

DECISION-MAKER:	CABINET COUNCIL		
SUBJECT:	CONNECTED SOUTHAMPTON TRANSPORT STRATEGY 2040		
DATE OF DECISION:	19 MARCH 2019 (Cabinet) 20 MARCH 2019 (Council)		
REPORT OF:	CABINET MEMBER FOR TRANSPORT AND PUBLIC REALM		
<u>CONTACT DETAILS</u>			
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STATEMENT OF CONFIDENTIALITY	
NOT APPLICABLE	
BRIEF SUMMARY	
<p>The Connected Southampton Transport Strategy 2040 is Southampton City Council's (SCC) long term umbrella transport strategy for the City and will replace the current Local Transport Plan 3 (LTP3). It sets out the long-term approach for meeting the challenges that Southampton will face and proposes how SCC intends to plan, invest and manage transport in the city to 2040. It identifies three strategic goals that will support <i>A Successful Southampton</i>, with a transport <i>System for Everyone</i> and ensuring people have <i>Better Ways to Travel</i>. To achieve this, the strategy will need to guide a range of complex projects and strategies for different areas of the city, which support the City Centre, our economic drivers, neighbourhoods, and wider City Region. Following a consultation in 2018 the strategy has taken on board a range of views and ideas and demonstrates that SCC has the support from local residents, visitors and stakeholders ensuring we will work together to improve the transport network over the next two decades.</p>	
RECOMMENDATIONS:	
CABINET	
	(i) Notes the outcomes of the 12 week public consultation that began on 25 th July 2018 and ended on 17 th October 2018 on the draft Connected Southampton Transport Strategy 2040. The outcome of the consultation is outlined in paragraphs 12 to 18 and Appendix 4.
	(ii) To consider and recommend to Council the draft Connected Southampton Transport Strategy 2040 as the new Local Transport Plan for Southampton.
	(iii) To authorise the Service Director – Growth, in conjunction with Cabinet Member for Transport & Public Realm, to make minor amendments to the document before publication
COUNCIL	

	(i)	Notes that the public consultation feedback has been taken into account by Cabinet and has informed the final Connected Southampton Transport Strategy 2040
	(ii)	Approves the Connected Southampton Transport Strategy 2040 as the new Local Transport Plan for Southampton
	(iii)	Delegates authority to Service Director – Growth, in conjunction with Cabinet Member for Transport & Public Realm, to implement any variations

REASONS FOR REPORT RECOMMENDATIONS

1.	As the Local Transport Authority (LTA), SCC has a statutory duty to produce a Local Transport Plan (LTP) for Southampton, under the Transport Act 2000 as amended by Local Transport Act 2008. The 2008 Act requires LTPs to consist of a long term strategy and a short term implementation plan. It permits LTAs to replace and amend the long-term strategy as and when they require. The current LTP (LTP3) covers the period 2011-2031 and the Implementation Plan covers the period 2015-2018. This will be superseded by the new Connected Southampton 2040 Transport Strategy (LTP4) and will cover the period up to 2040 and a new Implementation Plan will be prepared to cover 2019-2022.
2.	LTP3 was prepared jointly with Hampshire County Council and Portsmouth City Council, was published in 2011 and includes a joint strategy across South Hampshire along with place specific actions. The 14 Policies within that strategy (LTP3) are proposed to be retained as they remain relevant. The focus of this Paper is to present Southampton's updated long term vision for transport – Connected Southampton Transport Strategy 2040 (LTP4)- following public consultation, for approval.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

3.	Whilst the current LTP3 (2011-2031) is in date and broadly in line with the provisions of the 2008 Act and SCC has a current Implementation Plan, significant changes in Central Government transport and wider policy, the emergence of Local Enterprise Partnerships, Clean Air requirements, changing funding sources including Transforming Cities Fund, and the City's growth aspirations, it is considered that an updated long term transport strategy (LTP4) is required.
4.	Other options considered <ul style="list-style-type: none"> - Retain LTP3 but update of three year Implementation Plan only to cover period 2019-2022. This would ensure SCC is compliant with legislation but would not present a refreshed long term vision and plan for transport in the city consistent with growth and Clean Air aspirations. - Light touch review of existing LTP3 to update policies, change references to new organisations to reflect new policy, funding and decision making. This would provide an updated Solent wide LTP3 to 2031 developed in partnership with the other Solent LTAs but would not take into account wider long term specific ambitions for Southampton and across the Solent. - A full replacement of the Solent LTP3 to establish new Solent wide transport policies developed in partnership with the four Solent LTAs.

