

Policy / Proposal	No.	Summary of policy / proposal	Summary Assessment of LTP2 Policies	Business as Usual (Previous LTP Policies)	Recommendations for increasing the policy's sustainability (general Best Practice measures are suggested in Chapter 8)
Strategic	1	A33 Marsh Lane/Terminus Terrace/Platform Road/Town Quay improvement – removes the need for Eastern Docks traffic to negotiate two gyratory systems, one around Queens Park and the other through Threefield Lane. This takes heavy goods traffic away from a City Centre residential area and improves the environment around the only major green area in the Old Town. There are other potential benefits to be gained from this scheme by permitting 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.	This policy will shorten journey distance, which will benefit air quality. The reduction of traffic from residential areas and around the park will improve access to Queens Park providing health benefits for residents and increasing have a positive visual impact, increasing the attractiveness of the city to tourists	Some Freight Management policies from LTP pursue similar benefits, but are not specific in how to achieve them	Environmental Impact Assessment
	2	Central Station re-modelling – this is needed to create an effective interchange between bus and rail: the existing layout cannot be adapted to provide this. The opportunity also exists to create a point of arrival in the City, to move the entrances, effectively to place the station more centrally in the City than at present, and create better pedestrian links to the City Centre.	Although a small area of low quality and little used greenspace will be lost, this plan will greatly increase access from the station to local buses and for pedestrian access to the West Quay shopping centre. This should encourage modal shift towards greater train and bus use which will have a positive impact on air quality and climate change and carry associated health benefits from the increased average walking distances to / from trains and buses than to / from car travel. Better public transport access could also lead to a reduction in social exclusion; it may be more feasible to suggest a maximum occupancy vehicle only lane.	Various LTP policies hint at the same outcomes, but the new policy goes further and is clearer in its aims	Environmental Impact Assessment, compensation for loss of greenspace
	3	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. Park and Ride is a key demand management tool and introduction needs to be linked in delivery terms to further restriction of car access to the City Centre.	There are no current traffic flow problems in Southampton so park and ride installation may not result in modal-shift. The construction of the park and ride sites will also deplete a small amount of the city's greenfield areas, lead to greater congestion of bus lanes and possibly have a negative impact on city centre air quality (although overall air quality could be enhanced). Congestion and/or rat-running in outlying areas where car parks are located may also increase.	LTP contains policies to move towards reduced reliance on car without specifying need for Park & Ride	See Detailed Assessment Matrix
	4	A3024 Bitterne Road railway bridge widening – linked to the development of Park and Ride from the east of the City is the need to widen the two railway bridges at Bitterne and Northam to enable dedicated bus facilities to be provided all the way through on the eastern approach from Bursledon to the City Centre. This takes on particular importance if significant development takes place in the sub-region around either the Hedge End or Hamble areas. If the bus lanes are provided, consideration should be given to their possible dual use as toll lanes offering a quicker journey time for those car drivers prepared to pay for an improved level of service, there still being a lane available for drivers not willing to pay.	The bridge widening scheme will encompass already urbanised areas. Improved journey times for buses will encourage more users and could potentially have a positive effect on overall air quality, climate change and health through modal shift away from car travel. A toll lane, however, could have a minor negative effect on social exclusion.	LTP Infrastructure Management policies prioritise investments that benefit walking, cycling and public transport, but does not specify how	Consider use of High Occupancy Vehicle lane instead of toll lane to avoid social exclusion.
City-wide	5	City Centre bus and pedestrian facilities – 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 Vincents Walk and Castle Way respectively. This will need to be linked to extensive re-routing of services in the central area and, allied to increased bus priority, service reliability and overall accessibility will be improved. Such a development could enable further consideration to be given to the possibility of re-integrating The Bargate with the main pedestrian precinct.	Proposal supports SEA objectives, particularly numbers 9, 10, 11 and 13	LTP prioritises walking, cycling and public transport, but does not specify how	Environmental Impact Assessment
	6	The first elements of the North-South Spine Strategy will be introduced, along with a major re-modelling of the London Road area. A major Legible City initiative will be implemented in the City centre and the current pilot on removing street clutter will be continued and extended.	Proposal supports SEA objectives, particularly numbers 2, 5, 7, 9, 10, 11, 12, 13 and 14	LTP prioritises walking, cycling and public transport, but does not specify how	
	7	Improvements 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 should help to ensure the long-term viability of Woolston as a district centre serving both the Woolston and Weston areas.	Possible localised benefits to air quality and climate change through reduced congestion (Objectives 4 and 5), but may displace these elsewhere.	Parking and Mobility policies aim to improve District Centres by improving accessibility and adopting parking regimes that favour cycles / motorcycles	Environmental Impact Assessment, focusing on sensitive receptors along bypass route
	8	Completion of works at Portswood District Centre – this will enable the completion of the scheme, started under the first LTP, 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.	Proposal supports SEA objectives, particularly numbers 8, 9, 10, 11 and 12.	LTP initiated this policy	
	9	Improvements at Millbrook Roundabout to improve pedestrian and cycle facilities around a major junction on the City's strategic road network, and to enable high quality access to Dock Gate 20 (the container port) to be maintained as and when developments take place in the surrounding area.	Possible benefits to air quality and climate change through reduced congestion. Improved cycle routes could also carry health benefits through modal shift.	LTP prioritises walking and cycling, but does not specify how	
	10	Continued roll-out of the real-time bus information system – during the course of this LTP it is expected that the system will have been extended across the City and that the whole of the bus network will be covered. Whilst the benefits are not immediately tangible, the impression of service reliability that the system creates is a significant determinant of perceptions about bus services.	Proposal supports SEA objectives, particularly numbers 10 and 11.	LTP Intelligent Transport Systems policies initiated this policy	
	11	Major Highway maintenance schemes – The Avenue, Winchester Road, Millbrook and Redbridge Roundabouts (schemes to involve reduced-noise road surfacing, carriage width reduction, addition of cycle lane).	Shortening the cycle route to the city and the addition of a cycle lane in places will encourage modal shift and will have the associated health, air quality and climate change, and social exclusion benefits. Improved road surfaces will reduce noise pollution.	LTP Infrastructure Management policies prioritise investments that benefit cycling but does not specify how	Environmental Impact Assessment. Continuation / expansion of this policy, focusing on road safety (in conjunction with policies 21 & 23), is recommended to avoid pressure for cycle routes on open and green spaces.
	12	Public Transport Infrastructure – the programme of investment to upgrade all bus stops in the City to a consistent standard will be concluded during the course of this LTP. This will include new shelters wherever appropriate, accessible kerbs, new bus stop poles and easily understood timetable information.	Proposal supports SEA objectives, particularly numbers 9, 10 and 11.	LTP Public Transport policies are consistent with this proposal but do not prescribe action	
	13	Public Transport Services – new initiatives designed to improve accessibility to areas of the City which currently have poor linkages will be introduced, eg taxi-bus to link residential areas to local rail stations with regular services to the City (utilising integrated ticketing)	Proposal supports SEA objectives, particularly numbers 9, 10 and 11.	LTP Public Transport policies promote this policy	
	14	Public Transport Ticketing – further work will be undertaken with operators to develop integrated ticketing across travel modes.	Proposal supports SEA objectives, particularly numbers 9, 10 and 11.	LTP Public Transport policies promote this proposal	

