

# Local Transport Plan 2006-2011

Annual Monitoring Report 2008

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## 1.0 EXECUTIVE SUMMARY

This document is our second annual report on progress towards meeting the objectives and targets set out in the City of Southampton Local Transport Plan 2006-2011 (LTP2).

Overall, progress against our targets has been positive with **14 of 18 Mandatory Indicators on target and 10 of 16 Local Indicators on target.** There has also been good progress in achieving objectives and implementing action plans such as the implementation of the London Road improvement scheme and the adoption of the Transport Asset Management Plan.

### Tackling Congestion

Progress against targets related to congestion has been very good within the 2007-2008 period. A major success has been a further increase in the daily average no. of Cycle Trips (LTP3) from 2866 to 3267, an increase of 14%. This indicator is now performing far beyond the original target set by LTP2 for 2010-2011.

Bus Patronage (BV102) has also increased to 19.7M, which is a 2.1 increase from the 2006-2007 figure of 19.3M. A further increase of 1.98% is required to reach the 2010-2011 target of 20.09M.

The 2007-2008 period has seen the adoption of travel plans by 100% of schools within the City. Following this success, the % of children travelling to school as a single occupancy passenger has dropped to 20.3% from the 2006-2007 figure of 23.0% (LTP4).

Other indicators related to congestion are largely performing to target. The one area of concern is Modal Split which has seen a slight increase in the % of peak period car users against a decrease in the % of peak period public transport users. This is offset however, by an overall decrease in Peak Period Traffic Flows (LTP 6).

### Delivering Accessibility

Accessibility (LTP 1) measures bus journey or walking times to key health and service locations within the City. Accessibility to the General Hospital and GP Surgeries saw no change due to the lack of new bus services and GP surgeries. Access to retail centres improved significantly following the availability of new food stores within the City Centre.

Bus Punctuality (LTP5) has dropped to 63% at both start/finish points and intermediate points. This is far below the targets set for the 2007-2008 period. It is suspected that the poor results were due to extensive road works being carried out in the City at the time of the surveys, but results are of sufficient concern to warrant further investigation in 2009.

## Safer Roads

2007 was an encouraging year for road safety figures. Overall killed or seriously injured casualties (BV99a) dropped from 90 to 85. This figure now is below the 2010-2011 target set by LTP2. The total no. of child killed or seriously injured casualties (BV99b) saw no change, but the recorded figure of 9 is also below the LTP2 target for 2010-2011. Slight injury casualties rose to 792 from the 2006 figure of 739 but this is still below the 2010-2011 target.

## Better Air Quality

A summary of the Council's adopted Air Quality Action Plan is shown in **Appendix 1**. This shows generally good progress against many of the transport related actions identified to improve air quality.

The indicators which form the Air Quality target (LTP 8) – **Bus Patronage, No. of Cycle Trips, Change in Area-wide Traffic Mileage, Change in Peak Period Traffic Flows & Modal Split** – are all largely performing to target, which would suggest that the Air Quality within the City is being maintained.

## Asset Management

The key priority identified by the Cabinet is economic development. This has resulted in a program of major maintenance projects that focuses on the City's principal road network.

2007-2008 Highway Condition surveys have yielded good results for Principal Roads (BV223) and Classified Non-principal Roads (BV224a), with only 16% and 9% in need of repair respectively. These results are ahead of the 2007-2008 targets. 13% of Unclassified Roads (BV224b) were in need of repair, which is behind target, but reflects the maintenance priority given to the City's arterial routes.

## Use of Resources

Over the first two years of LTP2, a total of £48M has been invested in transport within Southampton from capital and revenue budgets.

LTP expenditure has totalled £7.5M during this period, with a shortfall of £1.4m. This was primarily due to a delay to bridge bearing works on Millbrook and Redbridge flyovers. It is expected that these schemes will now be delivered in 2009-2010 period.

Non-LTP funding has totalled £10.2M over the two year period, focusing on increased investment in street scene improvements and key maintenance to the principal road network.

LTP funding has also supplemented by £2.4M from S106 developer contributions and other one-off grants.

The City Council has spent a total of £28.5M of revenue funding in this period investing in public transport and roads and bridge maintenance.

### Transport's Contribution to Wider Objectives

This report recognises Transport's positive impact across a wide range of issues that are important to the local community. As already identified in Asset Management, economic development is a key priority of Southampton City Council that is supported by maximising the efficiency of the City's road network.

Other areas where good Transport planning can make a positive contribution are reducing crime and disorder, supporting the night time economy, minimising impacts on the environment, improving standards of health, raising educational aspirations and obtaining value for money.

### Transport for South Hampshire

In 2007, Southampton City Council formed a partnership with Hampshire County Council and Portsmouth City Council to act as a transport delivery agency for the Partnership for Urban South Hampshire (PUSH). This agency is known as Transport for South Hampshire (TfSH) and will work to deliver the transport infrastructure necessary to support the high level of economic development proposed by the South East plan. Aggressive

As part of this process, a Memorandum of Understanding was signed by all interested parties during 2008. The areas of focus covered by the Memorandum are partnership working, co-ordinated management of the road network in the area and the establishment of a suitable evidence base.

