

Bus Strategy

Annex C

BUS STRATEGY

The bus strategy for the City recognises that improvements to bus services can only result from a constructive partnership between the Council (who provide the infrastructure and underwrite supported services) and the operators (who provide the vehicles and staff, and the service and timetable information) Each party has specific areas for which they are responsible and this strategy sets out the way in which these areas will be addressed over the course of this LTP.

Nevertheless, the objectives of all partners are the same, in that all want to see increased usage of bus services within the City, so there is a recognition that many of these areas overlap and that responsibility for their delivery is a shared one.

Bus Stops

The Council will implement a programme of replacement of all old style (flat roof) shelters at stops by 2008. The standard shelter for the future will be the barrel-roofed type, erected in a way that ensures that real-time displays can readily be fitted in the future.

New bus stop poles with comprehensive information displays will be provided at all stops and real-time displays will also be incorporated into these where usage justifies it.

All bus stops will ultimately be fitted with raised kerbs to improve access, with priority being given to those routes operated by low-floor vehicles.

Bus Priority

The Council will continue to provide bus priority where possible within the constraints of available road space and the capacity of the road. Within the Inner Ring Road, there will be a general presumption in favour of public transport movements and bus lanes will be provided on radial routes at locations where there is a need to allocate priority to public transport.

The City's Urban Traffic Control (UTC) system is capable of being used to provide 'hidden' bus priority, through the use of bus detectors, automatic vehicle location (AVL) and variation of traffic signal timings, and these capabilities will be fully exploited.

The recently-installed ANPR cameras are being used to establish normal bus journey times on radial corridors and once a baseline of data has been developed, the UTC system will be managed in such a way as to maintain these times wherever possible.

Interchanges

The Council will work with its partners to improve facilities for passengers changing from one mode to another, or to the same mode. All interchanges will be provided with shelters, raised kerbs and real-time departure displays. There will also be comprehensive multi-modal information to assist interchange.

Interchanges within the City can be classified as either large or medium. The key interchange points within the City are:

Large

Central Station (multi-modal)
Poundtree Road/Vincent's Walk (City Centre)
Castle Way/ Bargate Street (City Centre)
Town Quay (multi-modal)
Airport Parkway Station (multi-modal)

Medium

Bitterne, West End Road (district centre)
Lordshill Centre (district centre)
Portswood Broadway (district centre)
Shirley High Street/ Park Street (district centre)
Woolston Link Road (district centre and multi-modal)
Southampton General Hospital (major healthcare venue)
Southampton University

Concessionary Fares

The Council will continue to provide a concessionary fares scheme that is at least the minimum standard required by legislation and will endeavour to improve on this wherever possible.

During the course of this LTP, it will work with its Solent Transport partners in order to make concessionary fares journeys within the Solent Transport area seamless, and it aims to ensure that the terms and conditions enjoyed by City residents are at least comparable to those elsewhere in the sub-region.

Dial - a - Ride

The Council will continue to support the Dial – a – Ride service which provides transport for those people who, for reasons of disability, are unable to access the mainstream public transport network. It recognises the specialist nature of the service and will continue with its existing policy of working in partnership with the voluntary sector to ensure the provision of the service.

Supported Services

It is recognised that many early morning and late evening services and some that serve less accessible parts of the City are not capable of being operated commercially, and the Council will endeavour to support as many of these as possible, reflecting the value of these services to those who use them.

The general principle that will be adopted is that supported services will reflect the daytime commercial network (rather than create a completely different service network) to ensure that the network remains readily understandable. Support will also be subject to a value-for-money test in terms of the number of passengers carried on the various services and the level of subsidy per journey, so that those with the greatest potential for passenger loading and/or the lowest level of subsidy will be given priority for funding.

Ticketing

The Council will work with operators towards the introduction of more widespread integrated ticketing, based on the success of the Solent Travelcard. In particular, the potential for creating general availability tickets that could be used as part of workplace travel plans will be fully explored.

Smartcards

The Council will continue to work with operators towards the goal of introducing an ITSO compatible multi-application smartcard that can be used (amongst other things) for public transport journeys both within the City and those that cross into wider South Hampshire. The ambition is to introduce cards that contain stored travel rights, enabling users to top up their cards with monetary value at either on-bus or off-bus locations.

Initially, the concessionary fares scheme will be migrated to a smartcard platform, together with the University of Southampton travel scheme.

Coaches

The Council recognises the part that coach services can play in providing public transport and will seek to assist with the further development of scheduled services, with particular emphasis on links to main airports, such as Heathrow, Gatwick and Stansted.

It will also seek to provide the coach hire sector with improved coach parking facilities in the City, especially to serve visits to the City Centre.

Information

The provision of information about bus services is primarily the responsibility of the operators. The ready availability of high quality information has been identified as a major determining factor in decisions as to whether to use public transport for a particular journey.

Pre-journey information is vitally important and the Council will continue to work in partnership with other authorities and operators in the south-west area to develop accurate database information that can be accessed through the Traveline and Transport Direct websites.

Timetable information should be comprehensive, clear and easily understood and should be available through a wide range of media. The availability of locally relevant service information is particularly important and the Council will encourage the continued development of timetable information that targets specific areas, rather than information that is provided in a global format.

Real-time information can also be a powerful tool in improving perceptions of bus reliability, especially with regard to arrival times. The Council has commenced the roll-out of a City-wide real-time system and this will be extended during the course of LTP2. The Council also proposes to make the service available to mobile phone users through the use of SMS messaging and it is intended to introduce this by the end of 2006-2007.

