

BRIEFING PAPER

SUBJECT: CONNECTED SOUTHAMPTON TRANSPORT STRATEGY (LTP) – IMPLEMENTATION PLAN 2022-2025

DATE: 10 MARCH 2022

RECIPIENT: OVERVIEW & SCRUTINY MANAGEMENT COMMITTEE

THIS IS NOT A DECISION PAPER

SUMMARY:

1. The Connected Southampton Transport Strategy 2040 was adopted as the Council's fourth Local Transport Plan (LTP) by Council in March 2019. The Council has a statutory duty to prepare and publish an LTP and a supporting Implementation Plan that sits alongside the main strategy as required by the Transport Act 2000, and as amended by the Local Transport Act 2008 (Part 2).
2. A three-year Implementation Plan (known as the Connected Southampton Transport Strategy - Implementation Plan) has been prepared for the period April 2022 to March 2025 (Annex 1), and will be reported to Council for approval in March 2022. The Plan, which contains a list of schemes for development and delivery, has been developed in accordance with the policies set out in the overarching LTP. These schemes include measures funded by the Transforming Cities, Active Travel Fund and Future Transport Zone programmes. The plan also sets out medium to longer-term aspirations beyond 2025, which require funding to be identified and secured.

BACKGROUND and BRIEFING DETAILS:

3. The Connected Southampton Transport Strategy 2040, adopted as the Council's fourth Local Transport Plan (LTP) by Council in March 2019, consists of a number of parts that together provide the evidence-led policy for transport in Southampton, including three-year Implementation Plans. The LTP and its supporting plans and strategies enable Southampton City Council (SCC) to lever in funding for delivery and to influence other policies and development in the city and City Region. 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 should be accompanied by a supporting plan setting out how it will deliver the strategy (the Implementation Plan).
4. 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.

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5. Officers presented three options to Cabinet Members for the renewal or update of the LTP:
 - Do nothing - do not update the LTP or publish an Implementation Plan;
 - Produce an Implementation Plan, make minor changes to the LTP, and develop further strategies and plans supporting the LTP; and
 - Prepare a new LTP for Southampton and a supporting Implementation Plan.
6. 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.
7. 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.
8. 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.
9. An Implementation Plan has now been prepared and will be reported to Cabinet in March where Members will be asked to consider and to recommend the approval of the Implementation Plan (Annex 1) 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).
10. 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-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:
 - A Successful Southampton,

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- A System for Everyone, and
- A Better Way to Travel.

11. To support the priorities a list of schemes has been identified for development and delivery between April 2022 and March 2025, including:

- City Centre public space schemes linked redevelopment, such as Bargate Quarter, Holyrood Quarter and Hanover Square;
- Feasibility into the creation of a world-class Mass Transit System;
- Improved water transport infrastructure and services, such as water taxis;
- Transport improvements at Lordshill and Bitterne district centres;
- New Active Travel Zones, including Regents Park and Maybush;
- Expansion of the School Streets programme and a separate programme of school crossing improvements;
- A programme of 20mph streets across the city;
- Smart Technology improvements, including the A35 Tebourba Way/Winchester Road.

12. 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.

13. The proposed Implementation Plan incorporates recent guidance published by Central Government, including the Decarbonisation Plan, Levelling Up agenda, 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:

- A Local Cycling and Walking Plan (LCWIP);
- Mass Transit Feasibility Study;
- Enhanced Bus Partnership;
- Local Metro Rail Plan;
- Parking Policies covering residential areas, new developments and footway parking;
- Inclusive Transport Strategy;
- Freight & HGV Movements and Access Plan
- Local Decarbonisation Plan;
- Intelligent Transport Systems; and
- City Centre Movement and Access Plan.

14. 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

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consultation with the Cabinet Member for Growth and will be reported to Cabinet Member Briefing.

15. 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.
16. Consultation and engagement activities undertaken since 2020 have included a mixture of face-to-face and virtual events, such as:
 - co-design workshops with local communities, including St Denys, Woolston and streets surrounding St Mark's School;
 - interactive engagement through the Commonplace platform as part of the delivery of the Active Travel Fund measures;
 - online surveys investigating transport improvements for Portswood and to support the development of the Bus Service Improvement Plan;
 - meetings with stakeholders, including Members, MPs and the Workplace Travel Network; and
 - communications via letter, email and social media.
17. 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.

RESOURCE/POLICY/FINANCIAL/LEGAL IMPLICATIONS:

RESOURCE

18. The development and delivery of the LTP will be undertaken using existing Officer resources.

POLICY

19. The LTP and supporting Implementation Plan are statutory documents the City Council must, as Local Transport Authority, produce in accordance with Transport Act 2000 and as amended by the Local Transport Act 2008 (Part 2). The main LTP, adopted by Council in March 2019, sets out the long-term transport strategy for the city up to 2040, including the vision and challenges, which are supported by three strategic goals: 'A Successful Southampton', 'A System for Everyone' and 'A Better Way to Travel'.
20. The supporting Implementation Plan details how we will deliver the plan, including progress in delivering the strategic goals and the schemes that will be taken forward for development and delivery. The most recent Implementation Plan supported the delivery of

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the third LTP covering the period 2015 to 2018. The proposed Implementation Plan will cover the period from April 2022 to March 2025.

21. The LTP is also recognised as forming part of the SCC Policy Framework and is aligned to priorities set out in the Corporate Plan, including our bid to become a UNICEF Child-Friendly City and City of Culture 2025.

FINANCIAL

22. 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.
23. 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.
24. 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.
25. The proposed Implementation Plan informs the Revenue Budget, Medium Term Financial Forecast and Capital Programme, which was approved by Council on 23rd February 2022. This includes 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 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.

LEGAL

26. 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.
27. 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).

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28. 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.
29. 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.
30. 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.

OPTIONS and TIMESCALES:

31. Three options were presented to the Cabinet Member for Growth and the Cabinet Member for Customer Services and Transformation for the renewal or update of the LTP:
- Do nothing - do not update the LTP or publish an Implementation Plan;
 - Produce an Implementation Plan, minor changes to the LTP, and further strategies and plans supporting the LTP; and
 - Prepare a new LTP for Southampton and a supporting Implementation Plan.
32. It was agreed that Officers should proceed with producing an Implementation Plan, following consultation with the Cabinet Member for Growth and the Cabinet Member for Customer Services and Transformation, and to make minor changes to the main LTP and develop a pipeline of supporting transport strategies and plans.
33. The proposed Implementation Plan (Appendix 1) will be delivered over the period April 2022 to March 2025, subject to funding and consultation.

RISK MANAGEMENT IMPLICATIONS

34. The risk of not adopting an Implementation Plan is reputational damage from not undertaking our statutory duty to prepare and publish a plan and 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 to be significant. This is due to it not being possible to deliver the schemes set out within the Implementation Plan without additional financial resources, which often consist of competitive grant allocations from Central Government.

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Appendices/Supporting Information:

1. Appendix 1 - Connected Southampton Transport Strategy (LTP) - Implementation Plan 2022-2025
2. Appendix 2 - Connected Southampton Implementation Plan 2022-2025 – Equality and Safety Impact Assessment

Background documents:

- Connected Southampton Transport Strategy 2040, Council Report, March 2019:
<https://www.southampton.gov.uk/modernGov/documents/s39750/Connected%20Southampton%20Transport%20Strategy%202040%20Cabinet%20Report.pdf>
- Connected Southampton Transport Strategy 2040:
<https://transport.southampton.gov.uk/media/1073/mrd-1-connected-southampton-transport-strategy-2040.pdf>

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CONNECTED SOUTHAMPTON

Implementation Plan 2022-2025

March 2022



Foreword

Pre-pandemic, Southampton saw a healthy growth in the number of people travelling by public transport into the city.

The pandemic caused a huge shift, not only in the way we physically travel but also in our attitudes towards travelling for work. Many of us have since adopted more efficient and flexible patterns of work that mean we now travel less during busy periods - something that perhaps would have felt unachievable prior to Covid.

Whilst the peak of the situation caused an inevitable drop in the use of public transport, it is important to acknowledge that walking, cycling, scooting and other environmentally friendly modes of travel became a higher priority for many. As we look to the years ahead, we will continue to invest in our transport network to support the recovery and the growth of our city and the City Region and wider Solent area. To achieve this, we will work closely with local, regional and national partners to deliver the exciting projects detailed in this Implementation Plan.

We want to create an attractive and vibrant city centre where people live, work and spend time. This vision is already being realised through the delivery of transformational projects, including investment in Southampton Central Interchange as part of the Transforming Cities programme. We will continue to deliver this vision and support the redevelopment of the city through key projects including the high-quality public spaces connected to Bargate Quarter, Hanover Square and the area around Holyrood.

We have significant growth ambitions for the heart of the city to be connected by a world-class Mass Transit System. This means moving to a metro level of rail services from our local train stations, improving services and connections to districts of Southampton and our neighbouring boroughs. This system would complement walking and cycling routes to encourage completely sustainable journeys.