Local	15	Public Transport – more bus priority will be introduced at locations where it can be shown to produce a measurable benefit to bus operations and help deliver increased ridership.	Proposal supports SEA objectives, particularly numbers 9, 10 and 11.	LTP Public Transport policies are consistent with this proposal but do not prescribe action	
	16	Walking – a programme of walk-to-work routes will be introduced to main centres of business and retail activity. Improvements to local shopping parades will also be undertaken to help ensure their continued viability, thus helping to reduce the demand for travel to retail services.	Proposal supports SEA objectives, particularly numbers 5 and 12.	LTP Walking policies are consistent with this proposal but do not prescribe action	
	17	Walking – new pedestrian crossing facilities will continue to be installed at locations of proven demand.	Proposal supports SEA objectives, particularly numbers 8, 9 and 12.	LTP Walking policies are consistent with this proposal but do not prescribe action	
	18	Cycling – work will be continued on those sections of NCN 2 (Weston Shore) and NCN 23 which are still incomplete. Discussions will be held with Sustrans about incorporating the Western Approach Cycle Route into the NCN.	The proposed sections of cycle track for improvement run close to a SSSI. This policy will, however, have the social and economic benefit of improved access to greenspace, which will have a positive effect on tourism.	LTP Cycling policies are consistent with this proposal, but do not prescribe action	See Detailed Assessment Matrix
	19	Cycling – a programme of small works to promote cycling will be undertaken, including the installation of more Advanced Stop Lines (ASL's), the erection of more cycle stands and the development of more shared-use facilities.	Proposal supports SEA objectives, particularly numbers 5 and 12.	LTP Cycling policies are consistent with this proposal but do not prescribe action, with the exception of providing more secure storage facilities	This policy, combined with Policies 11, 21 and 23, could be expanded and promoted to avoid pressure for cycle routes in green spaces, which are a limited resource.
	20	Travel Planning – 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 modeshift away from single-occupancy private car use.	Proposal supports SEA objectives	LTP Demand Management policies are consistent with this proposal but do not prescribe action. Travel to School policies do specify school travel plans	
	21	Road Safety – 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 (Safety Camera Partnership), to reduce child casualties (Southampton Accident Prevention Group) and more generally through the Strategic Casualty Reduction Partnership.	Proposal supports SEA objectives, particularly number 8.	LTP initiated this policy	This policy could be expanded to address safety for cyclists.
	22	Air Quality – following the declaration of a number of Air Quality Management Areas (AQMA's) across the City, all of which are caused by traffic emissions, the resulting Air Quality Action Plans will be implemented.	Proposal supports SEA objectives, particularly numbers 1, 2, 4, 5, 7, 11 and 12.	While acknowledging the impact transport has on air quality, LTP does not address it specifically	
	23	Highway maintenance – a programme of increased investment in highway maintenance (mostly funded by prudential borrowing, supplemented from revenue) will continue and will include major replacement and upgrade of street lighting. Further sources of funding will be investigated.	Proposal supports SEA objectives, particularly number 8.	LTP Infrastructure Management policies are consistent with this proposal but do not adhere to Reduce - Manage - Invest hierarchy	This policy could be expanded to address the quality of road surfacing for cyclists. Street lighting should be downward facing, avoiding sensitive receptors - consideration should be given to strategic lighting corridors to prevent ad hoc increases in light pollution, particularly in residential and ecological locations.
	24	Travel Information – working in partnership with operators, it is intended to develop a more integrated and comprehensive approach to the provision of travel information for public transport users.	Proposal supports SEA objectives	LTP Public Transport policies are consistent with this proposal but do not prescribe action	
25	Multi-Agency Working – we shall increasingly adopt a partnership style of working to maximise the contributions of all the parties involved in a particular topic or issue.	Proposal supports SEA objectives	LTP policies are consistent with this proposal but do not prescribe action		

KEY	
	Proposal is likely to lead to significant negative effects
	Proposal's effects are uncertain and require further scrutiny
	Proposal supports SEA objectives
	Proposal is neutral with SEA objectives