Information at stops should provide details of services using the particular stops, and timetables (which should be provided wherever possible) should only cover those same services. A comprehensive map showing the geographic coverage of those

services should be provided at the more heavily-used stops. At interchanges, there should be comprehensive displays that give clear guidance about where to board the appropriate service. Bus Departure Information System (BDIS) screens will continue to be provided by the Council at all medium and large interchanges and these will be developed to provide real-time information.

Although information provision is primarily an operator responsibility, the Council will promote bus services by producing an integrated public transport map at regular intervals and will assist in the promotion of services in which it has a direct financial interest.

Vehicles

The provision and deployment of vehicles is the responsibility of the operators, but the Council is anxious to create an image of a high quality bus service in the City, which implies that average vehicle age should be minimised and that as many buses as possible conform to current standards in terms of accommodation and emissions, in particular, the Euro 3 and Euro 4 engine standards. In particular, as part of its Accessibility Strategy, the Council wants to make the whole network fully accessible as soon as is practical and as a consequence, it expects all buses in the City to be low-floor well before the legislative date of 1 January 2016.

Staff

Staff provide the key interface between the operator and user, and the standard of customer care they offer is vitally important to perceptions of the service. The Council will encourage operators to ensure that all staff receive training in disability awareness and customer care to the relevant NVQ level. It will also encourage operators to consider the introduction of initiatives that recognise high standards of customer care by their staff.

Punctuality

The biggest single determinant of perceptions about bus services is that of punctuality. Existing users need to be able to rely on the system, and potential users will only be attracted to the bus if it can demonstrate that it is as reliable as other modes.

As outlined in section 7.2.9 of the LTP, the Council has established a network of punctuality monitoring points across the City to enable the new mandatory indicator of bus punctuality to be measured. However, the Council recognises that improving punctuality is a partnership exercise and with that in mind, during the course of this LTP, it will pursue the establishment of Punctuality Improvement Partnerships (PIP) with the City's main operators. The framework PIP is shown at Appendix 1 of this strategy.

It is proposed that the long-term target for punctuality should be that 90% of services will run within the -1 and +5 minute window by 2012 - 2013 and that for frequent services, the average waiting time should be 2.55 minutes by 2010 - 2011.

Bus Quality Partnerships

Many of the elements outlined in this Strategy can be included within the terms of a Bus Quality Partnership (BQP) and the Council will continue to pursue the development of these for individual routes. There is already an umbrella agreement in place and the Council will work with the operators and with neighbouring authorities to build on this over the course of this LTP.

Bus Quality Contracts

The Council recognises that there are elements in Bus Quality Contracts that could be of benefit in helping to achieve improvements in bus service provision in the City. However, it views them as very much a fall-back provision that would only be considered if a range of other initiatives (including Quality Partnerships) had been demonstrated to be ineffective.

Appendix 1 Framework Punctuality Improvement Partnership

Southampton City Council with(operator)

PUNCTUALITY IMPROVEMENT PARTNERSHIP

Background

Reliability is recognised as one of the key determinants of the attractiveness of public transport. This is particularly true with regard to bus services, where the private car offers a convenient and accessible alternative for the short-medium length journeys that are the core of local bus business.

Central and local government are committed to the improvement of bus services as part of an integrated policy approach to transport in urban areas in the twenty-first century. As part of this commitment, the Department for Transport (DfT) is requiring local transport authorities, as part of their second Local Transport Plans (LTP’s) to record bus punctuality as one of a range of mandatory indicators.

Specific guidance is provided as to how this indicator should be measured, and it requires regular monitoring to be carried out at a series of locations across the network, including service start and finish points and intermediate stops along routes. The criterion to be used is generally the Traffic Commissioners’ punctuality ‘window’, i.e. between one minute early and five minutes late, although for frequent services, the criterion will be average waiting time. The guidance also specifies the range of targets from which the local transport authority must select.

For the purposes of the 2006-2011 Local Transport Plan, the City has adopted the target of 90% of all services arriving within the ‘window’ by 2012-2013, with average waiting times for frequent services not to exceed five minutes by the same date.

Given that, in the intervening period, traffic levels can be expected to increase, this is a challenging target and it is recognised that it will only be achieved through a partnership approach to improving punctuality. Local authorities and bus operators both have significant contributions to make towards the outcome, and this document sets out how the partners intend to address the issue. It is structured as a framework within which specific initiatives will be progressed; those with the most immediate priority are shown in the appendices.

Roles of the Partners

City Council

The Council is the local transport authority for the City area and, as such, it has overall responsibility for managing traffic on the City's highway network. It is thus in a position to introduce restrictions and provide dedicated roadspace to assist bus operations. With the advent of the Traffic Management Act 2004, it is also in the position of being able to assert more control over the conduct of roadworks and, once the necessary powers have been brought into force, of being able to enforce a wider range of traffic offences, including some that apply to bus lanes.

As a general policy objective, the Council supports bus services in the City and is of the view that the long-term public transport network for the City will continue to be bus-based. It will give priority to bus operations wherever possible; in particular it will give priority to public transport within the area bounded by the Inner Ring Road, i.e. the City Centre.

Examples of measures that the Council will consider to improve bus punctuality include:

- Introducing bus lanes
- Designating lengths of roads (or whole roads) as 'bus and taxi only'
- Banning turning movements for general traffic at junctions
- Modifying traffic signal timings
- Introducing bus detectors at traffic signals
- Improving co-ordination of roadworks
- Pro-active management of roadworks on site
- Enhanced incident management
- Adoption of powers (when available) to enforce bus lanes
- Introducing smartcards for concessionary fares (leading to reduced boarding times)
- Greater use of bus boarders at stops on busy traffic routes (to enable buses to re-start from within the traffic flow)
- Publicity and promotion (eg 'Keep Bus Lanes Clear')

In many cases, it is likely that a combination of measures will prove to be the most appropriate, rather than a single intervention.