Our ambitions will be supported by investment in our district centres, starting with Lordshill and Bitterne, and the continued delivery of Active Travel Zones across the city that not only create safe streets for walking and cycling, but better places to live and spend time. The delivery of our 20mph streets programme will be fundamental in creating safer and more inclusive streets.

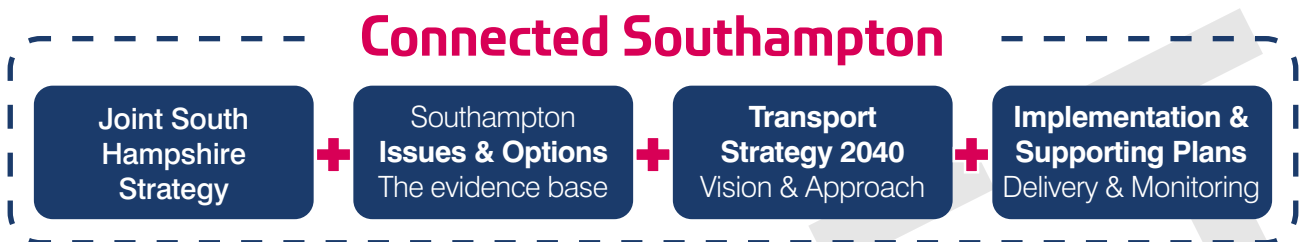
We will also continue to invest in key corridors into the city by rolling our smart technology improvements at major junctions and making junctions safer and more efficient.



Cllr Jeremy Moulton
Deputy Leader and
Cabinet Member for Growth

Introduction

Southampton City Council's (SCC) Local Transport Plan (LTP) - Connected Southampton 2040 – consists of two parts – the long-term transport strategy and this 3-Year Implementation Plan. This is supported by the Joint South Hampshire Strategy and the LTP evidence base.



This Implementation Plan sets out the progress we have made since the conclusion of the last Implementation Plan in 2018, and our proposals for the coming three years to deliver the Connected Southampton vision to:

‘improve the efficiency of transport corridors and places and make it easier for people to get about by a range of different travel choices.’

The plan also sets out the priorities for the next three-year period up to 2025, and how these support the three strategic goals: A Successful Southampton; A System for Everyone and A Better Way to Travel. In the short-term, we will focus on getting Southampton moving following the pandemic and preparing for our medium and longer-term aspirations to transform the City Centre, supporting green growth, and deliver a better well-connected city for future generations. The aspirations set out in Connected Southampton also support Southampton to become a **UNICEF Child-Friendly City**, the next **UK City of Culture 2025**, and as part of the **Solent Freeport**.

To deliver this Implementation Plan, we will work closely with a range of partners to ensure the successful development and delivery of schemes, and to unlock benefits at a local, regional and national level.

Securing additional future funding to develop and deliver the transport schemes set out in this plan is fundamental and will enable the delivery plan to be accelerated.

Funding since 2019:



£1.3m

in **revenue funding** for the MyJourney programme and, planning and developing transport schemes.



£15.2m

in **capital funding** for highway and footway maintenance and, for projects to help traffic flow better, and get more people walking, cycling and using public transport.



+£40 million

is also being invested in the city through the Transforming Cities and Solent Future Transport Zone programmes from 2020 to 2024.

Investment up to 2025 is expected to be at least with potential further funding available:



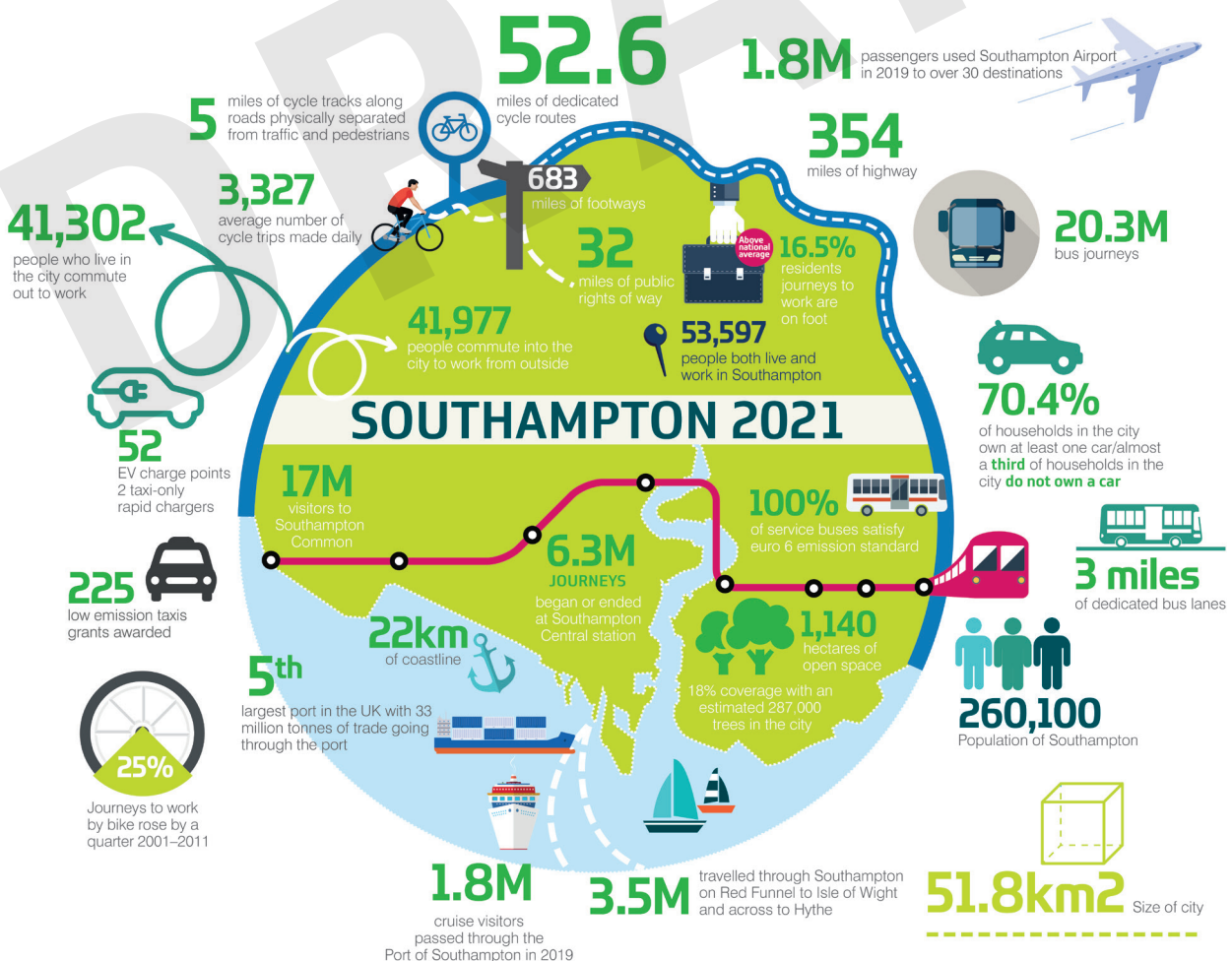
£1m

in **revenue funding**



£31.6m

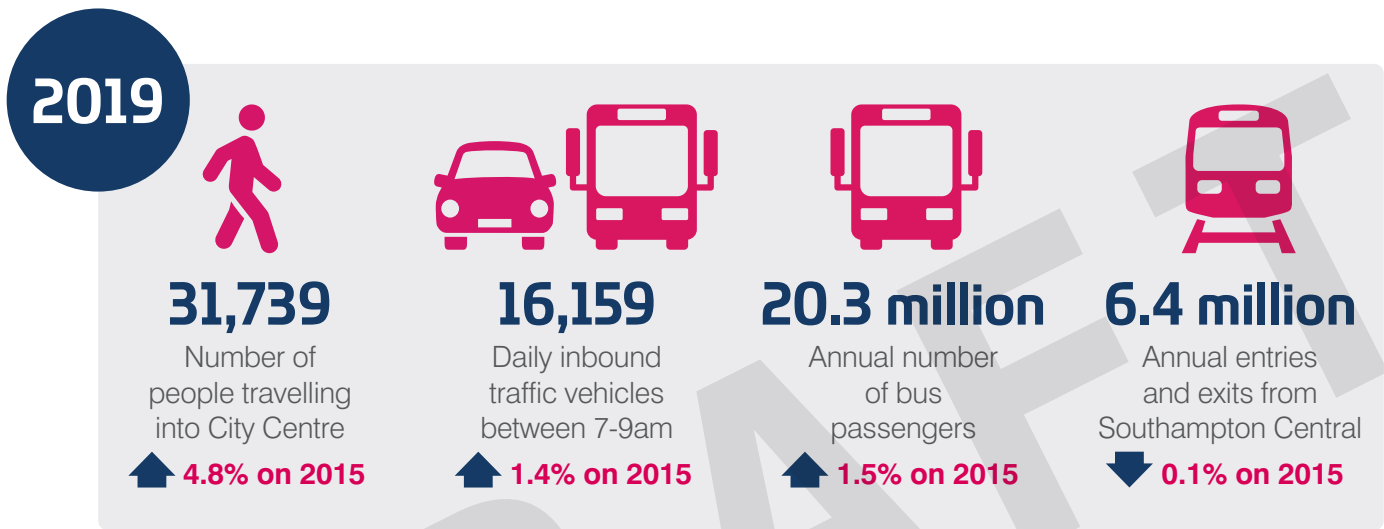
including £1 million for 20mph and road safety improvements and £15m for road and footway maintenance