## 2.0 INTRODUCTION

Our second Local Transport Plan (LTP2) outlines our transport strategy for 2006 to 2011. It examines the major transport and related environmental issues faced by Southampton and sets out our delivery plan to address these issues.

We measure the success of the delivery plan against a number of indicators for which we set challenging, but achievable targets. Some of these indicators are mandatory and set by the government, while others are monitored on a voluntary basis to further reflect Southampton's transport priorities.

The Department for Transport (DfT) has asked all local transport authorities to carry out a review of their performance in the first two years of LTP2 and to look forward towards the end of the programme in 2011. This review is an opportunity to celebrate some of the City's transport successes and discuss transport's contribution to wider objectives.

The results of this year's monitoring report are set out within the following structure.

- Tackling Congestion
- Delivering Accessibility
- Safer Roads
- Better Air Quality
- Asset Management
- Use of Resources

Progress against each target is reported within the subject area to which that indicator applies.

This is followed by a **Red Amber Green Analysis**. A traffic light symbol will show **Green** if the indicator is on track, **Amber** if the indicator has fallen behind target and **Red** if there is a significant risk of not achieving the end goal. The analysis will then consider the opportunities and threats that may impact on future progress.

The 2008 Monitoring Report will also look at individual schemes and programmes that have contributed to improvements within the key areas as well as reporting on the progress within the following topics;

- Transport's contribution to wider objectives
- Transport for South Hampshire
- Air Quality Action Plan (**Appendix 1**)
- LTP 2 Action Plan (**Appendix 2**)
- Rights of Way Improvement Plan (**Appendix 4**)

A summary table of results for the 2007-2008 period is shown in **Appendix 5**.

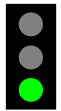
## 3.0 TACKLING CONGESTION

The Shared Priority area Tackling Congestion encompasses a number of LTP indicators that relate to travel behaviour and congestion. Full consideration will also be given to how the City Council is addressing its Network Management responsibilities.

### 3.1 LTP2 Change in area-wide traffic mileage

Indicator LTP2 is based on data from the National Traffic Census. A target of a total 5% growth by 2010-2011 compared to the 2004-2005 base year has been set. This takes account of the proposed growth through the implementation of the South East Plan, together with an increase in the proportion of journeys made by alternative modes to the private car. The figure recorded for 2007-2008 was 1180 million vehicle kilometres. This is an increase of 0.5% from the 2006-2007 figure of 1174. The intermediate milestone target for 2007-2008 for this indicator was 1179 million vehicle km, so the actual figure is virtually on target.

#### Red Amber Green Analysis



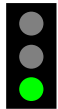
This indicator is for all intents and purposes a measurement of annual traffic levels within the City. It would be expected to increase because economic growth results in an increase in the levels of traffic. The ambition is to curb the level of traffic increase, without hindering growth in the City's economy and we are currently on track to meet the target.

There is potential for an increase in the rate of growth next year due to the opening of the IKEA retail store and other large commercial developments such as the Carnival offices. However, this should be offset by travel planning initiatives and the City Centre (CC) location of these developments. This maximises the opportunities for people to use alternative modes to the private car and provides an excellent opportunity for shared trips with other CC activities. In both cases, this will minimise overall increases in area-wide traffic mileage compared to out-of-centre locations and is why the CC is the appropriate location for these developments.

### 3.2 LTP3 Cycling Trips

Indicator LTP3 showed that the levels of cycling within Southampton continued to rise substantially. In 2006-2007, the number of average daily cycle trips recorded was 2866. This was far above the year's target of 1556. The figure for 2007-2008 was 3267 which represented a further increase of 14% and is substantially in excess of the 2010-2011 target of 2117 trips established in LTP2. The recorded figure for 2007-2008 represents an average annual growth rate of 25%, compared to the 8% target rate.

## Red Amber Green Analysis

 Many parts of Southampton benefit from relatively flat topography and are suitable for cycling. The City has been committed to increasing cycling throughout the period of both LTP1 and LTP2 and has consistently allocated significant levels of integrated transport LTP funding towards new infrastructure and promotion. This investment is paying dividends with significant increases in cycle use, well ahead of predicted targets. It is proposed to continue funding measures to make cycling even more attractive in Southampton.

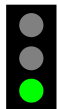
### 3.3 Cycle Parking

The 2007-2008 figure recorded for daily use of cycle parking facilities was 2170 which is an increase of 16.2% from the 2006-2007 figure of 1868. This further confirms that cycle usage is increasing within the City.

80 Sheffield Stands have been installed within the CC since 2005 as part of the North-South Spine strategy. The Central Station had an additional 38 stands installed during 2006. This approach has been replicated at a smaller scale at the local district centres with equally positive results.

The progress within this indicator demonstrates that people are more willing to cycle if the correct facilities are in place at the end of their journey.