	Would set out the long term transport vision Solent -wide collating the joint ambition of the four LTAs.
DETAIL (Including consultation carried out)	
5.	<p>Southampton City Council is taking the opportunity to produce a new LTP for Southampton – Connected Southampton – in order to take account of support the city’s bold and ambitious plans for sustainable growth over the next twenty years.</p> <p>The purpose of Connected Southampton is to:</p> <ul style="list-style-type: none"> - Set out the role and purpose of the LTP and its relationship with the Council Strategy and other policies; - Provide an evidence led Transport Strategy vision for Southampton that explains the strategic approach and guiding principles for transforming transport; - Set out the specific components of the strategy and how they will 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 it will ensure that it is delivering on what is expected of it.
6.	<p>Connected Southampton consists of a number of parts that together provide the evidence-led policy for transport in Southampton and will enable SCC to lever in funding for delivery and influence other policies and development in the city and City Region.</p> <p>These are:</p> <ul style="list-style-type: none"> - Joint South Hampshire Strategy – 14 Solent wide transport policies; - An Issues & Options evidence base discussing what has been achieved since 2011 (LTP3), assessing latest data and modelling, and other long-term plans from within and outside of SCC; - Transport Strategy 2040 – provides the long-term transport strategy to 2040 setting out the vision for transport and the approach for how this vision will be turned into reality - Three Year Implementation Plans that provide detail on how the Strategy will be delivered detailing individual projects, funding and evaluation of how SCC is progressing towards meeting the vision; and - A series of Supporting Mode or Place Plans that sit below the Strategy and provide more detail.
7.	<p>The challenges that Southampton faces in the future means that transport needs to support sustainable growth to remain <i>successful</i>, make sure transport provides a <i>system for everyone</i>, and reduce the negative impacts on people and businesses by supporting <i>better ways to travel</i>. To do this the vision is to focus on making it easier for people to move about and how transport can create a Place. The outcome of this is that traffic will no longer dominate, people will have the opportunities to get to where they want to go how they want to, the City is cleaner and healthier, and no one is disadvantaged or excluded from using realistic transport options.</p>
8.	<p>To achieve the vision and meet the challenges in the future Connected Southampton Transport Strategy 2040 is focused around three strategic goals that in turn are supported by a number of themes.</p> <ul style="list-style-type: none"> - A Successful Southampton – using transport improvements to support the sustainable economic growth of Southampton by preparing,

	<p>investing and maximising how an already congested transport system operates, so it is connected, innovative and reliable;</p> <ul style="list-style-type: none"> - A System for Everyone – making Southampton an attractive place to improve people’s quality of life, so that everyone is safe, and have equal and inclusive access to transport regardless of their circumstances; and - A Better Way to Travel – supporting people in changing the way they move about by widening their travel choices so they can get around actively and healthily and travel in the city is moving towards zero emission.
9.	<p>The Strategy proposes to take a spatial approach to implementation of the strategic goals. Distinct areas of the city have been identified and by focusing on how they work, how people move about, what they want, what barriers there are, and what is planned there for the future suitable transport solutions can be developed. The spatial areas are:</p> <ul style="list-style-type: none"> - The City Centre – a focus of major redevelopment in the city to support growth in employment and housing and creating a liveable city centre environment; - Economic Drivers – main hubs for development including the Port, Hospitals, Universities, Itchen Riverside, Adanac Park, Woolston, and Millbrook; - Neighbourhoods – as a diverse city there are series of local distinctive neighbourhoods where people live that link to the City’s District Centres; and - City Region – recognising that people’s journeys don’t stop at the city boundary and there are complex travel patterns both into and out of Southampton.
10.	<p>A 12 week public consultation was held between 25th July and 17th October 2018. The draft document was hosted on the SCC website (www.southampton.gov.uk/roads-parking/transport-policy/ltp4.aspx) along with a questionnaire for people to respond to.</p>
11.	<p>Key stakeholders, including transport service providers, public transport operators, and other organisations that represent users of the transport network in Southampton, were contacted and offered briefing sessions to explain the Strategy in more detail and encourage them to respond to the consultation. Five stakeholder sessions were held before the start of the consultation period with Go!Southampton, Chamber of Commerce, Cycle Forum, South Western Railway, and the Solent LEP.</p>
12.	<p>A press release was sent at the start of the consultation period along with social media posts, the launch was covered in the Daily Echo along with a subsequent article on 24th August in advance of the public events. The consultation was heavily promoted through the Council and MyJourney Social Media platforms throughout the consultation period with regular updates or specific posts on the ‘Big Ideas’ proposed the strategy and commencement of the major highway works at Millbrook Roundabout during the period to maintain interest. A link to the questionnaire was sent to all people on the Your City, Your Say database. Appendix 2 provides detail on the Communication Strategy.</p>