Travel and Transport Trends to 2021

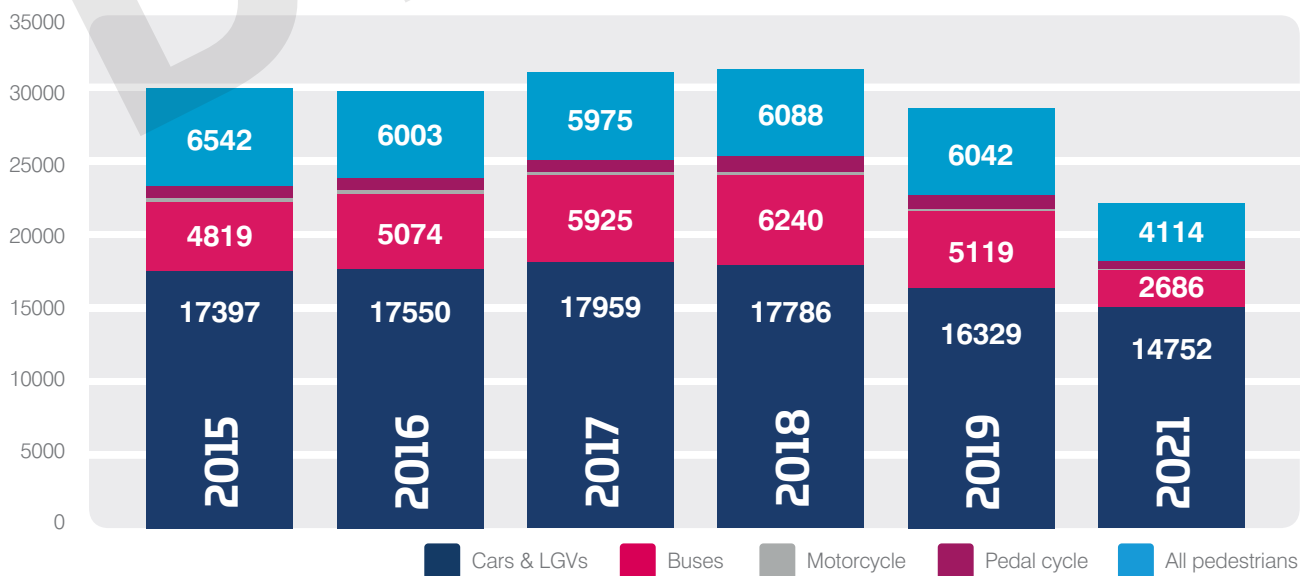
Travel and transport trends have changed significantly over the seven years between 2015 and 2021.

These are continually monitored through a network of traffic and cycle counters, Bluetooth and pollution sensors, CCTV, real time information, and partnership agreements with transport operators. This information is used to understand how people travel around Southampton and to do future planning.



The number of people coming into the City Centre and the proportion of them travelling by foot, bike, bus and train was increasing before 2020. Figure 1 shows the number of people movements into the City Centre in the morning peak between 07:30 and 09:30.

Figure 1 – Person Movements into the City Centre



2020



29,079

Number of people travelling into City Centre

↓ **4% on 2015**



13,594

Daily inbound traffic vehicles between 7-9am

↓ **17% on 2015**



7.4 million

Annual number of bus passengers

↓ **63% on 2015**



1.4 million

Annual entries and exits from Southampton Central

↓ **77% on 2015**

The restrictions introduced to manage the pandemic had a significant impact on how often people travelled and types of trips that they could take. There was a significant decline in the number of people travelling into the city, particularly by bus and train, as schools and Universities were closed and people worked from home or were furloughed. Whilst there were less people travelling into Southampton for work, people made different types of journeys – in 2020 there was a 29% sharp increase in the number of people cycling on routes that went to leisure destinations such as SCN1 into the New Forest or SCN7 through Riverside Park.

2021



22,334

Number of people travelling into City Centre

↓ **26% on 2015**



13,185

Daily inbound traffic vehicles between 7-9am

↑ **19.5% on 2015**



10.5 million

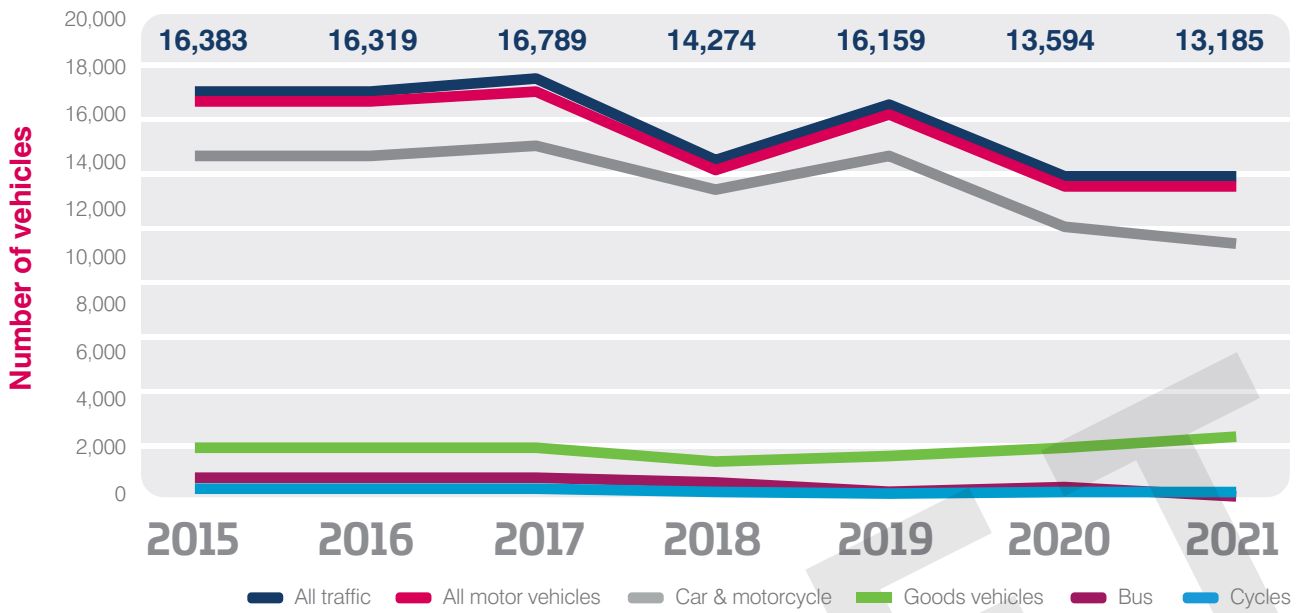
Annual number of bus passengers

* estimates based on April 2021 to December 2021

Rail stats for 2021 will not be available until the Autumn.

As the city continues to recover from the pandemic, the number of trips has steadily increased as restrictions have eased. Despite this, trips into the city remain below pre-pandemic levels, with the morning peak period much reduced with a combination of flexible working and changes in leisure travel.

Figure 2 - Number of Vehicles Entering the City Centre in the Morning Peak



Travel and transport during the pandemic

Throughout 2020 and 2021, we received funding to help deliver a series of transport measures and initiatives to support people access employment and key services whilst restrictions and social distancing measures were in place, and to encourage people to be active and safe as part of their daily lives.

- Support to help bus operators keep their networks running so key workers could get to work, and to work with them on providing additional hand sanitisers and enhanced cleaning of bus shelters, and on new ticket offers to support the night-time economy
- Temporary School Street schemes at nine schools where roads outside schools were closed to traffic at the start and end of the day to help with social distancing. These School Street schemes are now going to be made permanent
- Support for businesses who needed outdoor space when they needed it most and working with them to on plans to make it permanent
- Working with businesses to help people get to work by bike, walk or public transport
- New, temporary cycle and walking schemes to help people cycle and walk more
- Changes to traffic signals to make pedestrian crossings automatic so there was no need to touch buttons.



| | | | |
|-------------|---|----------------|---------|
| Why | To support social distancing and promoting a cleaner and greener school run | | |
| When | Ongoing | Funding | £31,000 |

Key outcomes

Nine new temporary School Street schemes were trialled during the pandemic to support the reopening of schools and encourage walking and cycling. The 2021 pupil survey showed that 63% of pupils walked, scooted or cycled to school. A School Street survey undertaken in May 2021 found that 82% of residents in Southampton were supportive of the schemes.