## Red Amber Green Analysis

 The LTP2 target for daily use of cycle parking is 2450, so a further increase of 12.9% is needed. Based on the rate of increase so far, we are confident that we will achieve this goal.

Within the City Centre, the continuation of works along the North-South Spine will involve further installation of Sheffield Stands. The part redevelopment of Woolston District Centre as part of the Centenary Quay project will also provide additional cycle parking facilities at this location.

Increases in cycle parking are intrinsically linked to increases in cycle journeys. Although the average no. of daily cycle trips has surpassed the LTP2 target by a significant amount, there is a risk that this figure may begin to plateau with a similar effect on the daily usage of cycle parking facilities. We feel, however, that the overall lesson from installing cycle facilities in Southampton is that once they are in place, people will make use of them.

### 3.4 Cycle Security

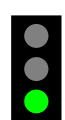
The number of recorded cycle thefts dropped to 987, a decrease of 25.9% from the 2006-2007 figure of 1321. This is especially positive given the increases in daily cycle trips (LTP 3) and usage of cycle parking facilities.

Sheffield Stands are now installed as standard across the City. This type of cycle stand enables the user to lock their bike in a way that is most resistant to being stolen. The stands are usually sited in areas clearly visible to passing members of the public as this deters casual theft.

As part of this overall approach, cyclists are also being given the correct advice on how to lock a bike to reduce the likelihood of theft. This is a key factor as an improperly fitted lock can be circumvented by a thief in a very short period of time.

Southampton Planning Policy also dictates that all new flats built will have secure areas for cycle parking included within the site. This not only encourages cycling, but also reduces the likelihood of cycles being stolen as a result of being left in an unsecure location.

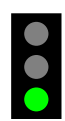
### Red Amber Green Analysis

 A further drop of only 3% is required to reach the LTP2 target of 957 recorded cycle thefts. It is acknowledged that this figure has the potential to rise as it is partially dependent on social factors that are challenging to control. However, the wide range of measures that are being deployed across the City should continue to drive down the number of thefts.

### 3.5 LTP4 Mode Share of Journeys to School

In 2006-2007, indicator LTP4 “Mode share of journeys to school” reported that 23% of children were travelling to school by car. This has now been reduced to 20.3% in 2007-2008, thereby exceeding our target of 21.0%. Progress against this indicator has been difficult to measure due to the delays in the provision of School Census data. However, the decrease of 2.7% from the previous period is encouraging progress. It demonstrates a shift in people’s behaviour with regards to making short trips using the car and in turn represents more children travelling to school by walking or cycling.

### Red Amber Green Analysis

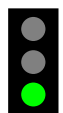
 Progress within this indicator is likely to be a direct result of the introduction of travel planning to all schools within Southampton, a process that was completed in this period (see Local Indicators). A key aspect of school travel planning is the provision of cycle training for children which aims to improve their confidence when using the roads. We are making **Bikeability** (the National Standard for cycle training) available to school children across the City which will provide further encouragement for children to cycle to school, also contributing towards indicator LTP3. We look forward to seeing a further reduction in the percentage of children being driven to school before the end of the LTP2 period.

### 3.6 Proportion of school population covered by a travel plan

A welcome success since the beginning of the LTP2 period has been our progress with school travel planning. In 2006-2007, travel plans were introduced to 96% of Southampton's schools. This task is now complete with the last remaining schools adopting a travel plan early in 2007-2008. The target of 100% coverage has therefore been achieved.

Although fulfilling this target three years before the end of the LTP2 period is gratifying, true success will be shown by LTP 4 'Mode share of journeys to school'. As reported, this figure, which shows the percentage of children who are driven to school as single occupancy passengers has dropped from 23.0% to 20.3%. It is apparent therefore that the introduction of school travel plans has made an immediate impact to this indicator.

#### Red Amber Green Analysis



Following the achievement of our goal, we will continue to work closely with schools to ensure that they receive the adequate support to implement and maintain their travel plans. This will include offering bikeability training, promoting a safer environment by implementing 20 mph speed limits in the vicinity of schools and offering activities that encourage active travel.

### 3.7 Proportion of city workforce covered by a travel plan

The proportion of the City's workforce covered by a staff travel plan remains unchanged from that in 2006-2007 which was 28.8%. Regrettably this was a result of some employers not going ahead with their travel plans after initial discussions with the City Council. However, ETAP Hotels, NXP and a range of smaller business have introduced schemes for employees which ensured that the figure stayed at 28.8%. The LTP2 target for 2010-2011 is 35.0%, so there remains some work to do.

#### Red Amber Green Analysis



Although this indicator is currently behind target, the proportion of the City's workforce covered by a travel plan is set to increase in 2008-2009 by a significant amount. Major employers such as IKEA and Carnival UK are set to implement travel plans that were secured through planning agreements. Hampshire Fire and Rescue Service and Solent University are also set to introduce travel planning on a voluntary basis.

If these are successfully implemented, it is forecast that we can reach a figure of 32.3% in the 2008/2009 period which would then put us ahead of target.