Bus Operators

The operators are responsible for providing the services and so their contribution is essentially the customer-facing element of the partnership.

These are:-

- Delivery of a quality service, to a standard that makes public transport a popular alternative to the car
- Customer care trained staff, with a commitment to achieve NVQ status or equivalent supported by a customer charter
- Frequencies of service to match the relevant demand for passengers, supported by continual monitoring to adjust these accordingly and effectively
- The delivery of an efficient and user-friendly transport network, offering up-to-date information on timetables, ticket availability and affordable transport
- The continual review of staff and tightening of staff discipline where needed

- Ensuring that routes are fully staffed and bussed
- The commitment to continually invest in vehicles offering the accessibility, comfort and cleanliness which customers would expect
- The support of route identification by way of branding or vehicle type and through the use of available and proven technology

Provision and Use of Information and Data

A key element of improving and monitoring punctuality is the availability of reliable data. Data need to be accurate and relevant to enable decisions to be made about priorities for improvement activities, to ensure cost-effectiveness and value for money from the investments made.

The Council’s STOPWATCH real-time bus information system enables accurate schedule adherence data to be obtained for all stops in the City. It is proposed to utilise this information (subject to agreement under the provisions of the Solent Transport Confidentiality Agreement) to inform discussions between the Council and the operator on how punctuality can be improved.

To this end, it is agreed that a Bus Punctuality Task Force (BPTF) will be established, with up to two representatives each from the City Council and the operator to review the monitoring data and identify improvement actions where necessary.

It is proposed that the frequency of monitoring will be quarterly to match the meeting frequency of the BPTF and to inform its discussions.

Route Audits (RA) will be carried out to identify barriers to effective service performance. These will build a profile of:

- Roadworks
- Pinch points
- End-to-end running times
- Intermediate running times
- Traffic signals
- Current priority measures
- Traffic hot-spots (when and how frequent)
- Lost mileage

This information will also be considered by the BPTF at its meetings and the priorities and responsibilities for action will be discussed and agreed.

Signed:

For Southampton City Council

For Operator

Road Safety Strategy

Annex D

ROAD SAFETY STRATEGY

The Council will continue to adopt a three-pronged approach to improving road safety in the City. The three strands are:

- Education
- Engineering
- Enforcement

Each of these areas makes a distinctive contribution towards the overall target of reducing road accident casualties, with the consequent benefit to the wider community that this reduction brings.

It is recognised that, increasingly, improvements in road safety will only arise as a result of partnership working between a range of agencies and the Council is committed to playing a full part in all partnerships of which it is a member.

Education

The City has a well-established programme of road safety education in schools that it will continue to deliver. The basic programme is targeted at primary school pupils, but there are many tailored programmes for other groups. Particular initiatives that will continue to be provided include:

- Footsteps training for pre-school children and their parents
- Cycle training for Year 6 pupils
- Provision of "Moving On" packs (giving road safety advice, together with details of walking and cycling routes and bus services) to all Year 6 pupils when they move on to secondary school
- Advanced cycle training for secondary school pupils
- Pre-driver courses for 16 year-olds
- One-to-one cycle training for more mature students and adults.

However, it is recognised that education can also play a significant role with regard to other groups of road users and the City will continue to support targeted initiatives that address particular issues. Examples of this include young (age 17-24) driver courses, The Edge 44 (a multi-agency initiative in Hampshire that encourages responsible motor-bike riding) and sight-testing for all motorists.

Road safety education also forms a part of the development of school travel plans and these will continue to be rolled-out across the City with the target of all schools having a plan in place by the end of 2006 – 2007.

The City will also continue to participate in joint publicity campaigns aimed at improving road safety.

Engineering

The City will continue with its policy of targeting LTP investment in road safety schemes at those schemes that demonstrate the best rates of return in terms of accident casualty reduction. This means that investment will be focussed on those locations where there is a proven history of injury accidents, with priority given to those where there is a higher proportion of Killed and Seriously Injured (KSI) casualties.

It is recognised that safety perceptions are not always supported by injury accident records and that there are locations where local residents would like schemes to be implemented, but where the general policy approach outlined above would not result in funding becoming available. In such circumstances, the Council will investigate the possibility of obtaining other sources of funding (such as development contributions, regeneration funding, etc) to enable schemes to be introduced.

Technology can also play a significant role in improving road safety and the Council will continue to invest in measures that are proven to result in casualty reduction. In this respect, the Council will continue to be an active member of the Hampshire Safety Camera Partnership and the Strategic Casualty Reduction Partnership for Hampshire and the Isle of Wight (which is likely to become the successor body to the Safety Camera Partnership). It will continue to support the introduction of speed and/or red light cameras at locations where they can be expected to lead to a reduction in the level of casualties caused by failure to comply with road traffic regulations.

The Council will ensure that speed limits are set at appropriate levels for all roads in the City.

The level and quality of highway maintenance can make a significant contribution to road safety by ensuring the continued provision of hazard-free surfaces on carriageways and footpaths (leading to safer conditions for cyclists and pedestrians in particular) and a more general contribution towards the promotion of community safety through (for instance) maintenance of street lighting. This implies that the inspection regime should be capable of ensuring that defects are identified and rectified within acceptable timescales, and as part of an exercise to update its maintenance policies, the Council is reviewing its highway inspection frequencies to reflect the levels of service provided by the differing parts of the network. There is also an implication that intervention levels should be appropriate to the user, and hence these are also being examined as part of the review.

