

The strategies outlined in chapter 5 have clear implications for actions and investment over the course of this LTP. The Local Transport Strategy should be seen as setting the medium to long-term framework for transport in the City, with this LTP, in effect, forming the first major investment phase. The following sections outline the more significant proposals that flow from the individual strategies.

The overall **'Reduce – Manage – Invest'** approach has been applied to all the proposed interventions and schemes detailed in the following sections. This means that alternative options to address the issues have been fully considered in terms of, firstly, how travel demand might be minimised and then how the network can be best managed to ensure that the requirement for new infrastructure is minimised.

However, even though this approach has been fully exploited, there remain a small number of infrastructure schemes which are needed to address residual demands, especially where the demands are associated with traffic originating from outside the City (eg freight and passenger traffic associated with the Port, and bus and rail interchange facilities).

The schemes that follow are thus considered to represent the only practical solutions to the situations that exist.

6.1 STRATEGIC

These are the proposals that have a wider significance, in as much as they support the role of the City as a major regional and sub-regional centre and also facilitate the roles of Regional Hub and International Gateway outlined in the Regional Transport Strategy. They are reflected in the Solent Transport Sub-regional Strategy.

- Section 5.5.3.3.1. explained that, although there was a general presumption against new road infrastructure in the City, there was a need to improve access to the Eastern Docks through Dock Gate 4. The scheme to improve the A33 Marsh Lane/Terminus Terrace/Platform Road/Town Quay route removes the need for Eastern Docks traffic (passenger and freight) to negotiate two gyratory systems, one around Queens Park and the other through Threefield Lane. This will take general traffic (a large proportion of it being heavy goods vehicles) away from a City Centre residential area and will improve the environment around the only major green area in the Old Town.

There are other potential benefits to be gained from this scheme, as it will permit eastbound traffic for the Itchen Bridge to be re-routed away from Saltmarsh Road, thus enabling this to be given over to bus priority. Coupled with a major maintenance scheme in Canute Road, this would result in a substantial area-wide improvement in the Old Town area.

Table 3: How do the strategic proposals meet the LTP objectives?

LTP2 OBJECTIVES	DOCK GATE 4	CENTRAL STATION	PARK AND RIDE	BAT LANE
Improve Accessibility	✓	✓	✓	
Support Economic Development	✓	✓	✓	✓
Promote Urban Regeneration		✓		
Support Provision of decent homes				
Reduce Congestion on the network	✓		✓	✓
Improve Road Safety	✓		✓	
Improve Crime and Disorder			✓	
Supporting Night Time Economy				
Minimise Impact of Environment	✓		✓	✓
Improve Standard of Health	✓		✓	
Raise Educational Aspirations				
Obtain Value for Money		✓	✓	✓

As outlined in section 5.5.3.3.1, the scheme is made up of two distinct parts; the Terminus Terrace/Marsh Lane element is likely to be capable of being funded from within expected LTP allocations, but the Platform Road/Town Quay section will need to attract significant funding from other sources, particularly Section 106 contributions from various developments in the area. The likely start date for the scheme is 2008-2009, although one of the key tasks to be completed before then is the assembly of the funding package for the Platform Road/Town Quay section.

- Section 5.5.3.3.3. sets out the need for a comprehensive re-modelling of Central Station. This is needed to create a major point of arrival in the City, to enable an effective interchange between bus and rail to be developed, and better pedestrian linkages to the City Centre to be established. It will be a costly scheme and although it contributes towards LTP objectives, it will be essentially development-led. The timescale is likely to be towards the end of the LTP period at the earliest, although if it does come forward within that timescale, LTP funding will be allocated towards the transport-related elements of the scheme.
- Section 5.5.3.3.2. detailed the strategy for the introduction of Park and Ride. The introduction of Park and Ride for the City, based around the concept of three strategic sites (east, west and north) is expected to commence during the period of this LTP, but not before 2009 – 2010. The anticipated capital and revenue costs are such that introduction will only proceed if a significant proportion of the costs can be found from associated development. The Council’s recently adopted Supplementary Planning Guidance on Planning Obligations will enable funding to be obtained more readily from developments on the corridors to be served by the Park and Ride services, but there will still be a need to employ a significant

allocation from the LTP as well as from Council revenue budgets. One of the key tasks to be completed early in the period of this LTP will be the development of the necessary funding package.