### 3.8 Modal Split

This is an important indicator of the overall success of the strategic approach of the LTP and it needs to be read in conjunction with **Change in area-wide road traffic mileage** and **Changes in peak period traffic flows**.

There are three main elements to Modal Split data:

- Peak period car use
- Peak period public transport use
- Off peak public transport use


The results for the LTP2 period so far are shown below:

	<b>Baseline</b>	<b>2006-2007</b>	<b>2007-2008</b>
Peak Period car use	72.9%	72.4%	72.7%
Peak period public transport use	24.1%	24.5%	24.3%
Off-peak public transport use	19.0%	20.8%	20.6%

Compared to 2006-2007, there has been a slight rise in Peak Period Car Use, coupled with small declines in both Peak and Off-peak Period Public Transport Use. The first two indicators have fallen short of the 2007-2008 targets which were 71.3% for Car Use and 26.1% for PT Use. Off Peak Public Transport Use however, remains ahead of the 2007-2008 target of 20.5%. This is likely the result from an increase of concessionary fares users (who are restricted from peak period travel).

When read in conjunction with LTP 6, it would appear that although there has been a decrease in people entering the City Centre at peak periods by car, this does not appear to be a result of people changing their mode of travel to public transport, it is more a case of a reduction in the total number of person movement in the peak periods.

#### Red Amber Green Analysis

 Although the early progress of two Modal Split indicators has been reversed, they still remain above the baseline set in the LTP2. The fact that Off-peak Public Transport Use stayed above target despite a slight decrease is encouraging.

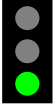
The growing success of Uni-link may have a positive impact on both Peak and Off-peak Period Public Transport Use as the service is well suited to people travelling into the City Centre.

### 3.9 BV102 Bus Patronage

The number of bus journeys rose to 19.7M during the 2007-2008 period. This is a 2.1% increase from the previous year's figure of 19.3M and was ahead of

the 2007 – 2008 target of 19.4M journeys. The complications that occurred during the introduction of the Smart Cities Card (which allows access to public transport, libraries and leisure services and is also the platform for concessionary fares entitlement) may have been responsible for slowing the rise in bus passenger numbers towards the end of the year, but now that the Card and the associated technology are fully operational and readily available, this is the ideal platform for further increases.

### **Red Amber Green Analysis**

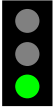
 The LTP 2010-2011 target is 20.09M journeys, so a further increase of 1.98% is required over the next three years. A key threat to reaching this target will be the rising fuel costs, which has already had an impact on fare levels, although this obstacle could be offset by the rise in motoring costs generally.

The outlook for the future is largely positive. The City is beginning to feel the benefit of a greatly improved public transport network. There are two major operators in Southampton, with the Go Ahead Group recently taking over operation of the Uni-Link network as well as Solent Blue Line. Access to these services has improved through the launch of the Smart Cities Card. Over the remaining period of LTP2, new CC development is likely to lead to further increases in overall bus patronage levels.

### **3.10 LTP6 Changes in Peak Period Traffic Flows**

This indicator is collected from Inner Cordon Modal Split data and three year moving average data is used. The base year data (2002-2004) showed a total of 30,784 light vehicles arriving in the CC between 07:00 and 10:00. The target is for this to remain unchanged by 2010-2011. The most recent set of data for 2005-2007 shows a total of 29,193 vehicles, a reduction of 5.2%.

### **Red Amber Green Analysis**

 Whilst this indicator is currently on target, there is the caveat that total people movement into the CC decreased by 5.7% over the same period. There is the potential for increases as new development such as IKEA and Carnival come on stream, although they have measures to encourage the use of alternative modes to the private car and we are still confident that the target can be met.

### **3.11 LTP7 Congestion**

At present, the City is not required to set a target for this indicator. However, defining a measure of congestion is being investigated as a Local Indicator using journey time data that can be collected from Automatic Number Plate Recognition (ANPR) cameras controlled from the ROMANSE traffic control centre.

### 3.12 Network Management

The City Council fully is committed to its Network Management duties, in particular, the specific requirements of the Traffic Management Act 2004. Whilst Southampton does not currently experience the levels of congestion that are encountered in other built-up areas, there are a number of ongoing challenges.

Over the last few years the number of temporary road works has increased due to higher levels of infrastructure investment by both the utility companies and the City Council. Whilst this investment is welcome and essential, there is a greater-than-ever challenge to co-ordinate these works to minimise disruption on the network.

Looking further ahead, the economic growth proposed for the South Hampshire sub-region within the South East Plan will increase the overall demand for travel and the real challenge is to achieve this without significantly increasing congestion levels, which would increase costs for local businesses and be damaging to the local economy. This will be addressed by the overall **Reduce – Manage – Invest** approach, outlined in the Solent Transport Strategy and being taken forward by both Transport for South Hampshire (**TfSH**) and the City Council.

The City Council has produced an Action Plan to show in detail how it is addressing its duties and responsibilities under the Traffic Management Act. Good communication and partnership working are the keys to success in Network Management and these are integral to many elements of the Action Plan, which is attached in full as **Appendix 2**.