Maintenance of regulatory signs and road markings will continue to be a priority.

Enforcement

At present, the enforcement of most road traffic regulations remains the province of the Police, although some offences have become decriminalised as a result of the introduction of some of the provisions of the 2004 Traffic Management Act.

The City will continue to work closely with the Police on matters of enforcement, in particular with regard to drink-driving and excessive speed (which remain amongst the greatest contributory factors in road accidents) and will, as already outlined, continue with its membership of the Hampshire Safety Camera Partnership and the Strategic Casualty Reduction Partnership.

Recognising that the Police have limited resources at their disposal to enforce some of the less high-priority aspects of road traffic regulation, the City intends to adopt the new powers to enforce motoring offences created by the 2004 Act as they become available.

The City already carries out parking enforcement under the terms of the decriminalised parking enforcement provisions and it will continue to do so, linking this activity wherever possible with the enforcement of other traffic regulations including, as outlined above, the provisions of the 2004 Act as well as the Vehicle Emissions Regulations.

School Travel Strategy

Annex E

SCHOOL TRAVEL STRATEGY

Background

School Travel Plans form an integral part of the Council's 'demand management toolkit' to help reduce the number of journeys made by private car. They do this by ensuring that sustainable alternative modes for school-related journeys are in place. As such, they contribute directly towards both the Reduce and Manage aspects of the overall sub-regional and City Transport Strategies.

School Travel Plans, through their formulation and the initiatives that flow from them, link closely with areas of national policy as outlined in the DfT document, 'School Travel Strategies and Plans' and the transport white paper 'A New Deal for Transport: Better for Everyone' (1998) stated the Government's intention to encourage more children to travel to school by modes other than the private car.

PPG13 'Transport' provides the focus for the School Travel Advisor (STA) to work closely with Planning Officers to ensure the requirement for a Travel Plan is written into any response to a request for planning permission.

'Our Healthier Nation' addresses the wider implications of children's health and fitness levels. Encouraging pupils to walk or cycle to school not only contributes towards their daily exercise requirements, but has been shown to promote longer term healthier lifestyle benefits.

It is clear therefore that there are many benefits to be gained from having Travel Plans in place, ranging from the direct health benefits to the pupils themselves as a result of the promotion of active travel modes for school journeys, to the environmental benefits for residents who live in the vicinity of schools, and reduced congestion as a result of fewer car journeys being made to them.

In recognition of these wide-ranging benefits, the Council decided in late 2002 to set a target of all schools in the City either having an approved plan, or being in the process of developing one, by the end of 2006 - 2007. To enable that to happen, funding was provided for a dedicated School Travel Plan Officer.

Policy

The Council will work in partnership with a range of stakeholders to develop and maintain School Travel Plans for all schools throughout the City. These Travel Plans are intended to encourage modal shift away from the private car for journeys to school, both by pupils and staff, so that a progressively greater proportion are made by sustainable travel modes.

It is the intention that all schools in the City should either have an approved Travel Plan, or be in the process of developing one, by the end of 2006 - 2007.

Implementation Strategy

As far as is possible, the Council will continue to fund the post of School Travel Plan Officer beyond the period of the Government's STA funding, to act as a catalyst, adviser and co-ordinator for the development of plans. It is, however, a key understanding that the plans must be developed and maintained by the schools themselves to encourage ownership of the measures and targets.

Individual Plans will be developed and reviewed by a forum that includes all the relevant stakeholders for the particular school. Generally, this will involve school staff,

pupils, parents, governors, local residents, Hampshire Constabulary and public transport operators. The Plans will establish modal share targets for the particular school, developed from the baseline situation established by snapshot surveys. They will also contain details of the main walking and cycling routes to the school and, where appropriate, public transport links.

Plans will be reviewed and progress monitored on an annual basis, with the results obtained being fed into the overall calculation for the two relevant performance indicators.

Indicators and Targets

Targets are set at two levels:

1. All schools to have an approved plan in place, or be developing one, by the end of 2006 - 2007.
2. Modal share of car journeys to school (as measured for Indicator LTP4) to reduce to 30% by 2008 and to 26% by 2011.

Monitoring will be in accordance with the methodology outlined in sections 7.2.11 and 7.3.8. However, until the PLASC data is available, monitoring will continue to be carried out by hands-up surveys at the individual schools.

Initiatives

Amongst the initiatives employed to achieve the above targets are the following:

1. High-level support from Officers and Members to encourage schools to take part.
2. Implementation of Walking Buses to promote enhanced walking opportunities.
3. Enhanced cleaning and maintenance of routes to school.
4. Planning policies in place to discourage the use of the private car for the journey to school.

Baseline Data and Progress to Date

The Council has been working with schools to create travel plans since 1999 when the concept was still in its infancy. However, the Council does not yet have reliable 'before and after' survey data. Although each school is required, as part of its plan, to carry out a comprehensive travel survey of both staff and pupils, the surveys have taken place over a number of years and at different times of the year. It was felt, therefore, that the data so obtained was not reliable enough to demonstrate any modal shift or patterns.

As a result, in October 2005 a hands-up survey was implemented in schools across the City which was used to establish a set of baseline data. This will be repeated annually (until the PLASC data becomes available) and the results used to monitor year-on-year changes in travel patterns and modal shift.

The October 2005 surveys showed that around 33% of pupils currently arrive at school by car as single passengers, although this overall figure masks a considerable difference between primaries (37%) and secondaries (22%).

Currently, some 85% of all the City's schools are in the process of developing a plan (or already have one in place), of which 40% have qualified for DfES capital grants. These schools cover over 80% of the City's total school population.

