejected due to SCC having a statutory duty to prepare and publish an Implementation Plan under the Transport Act 2000, and as amended by the Local Transport Act 2008. There was also a risk that not producing an Implementation Plan could have a detrimental impact on the Council's ability to secure future funding if national priorities were not reflected in local policy documents.  |
| 6.   | Preparing and publishing a new Implementation Plan (Option 2), alongside making minor changes to the main LTP and developing further supporting plans and strategies, was considered the preferred approach as it enables new and emerging priorities to be incorporated into the LTP in a more-timely manner. This approach also ensures the Council meets its duty to prepare and publish an Implementation Plan and that it is in a good position to bid for new and anticipated funding streams that are expected to be aligned to new Central Government priorities.   |
| 7.   | Preparing a new LTP (Option 3) was ruled out as the core policies contained in the existing LTP remain relevant. Furthermore, the preparation of an Implementation Plan and the development of a pipeline of new transport strategies and plans provides SCC with the opportunity to reflect new and emerging priorities in a more efficient way. The preparation of a new LTP was also considered resource intensive as it would have taken around two years to complete and would have required additional officer resource to enable existing programmes to remain on-track. During this time, SCC's ability to secure future funding aligned to new national priorities may have been impacted.   |
| <b>DETAIL (Including consultation carried out)</b> |   |
| 8.   | <p>Cabinet Members are being asked to consider and to recommend the approval of the proposed Implementation Plan (Appendix A) to Council. The Implementation Plan highlights the progress that has been made in delivering the LTP, including key schemes that were delivered between April 2019 and March 2022. Highlights include a new 'jet lane' at Redbridge Roundabout, accessibility improvements on-board buses and at bus stops, and upgraded foot and cycle facilities along West Quay Road (SCN1) and The Avenue (SCN5). The Implementation Plan also details the priorities between April 2022 and March 2025, and the schemes that will be developed and delivered, including:</p> <ul style="list-style-type: none"> <li>• City Centre public space schemes linked redevelopment, such as Bargate Quarter, Holyrood Quarter and Hanover Square;</li> <li>• Feasibility into the creation of a world-class Mass Transit System;</li> <li>• Improved water transport infrastructure and services, such as water taxis;</li> <li>• Transport improvements at Lordshill and Bitterne district centres;</li> <li>• New Active Travel Zones, including Regents Park and Maybush;</li> <li>• Expansion of the School Streets programme and a separate programme of school crossing improvements;</li> <li>• A programme of 20mph streets across the city;</li> <li>• Smart Technology improvements, including the A35 Tebourba Way/Winchester Road.</li> </ul> |
| 9.   | The priorities for the coming three-year period up to March 2025, include supporting the city's recovery from the pandemic, medium to longer-term growth aspirations linked to Levelling Up, and the transition to a zero-  |

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|     | <p>emission transport network. Investment in transport connections, both within the city and connecting to it, will be vital in unlocking bold future growth aspirations, which will be set out in more detail in the emerging Local Plan, including the designation of Solent Freeport. The Implementation Plan details the schemes that will be prioritised to achieve local aspirations and how they support the three LTP strategic goals:</p> <ul style="list-style-type: none"> <li>• A Successful Southampton,</li> <li>• A System for Everyone, and</li> <li>• A Better Way to Travel.</li> </ul>   |
| 10. | <p>It should be noted that the Implementation Plan is not currently fully funded, and that additional funding will be sought to deliver the schemes. The delivery of schemes detailed in the Implementation Plan are also subject to consultation and engagement with stakeholders and people living, visiting and working in the city. This will be undertaken as part of the design process.</p>  |
| 11. | <p>The proposed Implementation Plan incorporates recent guidance published by Central Government, including the Decarbonisation Plan, Bus Back Better and Gear Change, placing the Council in a good position to bid for anticipated funding aligned to these new Central Government priorities. In addition to key Central Government guidance being incorporated into the Implementation Plan, SCC is also developing a pipeline of transport strategies and plans that will build upon the existing policies set out in the LTP. The pipeline, which will be developed over the same period, will include:</p> <ul style="list-style-type: none"> <li>• A Local Cycling and Walking Plan (LCWIP);</li> <li>• Mass Transit Feasibility Study;</li> <li>• Enhanced Bus Partnership;</li> <li>• Local Metro Rail Plan;</li> <li>• Parking Policies covering residential areas, new developments and footway parking;</li> <li>• Inclusive Transport Strategy;</li> <li>• Freight &amp; HGV Movements and Access Plan</li> <li>• Local Decarbonisation Plan;</li> <li>• Intelligent Transport Systems; and</li> <li>• City Centre Movement and Access Plan.</li> </ul> |
| 12. | <p>For now, the main LTP document, which covers the period up to 2040, will continue to detail the long-term transport strategy and policy for the city. However, minor formatting and grammatical changes will be undertaken to the adopted LTP in accordance with the delegated authority granted by Council in 2019. These changes will be made in consultation with the Cabinet Member for Growth and will be reported to Cabinet Member Briefing.</p>  |
| 13. | <p>Ongoing consultation and engagement have taken place with stakeholders and people living, visiting and working in the city since statutory consultation was undertaken as part of the development of the overarching LTP, which resulted in a total of 1,413 written responses in Autumn 2018. More recent consultation and engagement, undertaken since April 2020, has taken place as part of the development of individual schemes, mainly funded by Transforming Cities and the Active Travel Fund, and the development of supporting transport plans and strategies, including the Bus Service Improvement Plan.</p>  |