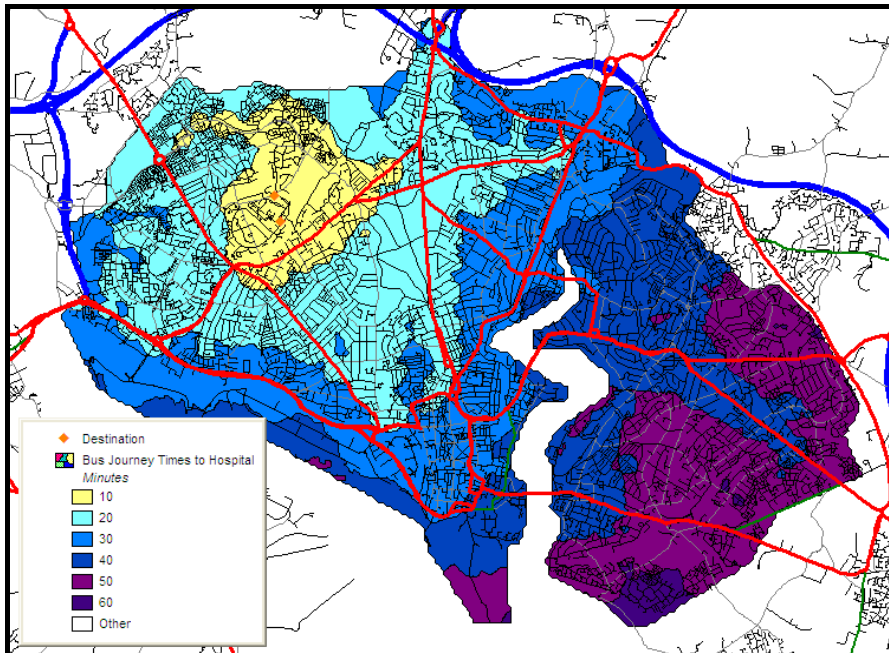
## 4.0 DELIVERING ACCESSIBILITY

Delivering Accessibility primarily covers the indicator LTP1 Accessibility, which has three elements Southampton's LTP2.

### 4.1 LTP1 Accessibility

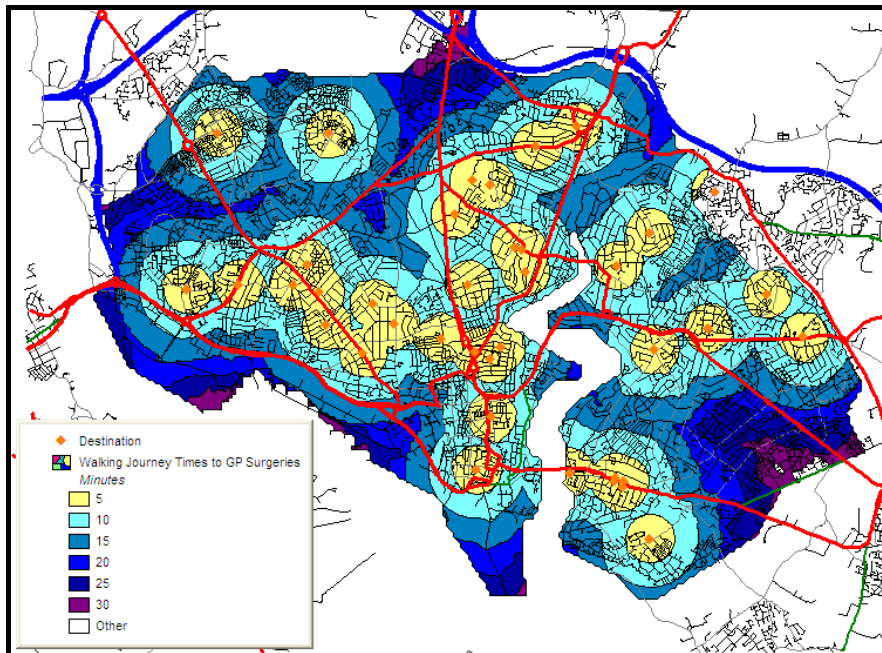
The Accessibility indicator (LTP1) has three elements, which reflect accessibility issues identified in the results of the 2004 MORI survey. The greatest problem identified by City residents was access to hospitals. As a result, a target was set for the proportion of the City's population within a 40 minute bus journey of the hospital. The baseline figure in the LTP was 81.4% with a target of 85.0% by 2010-2011. This indicator has now been incorporated into Southampton's Local Area Agreement (LAA) and the original LTP target has now been stretched, so that the revised target for 2010-2011 is 86.9% with interim milestone of 85.3% in 2008-2009 and 86.1% in 2009-2010.

For 2006-2007, the figure had increased to 84.5% following the introduction of a new bus service linking Townhill Park and Bitterne Park areas to the General Hospital and this remains unchanged in 2007-2008. The map below shows the accessibility to the Hospital by bus journey in ten minute time bands. The purple bands show areas of the City which are outside the required 40 minute journey length. As is evident from the map, the residential areas outside the 40 minute target are all to the east of the River Itchen, away from main road corridors.