Selection of schools has been as a result of either:

- The school requesting help with issues such as parent parking difficulties
- The school applying for a planning permission of some sort
- The school actively seeking involvement in the travel plan process

Stakeholders

There are a wide range of stakeholders involved in any school, but the following lists potential members:

Staff
Local residents
Pupils
Police
Parents
Public transport operators
Governors

There is also a range of potential local authority partner staff, such as Road Safety, Education, Street Cleansing, Engineering personnel and Neighbourhood Wardens.

Methodology for development of School Travel Plans, including links to Safer Routes to Schools and Road Safety

As part of the over all STP development strategy, the Council adopted a policy of aiding schools to improve the safety of their environment only through the Travel Plan process. This means that resources are targeted at issues which are of relevance to the school population, raised through the travel surveys.

In November 2002, the Council adopted a policy of implementing 20mph zones outside all schools in the City.

The City Council has written its own policy manual, specifically related to the creation of School Zones, the aim of which is to improve the visibility of schools to passing drivers and raise awareness of the presence of vulnerable road users. This is done by applying yellow paint to street furniture and school boundaries and by installing child-shaped bollards outside the school gates.

The majority of schools write a Road Safety Policy in as part of their Travel Plan. The STA works closely with the Road Safety Education Officer to promote the Road Safety education programmes as part of encouraging safer use of sustainable modes of transport; this includes pedestrian and cyclist training programmes. The School Crossing Patrol service is also located in the same team as Travel Planning and Road Safety Education and this forms a very important link to safer routes to schools.

Methodology for promotion and communication

Promotion has mainly been through word of mouth and as a result of governors or Head Teachers seeing the benefits of travel plans at other schools. There has been little capacity for promotion, as the initiative has always proved fairly popular. Where active promotion has taken place, it has been through face-to-face interviews with Head Teachers.

Communication with schools, at whatever stage of the process they have reached, is continuous through the review process. Regular newsletters are also issued, with the aim of sharing ideas and information among schools.

Methodology for monitoring

The level of success of each individual school travel plan is monitored through the review process, by assessing the initiatives embarked on by the school. The schools are issued with up to date pupil postcode scatter plots, which show shifting patterns in terms of where pupils live in relation to the school. This information is then reviewed in connection with updated survey results. The first 'Hands Up' travel survey was undertaken in October 2005 and will be repeated annually, to ascertain whether travel patterns are shifting across the City as a whole. PLASC data will be utilised when available.

Funding

The Council has included a commitment in the overall LTP funding allocation to deal with issues raised through School Travel Plans. This funding is for a combination of measures related to sustainable travel and for making routes to school safer, for example, providing cycle storage or parent shelters for the school site and creating twenty miles per hour zones in the roads around the schools.

Even prior to the Government announcing that it would be providing funding for an STA post, the Council had demonstrated its commitment to the initiative by identifying funding to enable a full time School Travel Plan Officer to be appointed.

Consultation

The Council's target to have all City schools involved at some stage of the travel planning process by the end of 2006-2007 was agreed in consultation with Members and senior officers in Education, Planning, Transport Engineering, Street Cleansing, Street Lighting and the schools themselves. Staff in these areas, plus Members and the Neighbourhood Partnerships were also consulted regarding the introduction of the policy to introduce the school zones.

The STA and the Travel Plan Officer for workplaces and new developments, are working together on a project to bring schools and businesses together.

The schools themselves are encouraged to carry out a wide range of consultation whilst engaged in the project; potential consultees include pupils, governors, residents, police officers, Neighbourhood Wardens, public transport providers and any other users of the school site.

Rights of Way Improvement Plan (ROWIP) Annex F

RIGHTS OF WAY IMPROVEMENT PLAN (ROWIP)

Policy

Rights of Way in the City form a relatively small but important part of the overall public highway network. The nature and location of most of them means that they have the potential to play a key role in the delivery of a sustainable transport network for the City, especially with regard to the promotion and encouragement of active travel modes.

The Rights of Way Improvement Plan (RoWIP) provides the mechanism for identifying where improvements can be made to the network of public rights of way, (and other non-motorised routes that are not already publicly maintained), taking into account the needs of all types of users.

It is not designed to provide detailed solutions to access problems in every locality, but to take a strategic approach to managing public access.

Scope and Objectives

It is a requirement of legislation that the RoWIP should cover;

- The extent to which local rights of way meet the present and future needs of the public.
- The opportunities provided by local rights of way for exercise and other forms of outdoor recreation and the enjoyment of the area.
- The accessibility of local rights of way to blind or partially sighted people and people with mobility difficulties.
- How local rights of way, and the wider network of access, fit in with existing strategic documents already produced by the Council.

The principal objectives of the City's RoWIP are to:

- Establish a framework towards enhancing and maintaining a high quality rights of way network;
- Utilise as many of the routes within the City's open spaces as possible to further enhance the rights of way network;
- Develop the network to benefit as wide a range of users as possible;
- Improve accessibility for those with mobility or sight difficulties.

The RoWIP has clear links to the objectives of the City's LTP, in particular it supports:

- Improving accessibility – especially to leisure opportunities
- Reducing congestion – the contribution that rights of way can make to the walking and cycling network has the potential to increase the amount of travel by those modes
- Improving road safety – rights of way are generally located away from the more trafficked parts of the network
- Reducing crime and disorder – in some locations, the use of rights of way can help to reduce perceptions of unsafe areas by increasing the amount of 'presence'
- Improving standards of health – by providing a resource for people to gain exercise and / or access leisure facilities, health benefits can be expected to accrue
- Obtaining value for money – rights of way provide an additional asset to the network that is low-cost to maintain in relation to the benefit it provides

Investment in the rights of way network can therefore be expected to produce cost-effective outcomes for the LTP.