- Associated with the development of the eastern Park and Ride site is the proposed widening of the A3024 Bitterne Road railway bridges at Bitterne and at Northam. This would enable the creation of continuous bus priority into the City Centre from the east, which, as outlined in section 5.5.3.3.2, is particularly important in view of the likely locations of development in the immediate sub-region post 2010 which will put additional traffic pressures onto this already busy route. If this were to be done, the potential exists to consider the introduction of a 'bus and toll lane' on this approach, and this concept is viewed at present as a scheme with the potential to attract funding from the Transport Innovation Fund (TIF) and it is described in more detail in Box 2.

As well as these schemes, there are other schemes which fall outside the LTP process, but which the City wishes to promote. Chief amongst these is the gauge enhancement of the rail route from Southampton north to Oxford and the West Midlands as outlined in section 5.5.3.3.4. This is a priority of the Regional Assembly (being identified as a regional priority in the Regional Transport Strategy) and it is also supported by Network Rail. It is proposed to work with partner organisations during the period of this LTP to promote the need for the scheme and to bring it to fruition.

6.2 CITY-WIDE

These are the schemes which have significance in City-wide terms and which contribute to the achievement of City policy objectives and development aims. They are complementary with the strategic schemes already outlined and with the locally-focussed programmes in the next section. They derive from the Local Transport Strategy and from consideration of the Challenges and Opportunities. All would be funded from a combination of LTP and section 106 funding.

- City Centre bus and pedestrian facilities – section 5.5.3.2.4 described how the City Centre currently lacks a focus for public transport and the west side of the centre (in particular) is poorly served by in-City bus services. In conjunction with a major extension to the pedestrianised areas of the centre, it is proposed to introduce new bus interchange facilities on both the east and west side of the centre, focussing on Vincent's Walk and Castle Way respectively. This will need to be linked to extensive re-routing of services in the central area and, by combining this with increased bus priority, service reliability and overall accessibility will be improved. Such a development would create the opportunity to re-integrate The Bargate with the main pedestrian precinct (a key element of the City's North-South Spine Strategy for the City Centre). The scheme would be funded from a variety of sources, including the LTP and section 106 contributions, and the timescale for its implementation will be dependent on the timetable for West Quay Phase 3 (which is likely to generate a significant contribution).
- Other elements of the North-South Spine Strategy will be introduced, including a major re-modelling of the London Road area as a scheme intended to improve road safety (see section 5.5.3.2.9). A major Legible City initiative will be implemented in the City Centre and the current pilot on removing street clutter, described in sections 3.11.2 and 5.5.3.2.10, will be continued and extended.
- The Accessibility Strategy outlined in section 5.5.4.5 described how it is intended to invest in district centres to support their role as retail centres for their local

communities, thereby reducing the need for local residents to travel.

- Improvements are proposed at Woolston District Centre, associated with the Woolston Riverside redevelopment. These are intended to improve the environment of the existing Woolston Centre by realising the potential of the Keswick Road / Woodley Road route as a bypass for the centre, enabling major improvements to be undertaken to promote walking, cycling and public transport in the area. These improvements, funded in part by the LTP and partly from developer contributions, should help to ensure the long-term viability of Woolston as a district centre serving both the Woolston and Weston areas. The timing of works will depend upon the timescale for the Woolston Riverside redevelopment, but they are expected to start during 2007-2008.
- It is also proposed to complete the existing scheme at Portswood District Centre. This scheme was begun under the LTP1, and is intended to improve safety and enhance conditions for pedestrians and public transport in the Portswood Broadway area. The scheme should help to ensure the long-term viability of Portswood as a district centre and support the introduction of a Bus Quality Partnership on the Portswood Corridor route.

Table 4: How does the City wide programme meet the LTP objectives?

LTP2 OBJECTIVES	CITY CENTRE BUS AND PEDESTRIAN FACILITIES	LONDON ROAD NSSS	WOOLSTON DISTRICT CENTRE	PORTSWOOD DISTRICT CENTRE	DOCK GATE 20
Improve Accessibility	✓	✓	✓	✓	✓
Support Economic Development	✓	✓	✓	✓	✓
Promote Urban Regeneration			✓	✓	
Support Provision of Decent Homes			✓	✓	
Reduce Congestion on the Network	✓		✓		✓
Improve Road Safety		✓	✓	✓	✓
Reduce Crime & Disorder					
Support the Night Time Economy	✓	✓	✓		
Minimise Impact on the Environment	✓				✓
Improve the Standard of Health		✓	✓		
Raise Educational Aspirations	✓				
Obtain Value for Money	✓	✓	✓	✓	

- The Bus Strategy at Annex C explains the important role that provision of information plays in promoting the use of public transport. One of the key areas is the provision of information at the stops themselves, and the Council have embarked on a major programme of installation of real-time information displays at stops. During the course of this LTP, it is proposed to extend the system across the City so that the whole of the bus network will be covered. Not all stops in the City will have displays, the emphasis being on provision at those stops where there is a clear justification in terms of usage and/or multiple services.