13.	<p>To assist residents to engage in the process, a total of four public drop in sessions and specific briefings were held in September across the city as set out below.</p> <ul style="list-style-type: none"> - Public Event 1 – Civic Centre, 4th September, - Public Event 2 – Shirley Library, 15th September, - Public Event 3 – Portswood Library, 19th September, - Public Event 4 – Bitterne Library, 29th September, - Sustainable City Expo, NST City, 12th September, - Southampton CCG Consult & Challenge Group, 19th September, - GO!Southampton Breakfast Briefing, 27th September.
14.	<p>The consultation overlapped partially with the public consultation on the Clean Air Zone. The latter commenced and concluded approximately four weeks earlier. Although the two consultations were both related to transport, it was considered that the likelihood of this causing confusion was limited. It was agreed that the two consultation teams would signpost people as necessary to the other consultations. Responses to the Clean Air Zone consultation which raise general points about improving travel and transport specifically were considered as part of the analysis for the Connected Southampton Strategy. Comments relating to improving cycling, public transport and electric vehicle facilities were incorporated into the final strategy. Overall the two consultations running in parallel ensured a greater level of awareness and engagement on both transport and wider environmental impacts and were deemed a success.</p>
15.	<p>In total, the Connected Southampton consultation generated 1,413 written responses from individuals, organisations and stakeholders. 13 written responses were received from ABP Southampton, University of Southampton, Portsmouth City Council, Hampshire County Council, Eastleigh Borough Council, First Southampton, Go South Coast, Highways England, New Forest District Council, SHBOA, Trustees of Barker Mills Estates, and University of Southampton Science Park. Submissions from 55 businesses and organisations were also received as part of the questionnaire responses. 4 emails/letters were received from individuals.</p>
16.	<p>A total of 29 “posts” and “tweets” were made by the SCC Communications team using the SCC Facebook, Twitter and LinkedIn social media platforms. This generated a total of 218,340 impressions (number of time people seen the post) were made generating 18,002 engagements (clicks, comments, reactions, shares). The LTP was also promoted through the My Journey social media platforms, reaching over 4,000 people generating 80 engagements. The My Journey engagement was towards the end of the consultation period. A breakdown of the social media engagement is in Appendix 3.</p>
17.	<p>The number of comments in the questionnaire totalled 2,426 and were assigned to 11 broad categories – disagreement with the proposals or with specific elements, alternative suggestions, road related suggestions, public transport suggestions, general disagreement, the negative impacts, the positive impacts, agreement with the principles, and then to each of the three themes.</p> <p>Of the people who answered the question – to what extent do you agree or disagree with the vision for transport in Southampton – 77% agreed or strongly agreed with 10% disagreeing. Each of the individual strategic goals</p>