Consultation on making the nine temporary School Street schemes permanent will take place in Spring 2022 and further schools are being invited to submit requests for new School Street schemes.



**MyJourney
to Work or
Employment**

| | | | |
|-------------|---|----------------|-----------------------------|
| Why | To support sustainable access to employment during the pandemic | | |
| When | Ongoing | Funding | Part of MyJourney programme |

Key outcomes

17 Workplace Travel Grants awarded, including 11 workplaces employing keyworkers

The MyJourney programme was adapted during the pandemic to support people in accessing employment and work. This resulted in engagement from around 61 workplaces and eight Workplace Travel Network events, with an average attendance of 40 business contacts. 44 bikes were loaned or donated to keyworkers and 886 bikes across the city were serviced at Bike Doctor events. 75 people also received cycle confidence or learn to ride training. The Canny Commuting webinars were also launched to support people in commuting in an active or sustainable way.

What have we delivered?

Over the past three years we have delivered a wide variety of transport schemes from minor improvements at bus stops to major corridor schemes that benefit everyone – walking, cycling, riding on the bus, or driving.

This section highlights some of the key projects and their outputs that have been delivered over the last three years mapped against the three Connected Southampton strategic goals.

Successful Southampton



24
new or upgraded traffic signals installed



25
miles of carriageway resurfaced



25
signals that detect and give buses priority



18
Enhanced Variable Messaging Signs for real-time traffic information



61
Bluetooth sensors to monitor journey times and **5** pollution sensors

A System for Everyone



11
new crossings so now **81%** of signalised junctions now have a pedestrian crossing phase



5
road safety schemes delivered



+250
bus stops out of 961 have received access improvements



228
on-board 'next stop' screens and audio announcements installed on buses out of 231 buses



+11,000
plants installed as part of Living Wall

A Better Way to Travel



2
Permanent School Streets, and trialled **9** further temporary schemes



25
miles of footway resurfaced



3
miles of new segregated cycle way created



52
electric vehicle charging points installed, including 2 rapid chargers for taxis and 155 Low Emission Taxi Grants awarded



145
buses upgraded – making all buses in Southampton Euro 6 emissions standards

**Southampton
West Park
and Ride**



To support University Hospital Southampton a new staff Park and Ride car park is being built by the NHS at Adanac Park (opening Summer 2022), and through TCF we are supporting it with improvements along the route to the Hospital at junctions at Brownhill Way and Frogmore Lane, and Coxford Road and Lords Hill Way, connecting Adanac Park to the Hospital. Bus stops and walking facilities are also being upgraded. These will also benefit public buses operating through those junctions and bus stops. The Park and Ride car park will also provide ability for weekend bus services to the City Centre in the future.

| | |
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| Why | To support the delivery of the University Hospital Park and Ride and a future Park and Ride offer to the city centre at weekends |
| Strategic goal | Successful Southampton - Connected City |
| When | Ongoing |
| Funding | £6.2m from TCF programme |
| Outputs | Bus priority measures, improvements to nine bus stops, and improved signing, including a new Variable Messaging Sign |



**Northern
Ring Road**

The scheme consists of junction improvements, traffic signal upgrades, electric vehicle charging at Brunswick Place and improved walking and cycling connectivity, including Grosvenor Square.

| | |
|-----------------------|---|
| Why | To improve traffic flows and facilitate more reliable journey times, bus priority, improved connections for pedestrians and cyclists across the ring road |
| Strategic goal | Successful Southampton - Connected City |
| When | Ongoing |
| Funding | £4.5m (Part of TCF programme) |
| Outputs | Traffic signal improvements including bus priority, cycle and pedestrian crossings at signalised junctions, contraflow cycle lane on Grosvenor Square, 10 new electric vehicle charging points, and 7 new trees planted |



**M271
Redbridge
Roundabout**

Joint project with National Highways to provide a new free flow 'jet' lane from M271 to Redbridge Road. The works also support plans to deliver a new Rapid Bus Corridor between the Waterside, Totton and Southampton, and any future Park and Rides.

| | |
|-----------------------|--|
| Why | Enhance journey times, increase capacity on this key route to the Port and City Centre |
| Strategic goal | Successful Southampton - Connected City |
| When | Completed December 2020 |
| Funding | £20m |
| Outputs | New 'jet lane' from M271 to A33 Redbridge Road, traffic signal technology upgrade, widening on southern side of roundabout, new foot-cycle bridge, and new pedestrian and cycle crossings and routes |

A photograph of the Millbrook Roundabout Living Wall in Southampton. The image shows several tall, rectangular green columns made of plants, installed on concrete support posts under a flyover. The columns are densely packed with various green and yellowish plants. The background shows a clear sky and some distant buildings. A large, semi-transparent 'DRAFT' watermark is overlaid diagonally across the image.

**Millbrook
Roundabout
Living Wall**

The first living wall on a major road in Southampton was installed at Millbrook Roundabout as part of the major maintenance scheme. In addition to the living wall, the maintenance scheme included full resurfacing of the roundabout and new traffic signals and lighting.

| | |
|-----------------------|---|
| Why | Reduce local air pollution and improve environment |
| Strategic goal | A System for Everyone – An Attractive City |
| When | Completed October 2019 |
| Funding | Part of £8.3m Millbrook Roundabout Reconstruction |
| Outputs | Ten green columns on flyover support posts made up of over 11,000 plants and 17 plant species |



Accessibility Improvements to Buses & Bus Stops

Bus infrastructure has been upgraded to make it more accessible, including raised and lengthened kerbs and 'next stop' audio and visual announcements.

| | |
|-----------------------|--|
| Why | To improve accessibility to bus services through bus stop enhancements and real-time passenger information |
| Strategic goal | A System for Everyone – An Inclusive City |
| When | Ongoing |
| Funding | £0.24m a year |
| Outputs | Over 250 bus stops out of 961 have been made more accessible, including raised and lengthened kerbs to allow step-free boarding and alighting, and all 228 buses have been fitted with 'next stop' audio & visual announcements. |



**St Denys
Active Travel
Zone**

Working with the community to develop and deliver an Active Travel Zone. Measures include continuous crossings, planting and modal filters on Kent and North Road.

| | |
|-----------------------|---|
| Why | To create a better environment for everyone by delivering small changes to the streets and roads to improve walking and cycling |
| Strategic goal | A Better Way to Travel – A Healthy and Active City |
| When | Ongoing |
| Funding | £0.9m (Part of TCF programme) |
| Outputs | 6 junction improvements, 2 modal filters and 10 plant beds |



**SCN1 West
Quay Road**

Walking and cycling improvements to West Quay Road linking the City Centre to the New Forest via SCN1.

| | |
|-----------------------|---|
| Why | To make it safer and easier to walk and cycle along West Quay Road |
| Strategic goal | A Better Way to Travel – A Healthy and Active City |
| When | November 2020 |
| Funding | £0.49m (Part of TCF programme) |
| Outputs | 500m of upgraded foot and cycleway and 5 junction improvements, including 3 continuous crossings. |



SCN5
The Avenue
 (Inner Avenue to Southampton Common)

A new 'Copenhagen' style cycle freeway between London Road and the Common and 'light' segregated cycle lanes to the subway north of Highfield Road. New crossings have also been installed to provide safe access to the Common.

| | |
|-----------------------|--|
| Why | To provide a direct, safe, and comfortable cycling facility linking City Centre, the Common and University of Southampton |
| Strategic goal | A Better Way to Travel – A Healthy and Active City |
| When | Completed in 2019 and 2021 |
| Funding | £2.671m |
| Outputs | 2.25 miles of new segregated cycle freeway, 3 new bus stop islands, 8 new continuous footways, and 3 new parallel and toucan crossings |



Our Plans to 2025

Our Implementation Plan for the next three-years focuses on emerging from the pandemic to get Southampton moving, and preparing for the future.

We will be supporting the development and growth of the City Centre as a great place to live, work and spend time served by a world-class transport system that is moving to be a zero-emission. This includes starting to **transform the City Centre** with new public spaces around the Bargate, Civic Centre, developing plans for Holyrood Quarter building on the redevelopment of the Bargate Centre and former Debenhams site, and a transport hub at Albion Place overlooking West Quay. New developments will be well connected by high-quality walking, cycling and public transport routes that enable the city to grow as a social, economic and cultural hub. A new gateway will be created at Southampton Central Station connecting to these emerging high quality City Centre developments. This will create the stage for Southampton as **City of Culture 2025**.

To help people get around safely and easily we will be investing an additional £27.8 million between 2022 and 2025 that will see **over 150 roads and footways resurfaced** to help improve them for everyone.

We'll be delivering the final stages of the **Southampton TCF programme** in Woolston, Portswood and the City Centre by 2023.