Process

Overall, there are six stages in the development of the RoWIP as follows:

1. Assessing the adequacy of local rights of way to identify where the network does not sufficiently meet demand through:
 - Desk study
 - Public survey
 - Consultation on the assessment
2. Preparing a statement of action that will address such issues as:
 - Proposed actions to meet the aims of the RoWIP
 - Estimated costs of implementing the actions
 - What small-scale improvements could be implemented at an early stage
 - Key organisations and stakeholders to be involved in the implementation
 - The timescale within which implementation may be carried out
3. Publishing a draft plan for consultation, to allow public comment on the proposals
4. Amending the plan in the light of comments received
5. Adopting and publishing the Plan
6. Reviewing the Plan

Present Timetable

to June 2005	SI operative 21/11/02. Stat Guidance avail 22/11/02. Assessment of legislation, guidance and HCAF input
by Aug 2005	Identify all other relevant Plans that have effect or input into Imp Plan, e.g. LTP2, Cycling, Walking, Environmental
by Dec 2005	Desk-top assessment of Definitive Map and R of W, existing & potential
by April 2006	Desk-top assessment of Open Spaces; Accessibility, Potential R of W, Network, Types. (Review in conjunction with Audit report Jul '05)
by June 2006	Identify users/land owners/managers. Plan strategy obtaining data towards User Need & Expectation survey
by Oct 2006	Market Research to obtain User Need and Expectation data on R of W
by Dec 2006	Prepare briefing paper for Panel & HCAF. Update and Report to Panel. Obtain approval for strategy
by Feb 2007	Prepare draft of Draft Plan
by Mar 2007	Draft Plan to Panel & HCAF prior to distribution. Comments
by May 2007	Prepare consultation letter and other docs ready for Draft distribution
by June 2007	Amend, print and distribute Draft RoWIP
by July 2007	twelveweek period of consultation on Draft RoWIP. Receipt and assessment of feedback
by Oct 2007	Research sources of funding for improvements
by Nov 2007	Review RoWIP to include comment / update/ sources of funding. Adoption of Plan
by end of Nov 2007	Printing and distribution

The Definitive Map & Statement

The on-going review of the Definitive Map & Statement also forms an integral part of the process of preparing a RoWIP, allowing an assessment to be made of:

- The extent to which routes and networks are available to different groups of users;
- Areas which are deficient in rights of way for all or particular groups;
- Other opportunities to improve the network;
- Any minor anomalies that can be dealt with quickly.

Other Areas of Access

As well as rights of way, the people of Southampton are able to enjoy the facilities offered by some 135 areas of recreational open space, categorized as:

- Amenity Green Spaces (55)
- Civic Spaces (20)
- Formal Parks & Gardens (18)
- Green Corridors, ("Greenways") (10) and
- Natural & Semi-natural Urban Green Spaces (32)

There are another four categories of open space, but which are restrictive as to their use by the general public.

The five categories listed above have been included in the RoWIP, as most contain paths or other routes whose designation has not yet been determined. It is the accessibility and usage of these areas that will establish what improvements can be made towards opening up and enhancing the rights of way network.

This assessment will complement the Audit Report on Open Spaces, (2005), which was undertaken to provide clear direction for the formulation of a Strategy for the Provision of Open Space and to provide guidance in relation to planning such spaces in the City.

Evaluation and Conclusions

The various assessments will lead to an Action Plan that will address such issues as:

- Proposed actions to meet the aims of the RoWIP;
- Estimated costs of implementing the actions;
- What small-scale improvements could be implemented at an early stage;
- Key organisations and stakeholders to be involved in the implementation;
- The timescale within which implementation may be carried out.

Funding for measures that are identified will generally be from the 'Active Travel' allocations of the LTP as outlined in Chapter 6 of the main document, although some minor works will be funded from revenue allocations.

Current progress with the Improvement Plan

- The desk-top assessment of the Definitive Map & Statement has been completed and the findings are in the process of being written-up;
- The desk-top assessment of those Open Spaces described earlier is nearing completion and will have the findings written-up;

- Briefing Papers have been written to inform the Council's Executive Directors and eventually the Council's Planning and Rights of Way Panel;
- Meetings are to be arranged to further discuss and action a User Need and Expectation Survey;
- Consideration is being given to the preparation of a 'Road-Show' approach to disseminating information as part of the consultation process;
- A Steering Group, comprising officers of other sections / directorates is being devised with a short-list of names / designations being prepared before sending invitations to attend an inaugural meeting;
- Meetings with Hampshire County Council are continuing to take place to ensure conformity of approach between Hampshire's Countryside Access plan for the Solent Area and the City's own Improvement Plan.

Transport Asset Management Plan Annex G

TRANSPORT ASSET MANAGEMENT PLAN

Current Position

It was reported in the Provisional Plan that the Council did not have an Asset Management Strategy as such, but that it was undertaking a thorough review of all of its highway maintenance policies and that the outcomes of that review were likely to include a recommendation that an asset management based approach to maintenance should be adopted for the future.

The review was concluded in autumn 2005 and as a result, a recommendation was made to Members that a full Transport Asset Management Plan (TAMP) should be developed and that funding should be identified to enable this to happen. Subsequently, the annual budget-setting Council meeting in February 2006 agreed to allocate funding to the development of a TAMP, with the money spread over the two years 2006-2007 and 2007-2008.