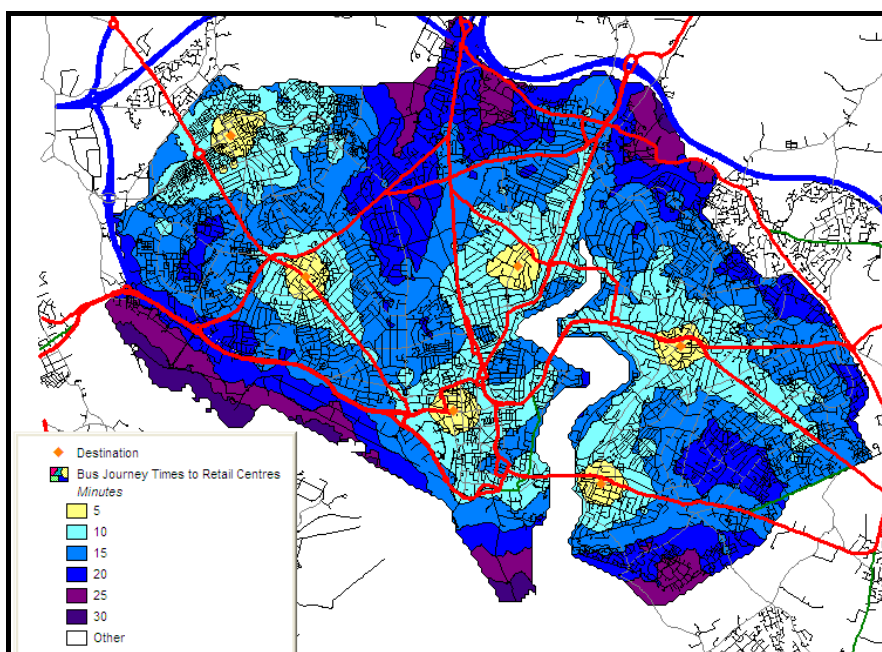


The second LTP2 target is the proportion of City's population within 10 minutes walk of a GP surgery. The target is to increase this to 70% by 2011 from a starting point of 66%. As of 2007-2008, there has not been a significant increase in this figure. Although new surgeries have opened since the beginning of the monitoring period, they have been situated very close to

existing surgeries. Consequently accessibility to surgeries has not improved. The existing situation is illustrated on the map below.



The third LTP2 target is the proportion of the City's population within a 15 minute bus journey of either the CC or a district centre. This reflects the second problem of accessing food shopping, identified by the MORI survey. The target is to increase this to 75% by 2011 from a starting point of 69.8%. In 2007-2008, this proportion was 82% as illustrated in the map below. As with Access to the General Hospital, areas of high accessibility (as indicated by the lighter blue colour bands) follow the major road corridors. However, even the area beyond the target zone (shown by the dark blue band) can still access retail areas within 20 minutes, with a very small proportion of residents (living within the purple bands) taking 25 minutes.



## Red Amber Green Analysis



As will be evident from the map, the key issue with improving accessibility to the General Hospital is its location. Situated in the north west of the City, there are a number of physical constraints which prevent easy access for some Southampton residents. The first is the distance that residents on the east side of the City have to travel. The second is the River Itchen which cuts through the centre of the City with only three main crossing points available. The third is the presence of the City Centre between the Hospital and the east of the City. The majority of bus routes have to pass through the City Centre in order to be commercially viable, which leads to increased journey times compared to a direct service. However, the latter option is unlikely to be commercially viable.

A potential threat to meeting the access to GP surgeries target is the current NHS policy towards replacing smaller GP surgeries with larger Polyclinics. These inevitably increase travel distances for many residents, although they also have the potential to provide health facilities that negate the need to travel longer distances to a hospital to access out patient type services.

It is imperative that the NHS fully consider the transport implications of their policy decisions. The recently published NHS Draft Carbon Reduction Strategy identified that transport is responsible for 18% of NHS carbon emissions and makes some positive proposals that will contribute towards meeting the LTP1 targets. These include the widespread application of travel plans and promotion of access to health care facilities by public transport, walking and cycling. The City Council also recognises the importance of travel to and from health care facilities and is currently bidding as lead partner for European Regional Development Fund (ERDF) funding to deliver a Sustainable Health Care project, that will facilitate the provision of high quality travel plans at a full range of health care facilities across South Hampshire.

In the coming months, we will be re-launching the Accessibility Forum, which will focus on access issues to health care facilities and city and district centres. This group will include further joint working with bus operators.