In parallel, we are developing the **Southampton Mass Transit System** seeking to create a world-class public transport system. This includes exploring options for **Mass Rapid Transit**, meeting the ambitions set out in our Bus Service Improvement Plan working with bus operators through **Enhanced Partnership**, including the **roll-out of Electric Buses**. We will also look at Park & Ride, how to **improve local rail**, and ways of utilising **water transport** to support sustainable growth. This will be further supported by the new **Solent Mobility as a Service App** and planned **cycle hire and e-bike trials**, coming as part of the Solent Future Transport Zone in 2022.

Along with electric buses we will be looking at further **electric vehicle charging points** and other measures to support people changing to zero emission vehicles.

To support people's health and aspiration to become a UNICEF Child-Friendly City and Accessible City we will look to make **walking safer and more attractive** with improvements from dropped kerbs and signage, to the refurbishment of the footbridge across Millbrook Road West between Foundry Lane and Millbrook Station. This will be further supported by the introduction of new **Active Travel Zones, residential 20mph streets, road safety programme**, and the creation of **Local Mobility Hubs**, including Portswood and Woolston, offering a range of travel option such as the e-scooters, bikes, electric vehicles, and local freight consolidation points. The **Southampton Cycle Network** will continue to be developed, including quieter routes and on corridors.

MyJourney will continue to complement the delivery of transport schemes by encouraging people to consider how and when they travel through supporting campaigns, incentives and initiatives targeted at workplaces, schools and community hubs. This includes formalising existing temporary **School Street schemes** and rolling out more schemes to all schools.

We will be developing further plans that support Connected Southampton, and the emerging new Local Plan 'Southampton City Vision', including:

- Local Cycling & Walking Investment Plan (LCWIP),
- Local Metro Rail Plan,
- Parking Policies – residential, new developments and footway,
- Inclusive Transport Strategy,
- Freight & HGV Movements & Access Plan,
- Local Decarbonisation Plan,
- Intelligent Transport Systems, and
- City Centre Movement & Access Plan

We will also work with partners across the Solent and South-East to develop business cases for strategic transport schemes that support growth and investment, including **Solent Freeport**. Potential schemes include **Northam Rail Bridge Replacement** and longer-term aspirations for improvements to the local rail service and network to achieve a **Southampton Metro Rail**. Collectively, we will lobby Central Government for investment to unlock growth and deliver shared ambitions - both now and beyond 2025.

| | |
|----------------|---|
| What | Bus Service Improvement Plan and Enhanced Partnership |
| Why | To improve bus journey times and reliability to increase passenger numbers. |
| When | October 2021 – ongoing |
| Funding | Bid for share of £1.7billion from National Bus Strategy |
| Outputs | Enhanced Bus Partnership in 2022 |

The government published its National Bus Strategy for England '**Bus Back Better**' in March 2021. The strategy requires Local Authorities to work in partnership with bus operators to create plans for improving their local bus services and encouraging more people to use them.

We published our **Bus Service Improvement Plan (BSIP) for Southampton**, in October 2021, in collaboration with the City's bus operators, and other stakeholders. This was shaped by a public survey focusing on peoples' priorities for improved bus services. An Enhanced Partnership is now being developed and looking to be agreed in 2022.

The Southampton BSIP covers the period up until 2030. It is a 'live' document and will be reviewed annually to ensure that there is an updated delivery plan and that the ambition for buses in Southampton remains.

To help accelerate the delivery this ambitious programme, the Council has funding bid to the **Zero Emission Bus Regional Areas** (ZEBRA) Fund to support the introduction of electric buses in the city and the supporting infrastructure. An announcement on successful bids is expected in Spring 2022.

CONNECTING SOUTHAMPTON

Bus Service Improvement Plan Survey Results

Bus Service Improvement Plan Survey

To support the development of our Bus Service Improvement Plan (BSIP) we carried out an online survey asking for people's views on how they use buses, the current state of local buses in Southampton and what improvements would make them use buses more.



2,260
responses to the survey

They told us....



Just over Half
had access to a private motor vehicle
(car, van or motorcycle)



58%
of respondents were
female



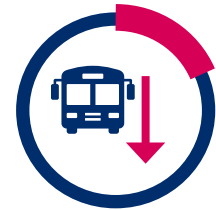
73%
use the bus on a
regular basis



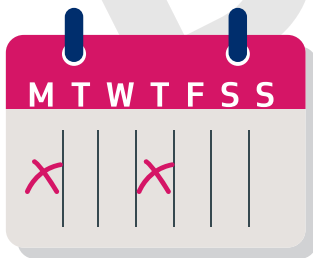
61%
walk on a regular
basis



51%
drive on a regular
basis



20%
expected to use the
bus less post-Covid



48% of respondents
used the bus 2 or more
times a week



Prior to Covid, respondents took the bus for shopping, leisure, health appointments or getting to work. Post-Covid, 24% would travel less and work from home more.

- Convenience
- Travel time
- Lack of access to bus
- Poor frequency of service

Reasons why people
use car over bus



Chris Fletcher, Ministry of Defence

Solent Future Transport Zone

Solent Transport (partnership of Hampshire County, Southampton City, Portsmouth City and Isle of Wight Councils) were awarded £29million from the DfT's Future Transport Zone programme. The funding is delivering focused research and numerous tests and trials of innovative approaches to transport across the Solent area.

The programme, which runs to March 2024, is based around two themes:

Theme 1 - Personal Mobility

- E-Scooter trials
- Mobility as a Service (MaaS)
- Solent Go enhancements
- Cycle/E-Bike hire
- Mobility Hubs

Theme 2 - Urban Logistics

- Using drones for medical deliveries
- Macro consolidation – Southampton Sustainable Distribution Centre
- Micro consolidation – Last mile deliveries
- Dynamic Demand Responsive Transport

What has happened?

- Launch of Southampton VOI e-scooter trial has seen over 30,000 users travel more than 919,949 km and make over 344,772 rides
- Development of Local Mobility Hub guidance
- Drone trials were undertaken between August and November from Apian in Thorney Island and NHS sites.
- Collaboration between partners, including a new consortium to support delivery of Mobility as a Service (MaaS) app for the Solent which integrates the Solent Go smartcard for bus and ferry, offering tailor-made transport options based on individual needs. This will be launched in 2022.

What next?

The Future Transport Zone Programme will focus on the following activities as it enters the second year:

- Extension of e-scooter trials in Southampton to November 2022.
- Introduction of cycle hire scheme, including e-bikes, to support network of Local Mobility Hubs and MaaS offer.
- Micro and macro freight consolidation trials across the Solent, including the development of Delivery and Servicing Plans.

Implementation Plan 2022-2025

| Sch No. | Scheme Name | Scheme Description | A Successful Southampton | A System for Everyone | A Better Way to Travel | Status | Budget Range | 2022/2023 | 2023/2024 | 2024/2025 |
|-----------------------------------|---|--|--------------------------|-----------------------|------------------------|------------|--------------|-----------|-----------|-----------|
| City Centre Transformation | | | | | | | | | | |
| 1 | Northern Ring Road | Road layout changes, including junction improvements and traffic signal upgrades, to support redevelopment of city centre | ✓ | | | Committed | ££ | | | |
| 2 | Southampton Central Interchange | Gateway improvements to the southside of Central Station to support increase use of rail interchange with buses, gateway public space, onwards connections to City Centre and Port | ✓ | | | Committed | £££ | | | |
| 3 | Civic Centre Place | Improved public space, and new cycle lanes and crossings | | ✓ | ✓ | Committed | ££ | | | |
| 4 | Six Dials Junction (A33/A3034) | Traffic signal upgrades with bus priority, enhancements to the subways between New Road and St Mary's | ✓ | | | Committed | ££ | | | |
| 5 | Albion Place & Castle Way | New public transport facilities on Albion Place car park and new park space on Castle Way car park, improving walking connections between Old Town, High Street and West Quay | ✓ | | | Committed | ££ | | | |
| 6 | East Park Terrace | Accessibility and walking, cycling and bus improvements to East Park Terrace to support redevelopment of Solent University, including changes to junction with Charlotte Place, connections across Parks to the Cultural Quarter from Solent University. | | ✓ | ✓ | Aspiration | ££ | | | |
| 7 | Hanover Square-Queensway | Public realm and new cycle and bus access to link Debenhams, Bargate and access to Houndwell Park together with new public space at Hanover Square | | ✓ | | Aspiration | ££ | | | |
| 8 | Holyrood & East Street | Transport & accessibility improvements to support the regeneration of the city centre, including East Street, Holyrood Estate, Queensway, Bernard Street, Briton Street and Orchard Place. | | ✓ | ✓ | Aspiration | £££ | | | |
| 9 | Western Esplanade (north) | Road layout changes to support redevelopment of city centre including former Toys R Us site | ✓ | ✓ | ✓ | Aspiration | ££ | | | |
| 10 | Western Esplanade (south), Mayflower Park and Town Quay | Major public realm improvements on Western Esplanade linking West Quay with Mayflower Park, and along Town Quay as part of creating a world-class waterfront at Mayflower Park-Town Quay | | ✓ | ✓ | Aspiration | £££ | | | |
| 11 | Vincents Walk | Improved public transport interchange at Vincents Walk to support City Centre | ✓ | | | Aspiration | ££ | | | |
| 12 | Bargate Square | New public space at Bargate Square linking into Bargate Centre redevelopment and connecting to West Quay | | ✓ | ✓ | Planned | ££ | | | |