As outlined in section 3.11.2 of the main document, it was recognised that, to enable informed decisions to be made about the levels of funding required for highways maintenance after the present prudential borrowing ends in 2008-2009, a full asset management plan was essential.

Preliminary discussions with an external consultant had already commenced to establish the baseline from which the Council is starting and to draw up an outline timetable for the production of the plan, when the DfT announced two separate rounds of PFI bids (for street lighting and highways maintenance) The Council decided to submit an Expression of Interest (EOI) for the street lighting round and is actively considering whether to submit one for the highways maintenance round. This has prompted a review of the emerging timescale for the TAMP project, as an essential (and early) stage of the overall plan development is that of ensuring that the inventory and condition data are accurate. This is also a pre-requisite for the development of any full PFI bid.

The following outline timetable, which had been drawn up following discussions with the external consultant, must therefore now be regarded as subject to change. Recent consultations with the Cabinet Member for Environment and Transport and the Environment and Transport Scrutiny Panel have suggested that the timetable as set out is likely to be foreshortened but at the time of writing, this is still the proposed position.

Outline Timetable

1. Familiarisation with asset management – completed
2. Develop plan structure and identify data needs – in progress: complete by July 2006
3. Data collection and verification – by November 2006
4. Define levels of service and reporting framework – by September 2006
5. Develop lifecycle planning and whole life costing models – by November 2006
6. Business process evaluation and risk management - by December 2006

7. Develop draft programme for all assets – by February 2007
8. Produce draft TAMP and Improvement Action Plan – by March 2007
9. Final TAMP and process introduction - May 2007

The Benefits of a TAMP

As covered extensively in the main document, obtaining value for money is a key objective of this LTP and the existence of a TAMP enables the Council to demonstrate what it is seeking to achieve from its highway assets and how well it is doing it. In a climate of reduced funding allocations, it is vital that the most effective use is made of the funding that is available and that future investment is targeted at the true priorities.

In the past, maintenance investment has tended to be driven from a purely technical approach to condition ratings that did not take sufficient account of the various user needs or of the relative value of the asset. A TAMP takes a range of levels of service into account when deciding on priorities and ensures that the maximum value for money is obtained. Critically, it also enables account to be taken of the wider street scene policies of the Council as set out in the LTP, especially with regard to place-making, clutter reduction, home zones, etc.

With the introduction of Whole of Government Accounting (WGA) it is vital that the Council is able to assess the value of its asset, to identify what level of resource is required to maintain the asset at that value and to put in place a maintenance regime that ensures that this is achieved. It is also essential that the Council is able to quantify accurately the efficiencies it is able to make in its maintenance activities as part of the overall Gershon efficiency savings it is required to achieve. A TAMP makes this a much more transparent process.

Next Actions

As outlined earlier, an urgent review is in progress at the time of writing to determine whether it is feasible to accelerate the outline timetable shown. Resources will need to be identified to enable this to happen, but the Council recognises that this is an essential task and that any informed decision on future funding for highways maintenance requires that it has a TAMP in place.

RTS and LTP Policy Checklist Annex H

RTS AND LTP POLICY CHECKLIST

RTS Policy	LTP Policy response
Policy T1: Manage and invest	<p>The LTP's principles of reduce, manage and invest incorporate and extend this policy. The emerging long-term strategies for the Solent area support the international gateway and inter-regional movement corridors and develops the network of hubs and spokes.</p>
Policy T2: Key management issues	<p>LTP implements this policy by including a thorough road safety strategy, an innovative approach to accessibility that exceeds national guidance, a full Strategic Environmental Assessment and measures to reduce the environmental impact of movement on the national and built environment.</p>
Policy T4: Regional hub	<p>The hubs at Southampton and Portsmouth are featured as important nodes for transport interchange and development, supplemented by a hierarchy of lower order hubs for local access and interchange.</p>
Policy T5: Regional spokes	<p>A series of connecting transport services are being developed as part of the longer term strategy to link the regional and local hubs.</p>
Policy T6: Airports	<p>The LTP recognises the vital role that Southampton Airport plays as an international gateway of regional significance. Transport links to the airport are featured in the long-term strategy for the Solent area.</p>
Policy T7: Ports	<p>The importance of the international ports at Southampton and Portsmouth is complemented by the LTP's long-term strategies to reduce congestion and improve transport links to the two cities.</p>
Policy T8: Short sea shipping	<p>Short sea shipping services will be supported, where they can provide alternatives to land access.</p>
Policy T9: Public transport	<p>The LTP contains a wide range of public transport proposals. A full programme of quality bus partnerships is being developed.</p>
Policy T10: Mobility management	<p>The policy approach of reduce, manage and invest incorporates and extends the concept of mobility management.</p>
Policy T11: Charging	<p>The use of powers to introduce charging initiatives is being assessed as part of the study into congestion and travel in South Hampshire, along with all other parts of the congestion toolkit.</p>
Policy T12: Parking	<p>The City's Parking Standards contribute to the policy direction of the Plan.</p>

RTS Policy	LTP Policy response
Policy T13: Travel plans and advice	<p>The LTP includes guidance on categories of major travel generating developments for which travel plans should be sought. The provision of travel advice, including the concept of travel advice centres, is being developed as part of the strategic approach to accessibility.</p>
Policy T14: Rail freight	<p>The Plan supports the upgrading of the rail route between Southampton and West Midlands as a means of preventing the switch of containers to road vehicles. Further rail freight improvements are under consideration as part of the development of the longer-term strategy.</p>
Policy T15: Freight and site safeguarding	<p>Freight Quality Partnerships have been signed with the intention of benefiting the supply chain, whilst maximising the transport network benefits.</p>
Policy T16: Inter-modal interchanges	<p>The local authorities will work together with the Regional Assembly on the concept of Inter-Modal Interchanges if the location of one of the three is to be in Hampshire.</p>
Policy T17: Priorities for Investment	<p>The strategy for the Solent demonstrates how prioritised investment is vital to support the Regional Spatial Strategy.</p>
Policy T18: Delivery Partnerships	<p>The development of the Solent Transport partnership demonstrates how the local authorities are keen to work with all players to deliver an integrated package of transport improvements.</p>