### 4.2 LTP5 Bus Punctuality

Indicator LTP5 'Bus Punctuality' is an important measure of the reliability of this key alternative mode to the private car in particular and can be significantly affected by traffic congestion. Base data for 2005-2006 showed that 73% of services met the required punctuality standard for start and finish stops, 77.3% met the standard for intermediate stops and average waiting times at bus stops with a frequent service was 2.68 minutes. A target has been set for 90% of services to meet the bus punctuality standard in 2012-2013, which equates to 85.1% and 86.4% in 2010-2011 for start / finish and intermediate stops respectively. The target is to reduce average waiting times by 5% to 2.55 minutes. For 2007-2008, this equates to the following intermediate targets, with actual progress as shown:

	2006-2007 Intermediate Target	2006-2007 Actual	2007-2008 Intermediate Target	2007-2008 Actual
Punctuality start and finish points	75.4%	72.8%	77.9%	63.6%*
Punctuality intermediate stops	79.1%	78.7%	80.9%	63.7%*
Average waiting time			2.63	**

\* Incomplete provisional data

\*\* Still awaiting data

### Red Amber Green Analysis



Whilst actual reliability was close to target in 2006-2007, there has been a significant deterioration in 2007-2008. Following consultation with the bus operators and an investigation into the 2007-2008 highways program, it has been concluded that these figures were the consequence of extensive road works within the City during the survey period. This was a result of increasing infrastructure investment by the City and utility companies (further discussed in Asset Management). The roads affected at the time of the survey were London Road, Shirley Road at Foyes Corner and Portswood Broadway, all of which are located along principal bus corridors.

Bus reliability is largely dependent on congestion levels. If traffic is moving too slowly, then buses cannot move at the speed required for their movements to correspond with the timetable. Other indicators relating to congestion are mostly performing to target, so assuming the network is clear of road works bus punctuality should show a marked improvement within the remainder of the LTP2 period. However, surveys will now be carried out on a quarterly basis rather than annual to ensure that one-off events such as road works, traffic accidents etc do not lead to inaccurate reporting in the future.

The other factor in bus punctuality is the performance of the bus operators themselves. First Group and Go Ahead (the City's principal bus operators) together with other bus service providers in the region have formed the South Hampshire Bus Operators Association (SHBOA). Working closely with Transport for South Hampshire (TfSH), SHBOA aims to deliver service improvements across the region as discussed in **Section 10.3.2**.

## 5.0 SAFER ROADS

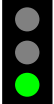
The number of casualties and injuries on the road network in 2007 (as measured for BV 99) saw some improvement from the previous year.

**5.1 BV 99(a) Total Number of KSI casualties:** This was 85, compared to 90 in 2006. This represents a 15% reduction since 2005, when the figure was 100. Most encouraging is that the figure is now below the 2011 target of 89 set by the LTP2.

**5.2 BV 99(b) Total Number of Child KSI casualties:** This was 9, the same figure recorded in 2006. However, this is still a 46% reduction from the 2005 figure of 16 and remains below the 2011 target which is 12.

**5.3 BV 99(c) Slight Injury casualties:** 792 slight injuries were recorded in 2007, an increase on the 2006 figure of 739. This also represents a 3% increase on the 767 slight injuries recorded in 2005, but the 2011 LTP target is 803, so the figures are still within this goal.

### Red Amber Green Analysis

 The figures recorded in 2006 and 2007 are encouraging, showing a steady decrease in the number of road casualties. However, the first half of 2008 has delivered higher figures for KSI casualties than those recorded in the same period of the previous two years. It is quite possible, therefore, that the number of recorded KSI casualties in 2008, will exceed 2007 levels. Whilst this increase could potentially be viewed as worrying, such fluctuations in data have occurred previously and do not usually affect the longer term trend towards a reduction in KSI casualties.

As casualty numbers have reduced, it has become increasingly difficult to identify locations where safety engineering measures can have a significant impact. As a result, the City Council is now engaging in a wider range of road safety initiatives, taking on board lessons learned from visits to other authorities, including Devon County Council (which has Beacon Council status for Road Safety) and Plymouth City Council. These initiatives include the establishment of the Casualty Reduction Group, which is facilitating close partnership working on road safety issues between the City Council, Police, Fire Service and NHS. The City Council is also a key member of the Hampshire Safer Roads Partnership, which is taking forward the work of the former Safety Camera Partnership with a wider remit for road safety initiatives. A common theme of these groups is the need for a greater emphasis on road safety education measures as the opportunities to employ traditional safety engineering measures decline.

The first two years of LTP2 have seen the substantial completion of the London Road Improvement Scheme (see Case Study). This was one of the few remaining locations in Southampton with a consistently poor KSI casualty record and the implementation of a more radical high quality, people

focussed, public realm enhancements aims to address the historic road safety problems. Other smaller scale safety engineering measures are still implemented in Southampton where justified and these include the installation of Speed Indicator Devices in locations where formal safety camera enforcement is not justified, and the provision of “Twenty is Plenty” signs in the vicinity of schools.

Despite some potential small increases in KSI and slight casualties, the City Council will continue to progress a wide range of road safety initiatives and we are confident that the LTP road safety targets for 2011 can be met.

## 6.0 BETTER AIR QUALITY

A summary of the Council's adopted **Air Quality Action Plan** and progress to date is shown in **Appendix 1**. This shows generally good progress against many of the transport related actions identified to improve air quality. A summary of the Department for Environment, Food & Rural Affairs' (DEFRA) response to the Air Quality Action Plan is also included in this Appendix.