Feasibility Study / Business Case / Scheme Design / Consultation
 Trials
 Delivery

| Sch No. | Scheme Name | Scheme Description | A Successful Southampton | A System for Everyone | A Better Way to Travel | Status | Budget Range | 2022/2023 | 2023/2024 | 2024/2025 |
|--|---|---|--------------------------|-----------------------|------------------------|------------|--------------|-----------|-----------|-----------|
| Southampton Mass Transit System | | | | | | | | | | |
| 13 | Southampton Mass Rapid Transit Study | Undertake a feasibility study to support the creation of a world-class Mass Rapid Transit for the city, including a review of the existing systems, identifying options for Southampton and proposing a potential network | ✓ | | | Committed | £ | | | |
| 14 | Southampton Metro Rail Study | Integrate various rail studies into a Joint Rail Plan for Southampton / Solent | ✓ | | | Aspiration | £ | | | |
| 15 | Station Access Plans | Developing Station Access Plans identifying existing routes and infrastructure and future improvements | | | ✓ | Planned | £ | | | |
| 16 | Enhanced Bus Partnership | Delivery of Enhanced Partnership with Bus Operators | ✓ | | | Planned | £££ | | | |
| 17 | Southampton West Park and Ride | Delivery of Southampton West Park and Ride site at Adanac Park supported by future weekend services (commercial) into the city centre | ✓ | | | Committed | ££ | | | |
| 18 | Southampton North Park and Rail | Feasibility into Park & Rail options from Southampton Airport Parkway station | ✓ | | | Aspiration | £ | | | |
| 19 | Bus Priority Measures | Introduce bus priority measures at key junctions across the city, such as bus lanes and bus detection at traffic signals. | ✓ | | | Planned | ££ | | | |
| 20 | Bus Accessibility Improvements | Annual programme of bus measures improving accessibility, including bus stop upgrades, shelters, lighting, CCTV, real-time passenger information, etc | ✓ | | | Committed | ££ | | | |
| 21 | Water Transport | Investigate Water Taxi services and infrastructure | ✓ | | | Aspiration | £ | | | |
| 22 | Mobility as a Service App | Launch trial of Mobility as a Service app to inform future plans and integrate with Solent Go and other new mobility services. | ✓ | | | Committed | ££ | | | |
| 23 | Portswood Local Mobility Hub | Introduce a Local Mobility Hubs in Portswood District Centre consisting of bikes, ebikes, scooters and other mobility services. | | | ✓ | Committed | £ | | | |
| 24 | Woolston Interchange & Local Mobility Hub | Walking, cycling and bus improvements connecting to the new Woolston Interchange, including the introduction of a Local Mobility Hub, crossing improvements and new or upgraded bus and cycle facilities. | ✓ | | ✓ | Committed | ££ | | | |

Feasibility Study / Business Case / Scheme Design / Consultation
 Trials
 Delivery

| Sch No. | Scheme Name | Scheme Description | A Successful Southampton | A System for Everyone | A Better Way to Travel | Status | Budget Range | 2022/2023 | 2023/2024 | 2024/2025 |
|--|---|---|--------------------------|-----------------------|------------------------|------------|--------------|-----------|-----------|-----------|
| Transport decarbonisation | | | | | | | | | | |
| 25 | Electric Buses | Upgrade bus fleet to electric vehicles | | | ✓ | Aspiration | £££ | | | |
| 26 | e-Scooter Trials | Extension of e-Scooter trial and continued monitoring and evaluation | | | ✓ | Committed | £ | | | |
| 27 | Electric Vehicle Charging Point Network | Increase the number of public EV charge points available in the city | | | ✓ | Committed | ££ | | | |
| Smart & Multi-Modal Transport Corridors | | | | | | | | | | |
| 28 | Thomas Lewis Way (A335) Smart Technology Improvements | Smart technology improvements along A335 to make the signals more effective, better walking and cycling crossings and provide traffic information | ✓ | | | Committed | ££ | | | |
| 29 | St Denys Road (A3035) Corridor Improvements | Pedestrian crossing, cycle facilities, bus stops and traffic signal improvements, including smart technology, along St Denys Road. Improvements will also be made at the junction of St Denys Road and Thomas Lewis Way | ✓ | | | Committed | ££ | | | |
| 30 | Portwood Road and High Road Corridor Improvements | Deliver walking, cycling and bus improvements on Portwood Road and High Road as well as smart technology improvements at junctions. Improvements will also be extended to Eastleigh and Bishopstoke. | ✓ | | ✓ | Committed | ££ | | | |
| 31 | Millbrook Road West (A33) Smart Technology Improvements | Smart technology improvements along A33 and A35 to support bus priority and traffic information | ✓ | | | Committed | ££ | | | |
| 32 | Shirley Road Corridor Improvements | Pedestrian crossing, cycle facilities, bus stop and traffic signal improvements, including smart technology, along Shirley Road. | ✓ | | | Aspiration | ££ | | | |
| 33 | Tebourba Way to Winchester Road (A35) Corridor Improvements | Pedestrian crossing, cycle facilities, bus stop and traffic signal improvements, including smart technology, along Tebourba Way and Winchester Road | ✓ | | | Aspiration | ££ | | | |
| Traffic Management & Road Safety | | | | | | | | | | |
| 34 | Road Safety Programme | Annual programme of road safety improvements and campaigns | | ✓ | | Committed | ££ | | | |
| 35 | Traffic Management - Moving Violations | Consultation on new Legislation giving Local Highway Authorities the power to enforce Moving Traffic Violations | | ✓ | | Planned | £ | | | |
| 36 | Freight Delivery and Servicing Plans | Working with businesses to develop Delivery and Servicing Plans to reduce the number of delivery vehicles entering the city | ✓ | | | Committed | £ | | | |
| 37 | Drone Trials | Trial drone medical deliveries between the Solent and Isle of Wight | ✓ | | | Committed | £ | | | |
| 38 | Freight Consolidation Trials | Increasing the use of Southampton Sustainable Distribution Centre to reduce the number of delivery vehicles entering the city | ✓ | | | Committed | £ | | | |

Feasibility Study / Business Case / Scheme Design / Consultation
 Trials
 Delivery