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| 14. | <p>Consultation and engagement activities undertaken since 2020 have included a mixture of face-to-face and virtual events, such as:</p> <ul style="list-style-type: none"> <li>• co-design workshops with local communities, including St Denys, Woolston and streets surrounding St Mark's School;</li> <li>• interactive engagement through the Commonplace platform as part of the delivery of the Active Travel Fund measures;</li> <li>• online surveys investigating transport improvements for Portswood and to support the development of the Bus Service Improvement Plan;</li> <li>• meetings with stakeholders, including Members, MPs and the Workplace Travel Network; and</li> <li>• communications via letter, email and social media.</li> </ul> |
| 15. | <p>Consultation and engagement will continue to be undertaken on the schemes detailed in the Implementation Plan as part of the design process for individual schemes. This will include engaging with people living, visiting and working in the city as well as stakeholders, including Members. Engagement on the development of transport schemes will also be undertaken with local users, including disabled people, through a new Accessibility Forum that will be established in 2022.</p>  |
| 16. | <p>It should be noted that the Implementation Plan will be discussed at Overview and Scrutiny Management Committee on 10<sup>th</sup> March 2022.</p>   |

## **RESOURCE IMPLICATIONS**

### **Capital/Revenue**

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| 17. | <p>The delivery of the Implementation Plan will be supported by the Council's annual capital grant allocations from the Department for Transport (DfT) to deliver its priorities and ambitions in accordance with the policies set out in the LTP. These formula-based grant allocations are split into Integrated Transport Block (ITB) and Highways Maintenance Block (HMB). These provide the core level of capital funding for the development and delivery of transport schemes through the Integrated Transport Programme and Highways Maintenance Programme.</p> |
| 18. | <p>The Implementation Plan will also be supported by revenue grants from the Department for Transport, which are used for the development of schemes not supported by capital funding and for the delivery of supporting transport initiatives, such as those delivered through the My Journey Programme. These include grant allocations from the Active Travel Fund and Local Authority Capability Fund.</p>  |
| 19. | <p>In addition to the core level funding, ad-hoc external funding, for capital and revenue, is often used to develop and deliver transport schemes. This includes competitive grants awarded by the DfT following a successful bid, Developer Contributions, SCC capital and borrowing, and additional funding from bodies, such as Central Government.</p>   |
| 20. | <p>The proposed Implementation Plan informs the Revenue Budget, Medium Term Financial Forecast and Capital Programme, which will be considered by Council on 23<sup>rd</sup> February 2022. The report requests approval to spend £19.96M in 2022/23, £10.06M in 2023/24 and £0.95M in 2024/25 to deliver the Highways and Integrated Transport programmes and Future Transport Zone. It should be noted that the Implementation Plan is not currently fully funded, and that additional funding will be sought to deliver any schemes that</p>                         |