	<p>has very high levels of responses agreeing or strongly agreeing – between 81% and 88%.</p> <p>From the feedback the top 5 ‘categories’ are below along with a response for how these are taken into account in the final strategy:</p> <table border="1"> <thead> <tr> <th>Category</th> <th>No.</th> <th>Response</th> </tr> </thead> <tbody> <tr> <td>Agreement that need to improve cycle routes and cycling in general</td> <td>253</td> <td>The Strategy and the supporting Cycling Strategy set out SCC’s plans for improving cycling both for the infrastructure and the supporting measures such as training, education and promotion.</td> </tr> <tr> <td>Agreement that need to improve public transport</td> <td>172</td> <td>The Strategy introduces the Southampton Mass Transit System as a holistic way of improving public transport as an important way of getting around Southampton. This includes improvements to support bus services. The emerging supporting Public Transport Plan will set out this in more detail working in partnership with the public transport operators.</td> </tr> <tr> <td>Support for a Park & Ride to serve Southampton</td> <td>168</td> <td>The Strategy sets out approach for introducing a Park & Ride system to serve Southampton initially focusing on supporting institutions/large employers that have constrained parking on their sites and then to incrementally improve P&R to serve the City Centre alongside infrastructure changes and bus priority.</td> </tr> <tr> <td>Agreement that there is a need to improve connections to key locations</td> <td>121</td> <td>The Strategy takes an spatial approach to applying transport improvements and one of the spatial areas are the key economic drivers in Southampton such as the Port, Universities, Hospitals and main employment areas. Connections include better public transport, cycling and walking links to encourage more people not to drive to these sites, as well targeted highway improvements where necessary.</td> </tr> <tr> <td>General agreement with the proposals</td> <td>107</td> <td>No changes made</td> </tr> </tbody> </table>	Category	No.	Response	Agreement that need to improve cycle routes and cycling in general	253	The Strategy and the supporting Cycling Strategy set out SCC’s plans for improving cycling both for the infrastructure and the supporting measures such as training, education and promotion.	Agreement that need to improve public transport	172	The Strategy introduces the Southampton Mass Transit System as a holistic way of improving public transport as an important way of getting around Southampton. This includes improvements to support bus services. The emerging supporting Public Transport Plan will set out this in more detail working in partnership with the public transport operators.	Support for a Park & Ride to serve Southampton	168	The Strategy sets out approach for introducing a Park & Ride system to serve Southampton initially focusing on supporting institutions/large employers that have constrained parking on their sites and then to incrementally improve P&R to serve the City Centre alongside infrastructure changes and bus priority.	Agreement that there is a need to improve connections to key locations	121	The Strategy takes an spatial approach to applying transport improvements and one of the spatial areas are the key economic drivers in Southampton such as the Port, Universities, Hospitals and main employment areas. Connections include better public transport, cycling and walking links to encourage more people not to drive to these sites, as well targeted highway improvements where necessary.	General agreement with the proposals	107	No changes made
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18.	Once the Connected Southampton Transport Strategy 2040 is approved a new Three-Year Implementation Plan covering 2012-2022 will be produced.																		
RESOURCE IMPLICATIONS																			
<u>Capital/Revenue</u>																			
19.	To deliver on its priorities and aspirations for transport SCC receives an annual grant from the Department for Transport (DfT) to deliver against policies in the Local Transport Plan. This grant allocation is split into Integrated Transport Block (ITB) and Highways Maintenance Block (HMB).																		

	This provides the core level of funding for delivery of transport schemes through the Integrated Transport Programme and Highways Maintenance Programme and is a formula based allocation.
20.	In addition there is external funding from ad hoc DfT grants awarded to SCC, Developer Contributions, and opportunities to bid for additional funding from bodies such as central Government including recent successes through Transforming Cities Fund, National Productivity Investment Fund and Joint Air Quality Unit Clean Air Zone opportunities, Solent LEP, European Union projects, or InnovateUK. The LTP provides the policy framework and demonstrates where and how SCC, partners and stakeholders are planning and investing in the transport network.

Property/Other

21. N/A

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

22. As the Local Transport Authority (LTA) for Southampton, under the Transport Act 2000 as amended by Local Transport Act 2008, SCC has the statutory duty to prepare a LTP and as Local Highway Authority the powers to undertake the proposals, often in partnership, within it.

Other Legal Implications:

23. An Equalities Impact Assessment has been completed as the LTP has positive benefits for residents, businesses and visitors in Southampton. The strategy does not set out details of how and when these projects would be delivered, and more detailed impact assessments on specific projects will be undertaken alongside any implementation proposals.

24. A comprehensive Habitats Regulation Assessment (HRA) and Strategic Environment Assessment (SEA) were completed during the preparation of the joint LTP3 Strategy for South Hampshire in 2010 to assess the impact of the 14 policies and delivery interventions that sit beneath them at a high level.

RISK MANAGEMENT IMPLICATIONS

25. The risk of not adopting an up to date LTP is that policies may not be reflective of current Government and industry thinking, existing policies and strategies would remain. The provisions of the 2008 Act place the responsibility on LTAs to ensure they have up to date policies and strategies for transport provision in their area. Impact on service delivery and finance is low with medium impact on reputation of the Council for not having relevant transport strategies and policies.

POLICY FRAMEWORK IMPLICATIONS

26. The Local Transport Plan is one of the listed documents on the Policy Framework and as such is a statutory document the City Council must produce in accordance with Transport Act 2000 and Local Transport Act 2008 (Part 2).

KEY DECISION?	Yes
WARDS/COMMUNITIES AFFECTED:	All

SUPPORTING DOCUMENTATION

Appendices

1.	None
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Documents In Members' Rooms

1.	Connected Southampton Transport Strategy 2040 (LTP4)
2.	Communication Strategy
3.	Social Media Summary
4.	Consultation Headline Results Summary
5.	Consultation You Said We Did Report
6.	Equality & Safety Impact Assessment (ESIA)

Equality Impact Assessment

Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.	Yes
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Data Protection Impact Assessment

Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out.	No
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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.	
2.	