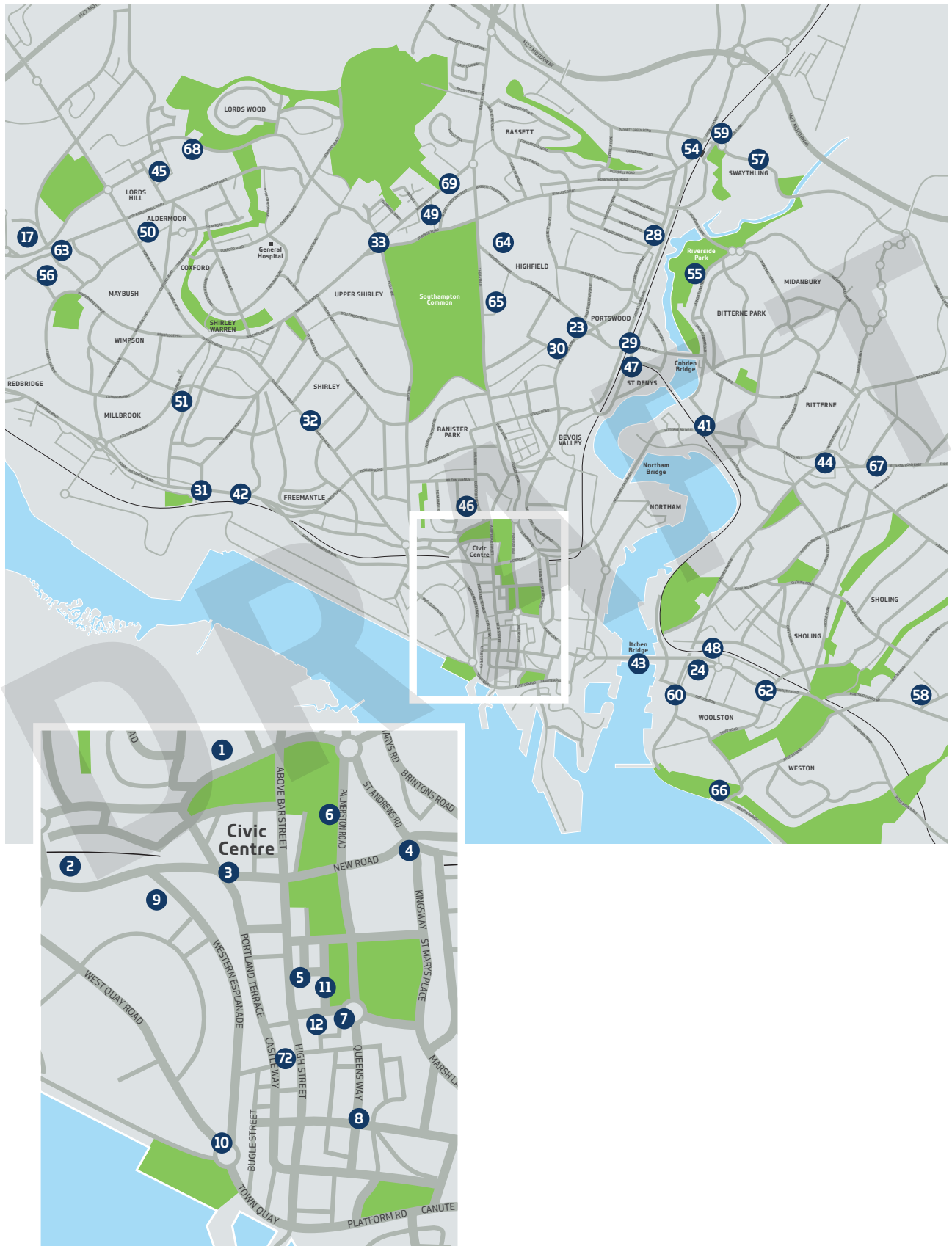
| Sch No. | Scheme Name | Scheme Description | A Successful Southampton | A System for Everyone | A Better Way to Travel | Status | Budget Range | 2022/2023 | 2023/2024 | 2024/2025 |
|---|--|--|--------------------------|-----------------------|------------------------|------------|--------------|-----------|-----------|-----------|
| Highway Maintenance & Structures | | | | | | | | | | |
| 39 | Road Resurfacing Programme | Expand and deliver annual road resurfacing programme | ✓ | | | Committed | £££ | | | |
| 40 | Footway Resurfacing Programme | Expand and deliver footway resurfacing programme | | | ✓ | Committed | £££ | | | |
| 41 | Northam Rail Bridge | Develop and submit business case for replacement and enhancement to Northam Rail Bridge - to be constructed from 2025 | ✓ | | | Aspiration | ££ | | | |
| 42 | Millbrook Footbridge | Refurbish Millbrook footbridge and deliver access improvements | | ✓ | | Planned | ££ | | | |
| 43 | Itchen Bridge Enhancements | Improve the existing Itchen Bridge through the delivery of maintenance works, greening, suicide prevention measures and better connectivity to Woolston and Itchen Riverside | ✓ | | | Planned | ££ | | | |
| District Centre Improvements | | | | | | | | | | |
| 44 | Bitterne District Centre Improvements | Develop and deliver a package of transport improvements in and connecting to Bitterne District Centre | | ✓ | | Planned | ££ | | | |
| 45 | Lordshill District Centre Improvements | Develop and deliver a package of transport improvements in and connecting to Lordshill District Centre | | ✓ | | Planned | ££ | | | |
| Active Travel Zones | | | | | | | | | | |
| 46 | Polygon and Banister Park Active Travel Zone | Deliver package of Active Travel Zone improvements within Polygon and investigate additional measures for Banister Park | | | ✓ | Committed | £ | | | |
| 47 | St Denys Active Travel Zone | Formalise temporary measures delivered as part of St Denys Active Travel Zone | | | ✓ | Committed | £ | | | |
| 48 | Woolston & Itchen Active Travel Zone | Deliver improvements identified for Woolston Active Travel Zone and develop and deliver additional proposals for the Itchen area | | | ✓ | Committed | £ | | | |
| 49 | Bassett West Active Travel Zone | Develop and deliver Active Travel Zone around Butterfield Road | | | ✓ | Planned | £ | | | |
| 50 | Maybush Active Travel Zone | Develop and deliver Active Travel Zone around Maybush, including Lancaster Road | | | ✓ | Aspiration | £ | | | |
| 51 | Regents Park Active Travel Zone | Develop and deliver Active Travel Zone around Regents Park, including King George Avenue and Oakley Road | | | ✓ | Aspiration | £ | | | |
| 52 | Future Active Travel Zone Schemes | Develop and deliver future Active Travel Zone schemes | | | ✓ | Aspiration | ££ | | | |
| 53 | Active Travel Monitoring Platform | Develop a public-facing tool to monitor active travel outcomes | | | ✓ | Committed | £ | | | |

Feasibility Study / Business Case / Scheme Design / Consultation
 Trials
 Delivery

| Sch No. | Scheme Name | Scheme Description | A Successful Southampton | A System for Everyone | A Better Way to Travel | Status | Budget Range | 2022/2023 | 2023/2024 | 2024/2025 |
|-----------------------------------|--|---|--------------------------|-----------------------|------------------------|-----------|--------------|-----------|-----------|-----------|
| Walking Route Enhancements | | | | | | | | | | |
| 54 | Wessex Lane | Active travel and public space improvements between Woodmill Lane and Wide Lane | | | ✓ | Committed | £ | | | |
| 55 | Residential 20mph Streets | Introduce 20mph in residential areas and City Centre | | ✓ | | Committed | ££ | | | |
| 56 | Accessibility Improvements | Accessibility improvements, including dropped kerbs, tactile paving, footway surfacing and signing | | ✓ | | Planned | ££ | | | |
| 57 | School Streets | Expansion of school streets programme and making temporary schemes permanent, improving routes to schools (e.g. new crossings) | | | ✓ | Committed | £ | | | |
| 58 | School Crossing Improvements | Implement a programme of school crossing improvements focused on schools with vacant school crossing patrol roles. | | ✓ | | Planned | ££ | | | |
| 59 | Monk's Brook Improvements | Footpath improvements and riverbank stability works along Monk's Brook in Swaythling | | | ✓ | Planned | £ | | | |
| 60 | Coastal Walking Path Signing | Improved signing along Coastal Walking Path | | | ✓ | Planned | £ | | | |
| 61 | MyJourney Programme | Package of incentives, initiatives, events and campaigns promoting and encouraging sustainable travel | | | ✓ | Committed | £ | | | |
| Southampton Cycle Network | | | | | | | | | | |
| 62 | SCN3 Ports-mouth Road | Cycle route improvements along Portsmouth Road connecting Woolston to Sholing | | | ✓ | Committed | ££ | | | |
| 63 | SCN4 Adanac Park to Southampton General Hospital | Cycle route improvements connecting Adanac Park to Southampton General Hospital via Lordshill and Hill Lane | | | ✓ | Committed | £ | | | |
| 64 | SCN5 Chilworth to City Centre | Continuation of cycle route improvements along Glen Eyre Road connecting to traffic signal and crossing improvements at Bassett Ave (Lovers Walk) | | | ✓ | Committed | ££ | | | |
| 65 | SCN5 Lovers Walk | Walking and cycling improvements along Lovers Walk linking to Bassett Avenue and The Avenue | | | ✓ | Committed | £ | | | |
| 66 | SCN1 Weston Shore - Cycle Route | Cycle route improvements along Weston Shore as part of flood defence | | | ✓ | Planned | £ | | | |
| 67 | SCN2 Bitterne Road East | Bitterne Road East - cycle lanes between Bitterne Library and Somerset Ave and quietways route to Woodlands Community College | | | ✓ | Planned | £ | | | |
| 68 | Cycle Quietways Network Improvements | Develop and deliver programme of quietway improvements, including Bassett East and West, Lordshill, Adanac Park-Hospital | | | ✓ | Planned | £ | | | |
| 69 | Cycle Lane Upgrades | Upgrade existing cycle lanes to light segregation, including Winchester Road. | | | ✓ | Planned | £ | | | |
| 70 | Residential Mobility Hub Trial | Deliver Residential Mobility Hubs consisting of electric vehicle charging points, cycle stands, and other features. | | | ✓ | Planned | £ | | | |
| 71 | Cycle Hire Trials | Launch and monitoring of cycle hire scheme | | | ✓ | Committed | ££ | | | |
| 72 | City Centre Cycle Parking Hub | Installation of a new cycle parking hub within the city centre | | | ✓ | Planned | £ | | | |

Feasibility Study / Business Case / Scheme Design / Consultation
 Trials
 Delivery

Scheme Locations

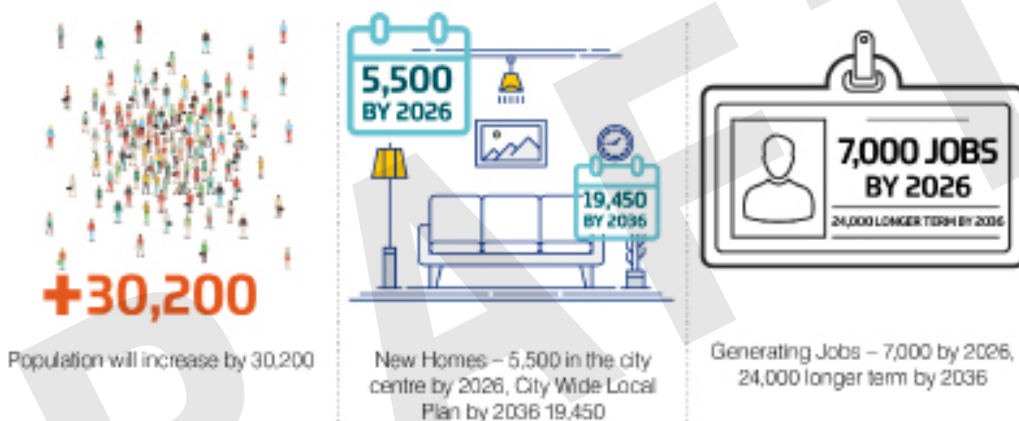


Preparing for the Future – Beyond 2025

The Connected Southampton Transport Strategy sets out a longer-term vision for a gradual transformation of transport in Southampton to 2040.