The contribution that highway maintenance schemes can make towards the objectives of the LTP is described in section 3.5. As a result, it is proposed that LTP funding will be particularly allocated to a series of major maintenance schemes over the course of this LTP. The principal schemes are expected to be:

- The Avenue, Winchester Road, Millbrook and Redbridge Roundabouts.

The Millbrook Roundabout scheme will be linked to cycleway improvements and signalisation to form the Dock Gate 20 Improvement Scheme.

6.3 LOCAL

These schemes are the ones which have a more localised impact, but which make an important contribution towards fulfilling the policies contained in the Local Transport Strategy (LTS) and which contribute towards the overall targets and objectives contained in the LTP. Some of these are shown as programmes rather than as specific schemes (e.g. the road safety programme) because the precise schemes to be undertaken in any given year will be dependent upon the priorities that exist at the time the annual programmes are assembled.

- **Measures to Assist Public Transport** - section 5.5.3.3.5 sets out the range of measures that the Council proposes to introduce to promote public transport use. The measures are grouped as:
 - Public transport infrastructure (including bus priority)
 - Public transport services
 - Public transport ticketing
- **Measure to promote Active Travel (walking and cycling)** - section 5.5.3.3.6 describes the initiatives that will be introduced:
 - Pedestrian facilities
 - Cycling - National Cycle Network (NCN)
 - Cycling - small works



Table 5: How does the local programme meet the LTP objectives?

LPT2 OBJECTIVE	PUBLIC TSPT INFRASTRUCTURE	PUBLIC TSPT SERVICES	PUBLIC TSPT TICKETING	WALK TO WORK	PEDESTRIAN FACILITIES	CYCLING NCN	CYCLING SMALL WORKS	TRAVEL PLANNING	ROAD SAFETY	AIR QUALITY	HIGHWAY MAINTENANCE	TRAVEL INFORMATION
Improve Accessibility	✓	✓	✓	✓	✓	✓	✓	✓				✓
Support Economic Development		✓		✓				✓			✓	
Promote Urban Regeneration	✓	✓		✓	✓		✓		✓		✓	
Support provision of decent homes		✓		✓			✓					
Reduce congestion on the network	✓	✓	✓	✓	✓	✓	✓	✓		✓		✓
Improve Road Safety		✓			✓	✓		✓	✓		✓	
Reduce crime and disorder		✓									✓	
Support the night-time economy	✓	✓										✓
Minimise impact on the environment	✓	✓			✓	✓	✓	✓		✓	✓	
Improve standards of health				✓	✓	✓	✓	✓		✓		
Raise educational aspiration									✓			✓
Obtain value for money	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓

- **Travel Planning** – section 5.5.3.1.3 confirmed the Council’s continuing commitment to the introduction of travel plans, and development work will continue with City schools and with major employers (or employment groups) to introduce travel plans for their sites. This will be complemented by a programme of personalised travel planning in areas where the potential exists to pump-prime a mode-shift away from single-occupancy private car use.
- **Road Safety** – section 5.5.3.2.9 and the Road Safety Strategy at Annex D set out the Council’s approach to improving road safety, and a programme of safety schemes, directly targeted at reducing road accident casualties, will continue to be implemented. The programme will, as before, be prioritised on the basis of expected casualty savings. Work will also continue with external partners to reduce speeds (Police), to reduce child casualties (Southampton Accident Prevention Group) and more generally through the Hampshire and Isle of Wight Strategic Casualty Reduction Partnership. This latter body is also expected to assume the role previously undertaken by the Hampshire and Isle of Wight Safety Camera Partnership.
- **Air Quality** – as described in section 5.5.3.2.11 and in Appendix 2, following the declaration of six Air Quality Management Areas (AQMA’s) across the City, all of which result from traffic emissions, the resulting Air Quality Action Plans will be implemented.
- **Highway maintenance** – in accordance with the approach set out in section 5.5.3.2.10, a programme of increased investment in highway maintenance on the City’s non-principal road network (mostly funded by prudential borrowing, supplemented from revenue) will continue and will include major replacement and upgrade of street lighting. Wherever practical, a ‘whole street’ approach to maintenance will be adopted.
- **Travel Information** – The Bus Strategy at Annex C explains the potential benefits that can flow from the provision of good quality travel information. Working in partnership with public transport operators, it is intended to develop a more integrated and comprehensive approach to the provision of travel information for public transport users.
- **Multi-Agency Working** – In line with section 3.13.1, we shall increasingly adopt a partnership style of working to maximise the contributions of all the parties involved in a particular topic or issue.