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|   | are not fully funded or to expand schemes across the city. This could include Levelling Up Fund, bus funding via National Bus Strategy, or bespoke funding streams that may become available over the Implementation Plan period.   |
| <b><u>Property/Other</u></b>  |   |
| 21.   | None  |
| <b>LEGAL IMPLICATIONS</b>   |   |
| <b><u>Statutory power to undertake proposals in the report:</u></b> |   |
| 22.   | As the Local Transport Authority (LTA) for Southampton, under the Transport Act 2000 as amended by Local Transport Act 2008, SCC has a statutory duty to prepare a long-term transport strategy (an LTP) and a supporting plan setting out how it will deliver the strategy (the Implementation Plan). As Local Transport Authority, SCC also has the powers to undertake the proposals within the LTP and the Implementation Plan.   |
| 23.   | The schemes set out in the Implementation Plan are subject to consultation and engagement as part of the development of individual schemes. This may include statutory consultation on changes to the highway that are advertised in Traffic Regulation Orders (TRO) in accordance with the Road Traffic Regulation Act (1984).   |
| <b><u>Other Legal Implications:</u></b>                             |   |
| 24.   | As part of the development of the LTP a high-level Equality and Safety Impact Assessment (ESIA) was undertaken on the policies detailed in the strategy. The policies were largely expected to have a positive impact on all residents living in the city and people visiting for work or leisure as the policies support improved inclusivity, safety, health and quality of life. Where policies were deemed to have a potential negative impact on people with protected characteristics, mitigation measures were identified.   |
| 25.   | A further ESIA has been undertaken on the outline schemes included in the Implementation Plan. These schemes are considered to have positive impacts on residents, businesses and visitors in Southampton through the delivery of measures that continue to improve inclusivity, safety and quality of life. Projects include a transport system that is affordable and available to all, delivery of high-quality public spaces that support people with different needs, streets that are designed for people of all ages and provide better access to local facilities and services that enable people to maintain independent lives for longer. |
| 26.   | More detailed ESIA's will be undertaken on specific projects as they are taken through the design process. As part of this process, we will work with local communities and groups, including those representing people with protected characteristics, to design and deliver schemes via a new Accessibility Forum.  |
| <b>RISK MANAGEMENT IMPLICATIONS</b>                                 |   |
| 27.   | The risk of not adopting an Implementation Plan is reputational damage from not undertaking our statutory duty, as set out in the Local Transport Act 2008 (Part 2), to prepare and publish a plan. Not publishing an Implementation Plan could also have a potential impact on SCC's ability to secure Government funding. The impact on service delivery caused by reputational damage and/or lower levels of funding is considered significant. This is due to it not being possible to deliver the schemes set out within the Implementation Plan   |

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|                                      | without additional financial resources, which often consists of competitive grant allocations from Central Government.   |
| <b>POLICY FRAMEWORK IMPLICATIONS</b> |  |
| 28.                                  | The Transport Act 2000, and as amended by the Local Transport Act 2008 (Part 2), places a duty on Local Transport Authorities to prepare and publish a Local Transport Plan. This Plan must set out the policies that it will use to develop and deliver schemes and how they will be implemented. These can either be detailed in one combined LTP or published as two or more parts.   |
| 29.                                  | The proposed Implementation Plan for the period 2022-2025, which forms part of the SCC Policy Framework, is one element of the LTP, which also includes the Joint South Hampshire Strategy, the issues and options evidence base, the overarching LTP and the supporting transport plans. The schemes detailed in the Implementation Plan contribute towards the vision and strategic goals set out in the overarching LTP and will be designed in accordance with the existing adopted policies set out in the LTP, which will remain unchanged. These schemes are also aligned to wider local priorities set out in the Corporate Plan, including the redevelopment of the City Centre, and the bid to become a UNICEF Child-Friendly City and City of Culture 2025. |

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| <b>KEY DECISION?</b>  | <b>Yes</b>  |
| <b>WARDS/COMMUNITIES AFFECTED:</b>  | <b>ALL WARDS</b>  |
| <u>SUPPORTING DOCUMENTATION</u>   |   |
| <b>Appendices</b>   |   |
| 1.  | Connected Southampton Transport Strategy 2040 - Implementation Plan 2022-2025   |
| <b>Documents In Members' Rooms</b>  |   |
| 1.  | Connected Southampton Transport Strategy 2040 - Implementation Plan 2022-2025 – Equality and Safety Impact Assessment |
| <b>Equality Impact Assessment</b>   |   |
| <b>Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.</b> | <b>Yes</b>  |
| <b>Data Protection Impact Assessment</b>  |   |
| <b>Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out.</b>      | <b>No</b>   |
| <b>Other Background Documents</b>   |   |
| <b>Other Background documents available for inspection at:</b>  |   |
| <b>Title of Background Paper(s)</b>   | <b>Relevant Paragraph of the Access to Information Procedure Rules /</b>  |

|    |   | Schedule 12A allowing document to be Exempt/Confidential (if applicable) |
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| 1. | Connected Southampton Transport Strategy 2040 (LTP4), Council Report, March 2019: <b>SUBJECT:</b> ( <a href="https://www.southampton.gov.uk">southampton.gov.uk</a> ) | Not applicable   |
| 2. | Connected Southampton Transport Strategy 2040 (LTP4): <a href="#">mrd-1-connected-southampton-transport-strategy-2040.pdf</a>   | Not applicable   |
| 3. | Revenue Budget 2021/22, Medium Term Financial Strategy and Capital Programme: <b>SUBJECT:</b> ( <a href="https://www.southampton.gov.uk">southampton.gov.uk</a> )     | Not applicable   |