To prepare for the future and keep the city moving, we need to plan and invest in a range of attractive and sustainable transport options and infrastructure, a transition to zero-emission, and on improving connectivity to the city, particularly to the Solent Freeport and growth areas. These need to be in partnership with other stakeholders.

Southampton is set to grow



The delivery of Government housing targets will see the population of the city increase by over 30,000 people and will be supported by over 19,000 new homes and 24,000 new jobs delivered by 2036. Over 8,086 new homes have already been delivered, however more needs to be done to support up to 74,000 additional people trips that could be made daily – 11% more than now. To keep traffic levels the same as pre-pandemic levels, almost 40,000 of the additional trips will need to be made by other forms of transport – primarily rail, bus, walking, and cycling.

To develop and deliver the transport infrastructure and services, new funding opportunities will be sought in addition to our usual Local Transport funding provided by central Government. We will continue to seek funding to deliver the ambitious plans for the Southampton Mass Transit System, including Metro Rail, and buses to make them as good as London's. Projects such as Northam Rail Bridge, if funded, could be delivered in this period.

We will also continue to work alongside partners, including the Partnership for South Hampshire and Solent Transport, to shape plans up to 2040. Opportunities to fund transport improvements through the planning process will be maximised, including the redevelopment of the City Centre, Itchen Riverside, Waterside and key sites in Eastleigh Borough.

Collaboration with local and regional partners will be crucial to secure investment in strategic transport schemes that unlock benefits for the City and the wider South-East region. We will continue to input and shape these plans and to collectively lobby Central Government as 'One Voice' for investment to accelerate and deliver shared ambitions.

Our Medium and Long-Term Plans

| Scheme name | Medium-term | Long-term |
|---|-------------|-----------|
| | 2025-2029 | 2030-2040 |
| A Successful Southampton | | |
| Southampton Mass Transit System | | |
| - Rapid Bus Improvements | | |
| - Park and Ride facilities | | |
| - Smart and integrated ticketing | | |
| - Enhanced rail infrastructure and services | | |
| - Local Mobility Hubs | | |
| - Water transport infrastructure and services | | |
| Intelligent Transport Signals (ITS) upgrades | | |
| Freight access and consolidation | | |
| Annual road surfacing programme | | |
| Bridges and structures maintenance programme | | |
| A System for Everyone | | |
| Public realm improvements | | |
| Annual footway resurfacing programme | | |
| Annual road safety programme | | |
| Electric vehicle charging points | | |
| Smarter Choices programme (MyJourney) | | |
| A Better Way to Travel | | |
| Walking route improvements | | |
| Southampton Cycle Network improvements | | |
| Active Travel Zones | | |

Equality and Safety Impact Assessment

The **Public Sector Equality Duty** (Section 149 of the Equality Act) requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people carrying out their activities.

The Equality Duty supports good decision making – it encourages public bodies to be more efficient and effective by understanding how different people will be affected by their activities, so that their policies and services are appropriate and accessible to all and meet different people’s needs. The Council’s Equality and Safety Impact Assessment (ESIA) includes an assessment of the community safety impact assessment to comply with Section 17 of the Crime and Disorder Act and will enable the Council to better understand the potential impact of proposals and consider mitigating action.

| | |
|---|--|
| Name or Brief Description of Proposal | Connected Southampton Transport Strategy 2040 (LTP) - Implementation Plan 2022 - 2025. |
| Brief Service Profile (including number of customers) | |
| <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 leverage funding for delivery and to influence other policies and development in the city, City Region and wider Solent area.</p> <p>A new Implementation Plan, which details how the Council will deliver its LTP, has been prepared for the period April 2022 to March 2025 (Appendix 1). The delivery of the schemes set out in the Implementation Plan will be developed in accordance with the policies set out in the overarching adopted LTP (2019), which remains unchanged. The policies set out in the LTP were adopted following a 12-week statutory consultation period in Autumn 2018, which resulted in over 1,400 responses from residents, businesses and visitors.</p> <p>This Equality and Safety Impact Assessment considers the key principles of the schemes set out in the Implementation Plan at a high-level. Additional, and more detailed, Equality and Safety Impact Assessments will be undertaken as schemes are developed between April 2022 and March 2025. These schemes will also be subject to consultation and engagement as part of their individual design processes.</p> | |
| Summary of Impact and Issues | |
| <p>The schemes detailed in the Implementation Plan contribute towards the delivery of the LTP strategic goals:</p> <ul style="list-style-type: none"> • A Successful Southampton – using transport improvements to support the sustainable economic growth. | |

- A System for Everyone - making Southampton an attractive and liveable place to improve the people's quality of life, so that everyone is safe, and has inclusive access to transport regardless of their circumstances.
- A Better Way to Travel - supporting people in changing the way they move around the city, by widening their travel choices so they can get around actively and healthily and travel moves towards becoming 'zero emission'.

These schemes are expected to have a positive impact on how people move around the city, including those with protected characteristics.

Potential Positive Impacts

The schemes detailed in this, and future Implementation Plans, will gradually transform how people and goods move around the city in a phased approach up to and beyond 2040. The potential benefits to people with protected characteristics of delivering the schemes set out in this Implementation Plan, include:

- High-quality and inclusive public space schemes in the city centre, such as Northern Ring Road and Bargate Square, that create great places to live, work and spend time;
- A world-class public transport system that is accessible and affordable, through physical measures such as bus stop improvements, low-floor buses, real-time information and the delivery of the national concessionary fares scheme;
- A network of Local Mobility Hubs offering people transport options that are affordable and reduce the need to pay upfront costs for equipment or for secure storage;
- Improved access to district centres and other local facilities and services by active or affordable modes of travel, and the provision of disabled parking;
- Safer and more inclusive neighbourhoods through the delivery of Active Travel Zones and residential 20mph streets;
- New and improved crossing facilities at junctions across the city, including footway resurfacing, dropped kerbs and tactile paving, making it easier for people with mobility aids to move around;
- Continued delivery of the Southampton Cycle Network, including quiet way improvements, that are suitable for a range of different needs and abilities, including children, the elderly and those who use specialist bikes for mobility impairments; and
- A programme of school crossing improvements and School Street schemes to provide children with safe and attractive routes to school.

These measures will have a positive impact on inclusivity, safety, air quality and the quality of life of people living in the city as well as people visiting it for work or leisure.

| | |
|------------------------------------|---------------|
| Responsible Service Manager | Iain Steane |
| Date | 17/02/2022 |
| Approved by Senior Manager | Pete Boustred |
| Date | 18/02/2022 |

Potential Impact

| Impact Assessment | Details of Impact | Possible Solutions & Mitigating Actions |
|---------------------------------------|---|---|
| Age | None | |
| Disability | <p>In some instances the Council may propose the removal or reduction of highway space currently designated to vehicular traffic in order to provide dedicated or improved space for other users, such as widened footways and cycle or bus lanes. This could result in on-carriageway parking bays being removed or relocated, which could impact on disabled people, particularly those with mobility restrictions.</p> | <p>As part of the design process we will undertake a range of surveys as needed to make informed decisions about current travel and transport trends. This will include understanding current usage by mode of transport and levels of formal and informal parking, including the turnover of parking bays designated as disabled parking.</p> <p>All schemes will be designed in accordance with the latest national guidance on inclusive transport and the design of walking and cycling facilities. This will include the Council undertaking walking and cycling audits to ensure that other accessibility improvements are delivered and that integration between modes is considered.</p> <p>Engagement will be undertaken with local groups representing people with disabilities, as part of the design process, to ensure that consideration is given to their needs.</p> <p>Possible measures could include providing alternative parking facilities that are well connected, and ensuring that other alternative modes of transport, such as bus and rail, are accessible and attractive.</p> |
| Gender Reassignment | None | |
| Marriage and Civil Partnership | None | |

| Impact Assessment | Details of Impact | Possible Solutions & Mitigating Actions |
|----------------------------------|--------------------------|--|
| Pregnancy and Maternity | None | |
| Race | None | |
| Religion or Belief | None | |
| Sex | None | |
| Sexual Orientation | None | |
| Community Safety | None | |
| Poverty | None | |
| Health & Wellbeing | None | |
| Other Significant Impacts | None | |

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