All of the schemes in the three categories above have a significant part to play in achieving the targets set out in Chapter 7. In general, the schemes in the first category will have the longest development period, whilst those in the second group are still likely to be medium-longer term. Only the programmes in the third category have a time frame that is definitely shorter than this LTP and these are the ones around which delivery will be focussed over the next few years.

6.4 INDICATIVE SPENDING PROGRAMMES

A broad shape for the programmes for the period 2006 - 2007 to 2010 - 2011 thus becomes apparent. These programmes are structured in the context of the likely levels of funding that will be available over the period of this LTP, using the figures from the Planning Guidelines. They also take into account the levels of funding that are expected to be obtained from other sources, including revenue, prudential borrowing, planning agreements and internal and external contributions. Maximum use of revenue to support capital investment is proposed and wherever possible,



contributions from a variety of sources will be combined to fund individual schemes to maximise the value that is achieved from the LTP funding.

It is clear that the great majority of funding must be directed towards the continued development and promotion of sustainable travel modes. The one main exception to this general principle is that funding needs to be identified to enable the first stage of the Dock Gate 4 Access Improvement (the Terminus Terrace/Marsh Lane section) to be undertaken.

Much of the funding will be directed towards the continuation of programmes that are already in progress and which are intended to contribute towards the achievement of those targets that have already been established. This includes programmes to improve road safety, to encourage and promote cycling and walking, to improve access to (and the environment of) district centres, to enhance the quality of public transport, and to improve the streetscene.

LTP funding will also continue to be directed towards highway maintenance, in particular the maintenance of principal roads and bridges. Prudential code borrowing and revenue monies will be used until 2008 - 2009 primarily to fund maintenance of the non-principal and unclassified road networks and also to continue to upgrade street lighting.

Section 106 contributions will be used to supplement programmes wherever they can be achieved and, with the adoption of the Council's Supplementary Planning Guidance on Planning Obligations, they will be obtained towards larger scale schemes that benefit a number of developments in a particular corridor or area (e.g. Park and Ride)

The following table sets out in broad terms how the guideline allocations already notified would be spent (figures shown in thousands and for 2007 - 2008 and beyond shown to nearest £50,000).

PROPOSED ALLOCATION OF LTP FUNDING

	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011
Allocation	3738	4200	4450	4650	4900
Programme Area					
Active Travel	610	600	600	600	650
Travel Planning	210	200	200	200	200
Public Transport	775	800	800	800	850
Improved Safety	298	650	700	700	650
City/District Centres	610	600	500	500	500
Accessibility	75	150	100	100	100
Other highways	60	100	350	500	650
Maintenance	1100	1100	1200	1250	1300

Note: The allocations for Improved Safety from 2007 - 2008 onwards include the integration of the safety camera funding.

These proposed allocations reflect a continuation of existing policies and programmes, together with allocations that enable the implementation of the emerging policies and targets.

The allocation for Active Travel will fund works to improve walking and cycling facilities arising from the implementation of the Active Travel Plan. The continued roll-out of school travel plans and workplace travel plans will be funded from the Travel Planning allocation.

The allocation for Improved Safety will enable the continuation of the programme of schemes intended to reduce the number of injury accident casualties and, from 2007-2008 onwards, it also includes the City's contribution to the Safety Camera Partnership.

The funding for City, Town and District Centres will be principally targeted in the early years of this LTP towards the City Centre, in particular the introduction of the first phases of the North-South Spine Strategy around the Bargate area and the London Road Improvement scheme. Some of the allocation will also be used to improve accessibility to Town and District Centres.

The funding for Public Transport will be used to continue the roll-out of the real-time information system, to complete the upgrading of facilities at bus stops, to improve interchange facilities and to extend bus priority measures on-street. It will also be used to improve accessibility to rail stations and ferry services. Significant levels of revenue funding will be utilised to continue support for concessionary fares and non-commercial bus services. Park and Ride is expected to come forward during the course of this LTP, but its introduction is likely to be development-led, although supporting funding from the LTP will come from within this allocation.

The allocation for Accessibility will be used to address the issues identified by the Accessibility Audits carried out as part of the LTP process, and that for Other Highways will be used to enable the implementation of the first phase of the Dock Gate 4 Access Improvement Scheme.

The policy for the use of the LTP Maintenance allocation will continue as now, i.e. it will generally be used to fund Principal Road maintenance, with the prudential borrowing monies being used to fund maintenance on non-principal and unclassified roads.