Participation and Stakeholder Engagement Annex J

PARTICIPATION AND STAKEHOLDER ENGAGEMENT

This LTP has been developed through a series of structured workshops, interest group briefings, consultation (on the SEA and via the internet) and presentations to neighbourhood meetings. This broad range of outreach working has helped to shape and inform production of the final version of the Plan. In addition, much effort has been expended on proactively engaging with public transport operators and the business community.

Early briefing sessions with the Southampton and Fareham Chamber of Commerce and Industry (S&FCCI) during the autumn of 2004 and summer of 2005 led to a wide ranging debate taking place amongst business representatives. S&FCCI members discussed (at length) the challenges facing South Hampshire over the coming years and members of the Chamber Planning and Transport Committee played a very active part in key stakeholder workshop sessions. This led to the Chamber Board agreeing a formal position on the LTP in late 2005 which was brought before the Council by a delegation of three business people in January 2006.

A range of meetings have been held with bus and rail operators and they have contributed positively to the MVA Public Transport Development Study (see Annex B). A particularly useful session was held in late December 2005 with the Area Director (Go-Ahead group) at the offices of Solent Blue Line.

There was a significant step change in tempo and format of engagement from the initial discussion on drafting the Provisional LTP to that undertaken during the autumn and winter of 2005. Having a live document helped to focus debate and feedback. The scale and range of involvement varied from one-on-one discussion with individuals to major consultation workshops via evening sessions with local community / transport interest fora.

The Southampton Partnership engaged with this process at different levels and on a number of separate occasions. It was particularly noteworthy that positive interaction took place with other partner agencies not usually closely associated with transport e.g. Sport England, the SCPCT, Hampshire Constabulary and service providers for children and older citizens.

Two major workshops took place during November 2005 with key stakeholders – on the 18th with a wide range of City Council colleagues and on the 23rd with representatives from the business community and adjoining local authorities. As a direct result of the latter session, a very helpful briefing session was held with ABP (led by the Harbourmaster) in early January 2006 which helped to gain a clearer understanding of the future development of the Port of Southampton.

The following tables outline the range of participation and engagement undertaken since the Provisional Plan was published and crucially, how this has impacted on revising the LTP i.e. outcomes from feedback.

Consultation participants	Issues/concerns	Possible solutions
Internal SCC consultation	Further investigation about Park & Ride scheme	SCC will be consulting about SDA's to highlight potential problems
	25% of vehicle movement in the City probably accounts for those accessing the hospital	LTP2 will address the need for an improved public transport links between the hospital and the rest of the City. Also seeks to ensure that travel plans are in place for the hospitals.
	Access improvements to Dock Gate 4	LTP2 has a section about the proposed upgrade
	How does the Active Travel Plan, Health & Well Being Strategy link with Health & Social Care aspect of safety of roads	Transport policy will continue to work with Community Safety and also public health groups, and keep up with road safety initiatives as currently.
	Accessibility to public transport and services	Accessibility Forum has been set up with key stakeholders including service providers to work together to improve accessibility
	More public transport provisions in the City for those areas that lack basic bus routes	Regular dialogue about better transport provisions with transport operators
	Resolving conflict of needs for different transport user groups	Include Impact Needs/Requirements Assessment and Equality work in LTP2
External consultation	How do you get people to use the buses	Under the Challenges and Opportunities section this has been addressed
	Congestion charging in the City	Discussed in the LTP2 how and why we might develop a proposal at some point
	Bus operators to offer term time tickets for children	Bus fares are down to individual operators unfortunately we have no involvement SCC are however running the EMA scheme
	Future of transport in the City	We will work closely with transport operators to make transport the best in the City
	Maximising rail usage and prevent closure of stations	Addressed under the Solent Strategy Solent Transport has been successful in re-opening of the Chandlers Ford Station
	Rail gauge enhancement	This is strongly supported in the LTP as a potential TIF scheme but the project is being led by SEEDA
	Improving access to Dock Gate 4 & 20	These proposals supported and included in the LTP
	Maintaining two lorry routes to and from the port	This is supported by the LTP policies
More bus priorities	Addressed in the LTP	

As noted (at Appendix 1) the Solent Transport Strategy was prepared by a Joint Officer Working Group (JOWG) comprising staff from Southampton and Portsmouth City Councils, Hampshire County Council and the Isle of Wight Council. This JOWG meets regularly to progress work of concern to the wider sub-region and during the autumn of 2005 met on a weekly basis.

Finally, the production of the City of Southampton LTP was overseen and guided by a Project Board established using PRINCE principles. This LTP2 Project Board met on more than ten occasions and was critical in ensuring that the Plan was properly formulated.

The members of the Project Board were:

Professor Mike McDonald	University of Southampton
Richard Powell	Independent Transport Consultant
Lorraine Brown	Executive Director of Environment
Rod Anderson	Head of Roads and Transport
Paul Nichols	Head of Planning and Sustainability
Geoff Cornford	Travel and Transport Policy Manager
Pete Brunskill	Principal Transport Planner (Policy)
Jagdeep Birk	Assistant Transport Planner (Policy)

Quick Reference Guide

Annex K

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