6.5 TRANSPORT INNOVATION FUND (TIF)

For the medium and longer term, there are a number of schemes which will require significant levels of funding if they are to be implemented. One potential source of funding is the proposed Transport Innovation Fund that begins in 2008 - 2009 (although there will be opportunities to bid for funding for preliminary scheme design and consultation prior to then). Current information indicates that the fund will rapidly increase in size until it reaches a level of around £2bn per year by 2011 - 2012. As its name suggests, funding from this source will be allocated to schemes that deliver innovative solutions to the problems of congestion and accessibility. The guidelines for eligibility for the use of the fund have recently been received, and it seems clear that it is particularly intended to be used to fund schemes that contain a significant element of road user charging as a demand management measure, and which promote modal shift and better bus services.

A separate funding strand will fund schemes which contribute towards national productivity, especially in terms of improving access to ports and airports. This will not

be the subject of a bidding process: rather, the DfT will consider priorities in consultation with the various regional development agencies. It is believed that the Southampton-West Midlands rail gauge enhancement would be a suitable scheme for this category of TIF money and the Council will work with SEEDA to try to ensure that it is brought to fruition.

6.6 CITY FUNDING

As outlined earlier, the LTP allocations will continue to be supported by significant levels of funding from within the City's own resources, principally to fund maintenance and streetscene improvements on the non-principal and unclassified road network and to support public transport operations.

To a degree, the level of revenue funding that can be made available for roads and transport purposes is dependent upon the relative priorities and demands across the whole of the Council's activities; the following table shows proposed funding based on the rolling forward of current levels of allocation. It also assumes that additional capital money (Prudential Borrowing or PFI) to fund enhanced highway maintenance and streetscene improvement will continue beyond the current cut-off in 2008 - 2009 although not at the same level as now.

CITY COUNCIL FUNDING FOR HIGHWAYS AND TRANSPORT

Programme Area	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011
Active Travel	50	50	50	50	50
Public Transport	4300	4400	4500	4600	4700
Improved Safety	100	100	100	100	100
City and District Centres	450				
Accessibility	50	50	50	50	50
Other Highways	1300	1350	1400	1450	1450
Maintenance	9800	7950	7400	5050	5200

(All figures shown in thousands to the nearest £50,000)

6.7 DEVELOPMENT CONTRIBUTIONS

The other major source of funding during the period of this LTP will be that of development contributions obtained as part of Section 106 Planning Agreements. The size of individual contributions is generally linked to the size of development and hence it is difficult to place an accurate assessment of total value on them over the five-year period. However, it is likely that a number of significant developments will come forward in that timescale, many of them in the City Centre, and it is reasonable to plan on the basis that they will provide substantial funding, for both capital investment and service support, for the foreseeable future.

The nature of the developments that are likely to come forward means that contributions are most likely to be obtained for transport modes that promote sustainability, e.g. walking, cycling and public transport. Increasingly, it is important to obtain contributions that have a degree of flexibility associated with their use e.g. that can be used over the whole of the movement corridor from which the development benefits, not just in the vicinity of the specific location of the development itself. This has been facilitated by the recent adoption of the Council's Supplementary Planning Guidance on Planning Obligations, which enables contributions to be assembled to enable the delivery of a major scheme that benefits a whole area or corridor, rather than being simply associated with the vicinity of the site in question.

Assembling contributions in this way will make it that much easier to deliver schemes such as Park and Ride (which benefit specific movement corridors) or major enhancements to interchange facilities in the City Centre.

As already outlined, there is an inevitable degree of uncertainty about the exact levels of development contributions that can be expected in any one period, so the following table which aggregates all of the allocations outlined above must be regarded as indicative rather than exact, but it is felt to represent the most likely pattern of total expenditure on highways and transport over the period of this LTP.

TOTAL EXPENDITURE PROGRAMME

Programme Area	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011
Active Travel	650	650	650	650	700
Travel Planning	250	250	250	250	250
Public Transport	5100	5250	5350	5450	5600
Improved Safety	400	750	800	800	750
City and District Centres	1250	900	800	900	900
Accessibility	150	200	150	150	150
Other Highways	1450	1600	2000	2200	2350
Maintenance	11900	9050	8600	6300	6500
Totals	21150	18650	18600	16700	17200

(All figures shown in thousands to nearest £50,000).

The reduction in overall programme size in the later years reflects the ending of the enhanced highway maintenance investment programme at its current levels, but it is intended that the feasibility of an extension to that programme will be investigated over the next year, so that, in practice, this reduction may be less than shown (or even non-existent).