### 6.1 LTP8 - Air Quality Target

Air Quality is difficult to manage and measure to any degree of certainty. Readings in air quality are greatly influenced by weather conditions on the day that measurements are taken.

This problem was recognised in LTP2 which proposed the use of a series of intermediate outcome indicators to demonstrate improvement in the City's air quality. These indicators are;

- Bus Patronage
- Number of Cycling Trips
- Change in Area-wide Traffic Mileage
- Change in Peak Period Traffic Flows
- Modal Split

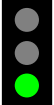
If progress within these indicators is positive, it can be asserted that there will be consequent benefits to the Air Quality within the City.

Significant increases in **Bus Patronage** and the **No. of Cycling Trips** would suggest people making a switch from private car to public transport or cycling, thereby reducing the number of cars on the road. This is also reflected in **Changes in Area-wide Traffic Mileage** and **Changes in Peak Period Traffic Flows**. If these figures decrease or have a low rate of increase, it points towards a mode change. Evidence of an actual mode change is provided by **Modal Split** data. An increase in the % of people commuting via public transport at the expense of the % of those doing so by car is the desired result.

Poor Air Quality occurs largely in areas of high congestion because stationary or slow moving traffic leads to higher levels of emissions at that location. Congestion is usually the result of the level of traffic exceeding the road capacity and the private car is, in most circumstances, the principal contributor the number of vehicles on the road. It follows therefore, that if the number of private cars using the road network can be reduced, particularly during peak periods, then Air Quality should improve.

As shown under the relevant sections in this monitoring report, these indicators are currently performing to, or exceeding their targets, with the exception of some areas of the Modal Split indicator.

#### Red Amber Green Analysis

 Success in improving Southampton's air quality within the LTP2 period will be largely dependent on the success within the individual indicators that demonstrate progress in this aspect. When analysing the progress of these indicators, we have recorded a green for four out of five. We are therefore confident that we can achieve a clean sweep of these indicators with the result of actual improvement to the air quality of the Southampton.

## 7.0 ASSET MANAGEMENT

### 7.1 Transport Asset Management Plan (TAMP)

The TAMP was formally adopted by the City Council in June 2008. This provides an overall framework for how the City will maintain its highway and transport assets, with specific reference to the key aims and objectives of LTP2.

Having assembled the asset inventory, an initial assessment of asset valuation was undertaken to help the identification of the level of resource necessary to maintain the assets at their current value and then, having identified the level of shortfall in resources that this exercise revealed, decisions were made about the appropriate levels of service for each part of the network.

Members of the Council were asked to identify those LTP2 objectives that they felt were the most important for the City and these, together with the agreed levels of service for the various parts of the network, were used to develop a methodology for prioritising highway investment in both maintenance and new-build schemes.

The key priority for Southampton identified by the Cabinet is economic development. This has directly resulted in a program of major road maintenance schemes with particular emphasis the City's principal road network. The Council has made additional funding available from its own budget to finance this program of works.

### 7.2 Highway Condition

The 2007-2008 period has seen further improvement in the condition of the City's highways.

Measurement of BV 223 showed that 16% of Principal Roads were in need of repair, which is right on target for this period. This compares with the 2006-2007 figure of 23% which suggests considerable improvement over the past year and reflects the use of TAMP in prioritising investment.

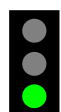
The BV 224(A) assessment showed that only 9% of Classified Non-principal Roads within the City were in need of repair. This is far below the 2007-2008 target of 31.0% and represents a very substantial improvement on the 2006-2007 result which was 20%. Again, this reflects the priorities deriving from the TAMP.

Although it would appear that very good progress is being made against the LTP2 Targets for these two indicators (which are 12.5% and 25% respectively), some caution is recommended when analysing the figures. It is felt that there have been changes in the way in which certain defects in the road surface are prioritised during inspection and assessment using the DfT's

approved methodology. As noted in the 2007 report, there can also be difficulties gaining reproducible results from the scanning equipment. However, although actual improvement may be less than that indicated by the results, we are satisfied that progress is being made based on works that have been carried out.

The figure recorded for BV 224(B) showed that 13% of Unclassified Roads were in need of repair. The 2007-2008 target was 7.5% so we are still behind on this indicator, although it does represent an improvement on the 2006-2007 figure of 14.8%.

### **Red Amber Green Analysis**



The City Council is committed to carrying out an extensive program of road repair works within the City and has provided significant additional funding from its own resources to enable this to happen. Amongst the many encouraging achievements of 2008 was the resurfacing of Shirley Road, Shirley High Street and Romsey Road up to the Tebourba Way/Winchester Road Junction. The new road surface should last now for 15 years and will help reduce noise pollution as well as improving the quality of the street scene.

Projects such as this are the desired result of highways condition monitoring i.e. actual physical improvement in the standard of the City's roads. During 2008-2009, road improvement projects have also been carried out at locations such as London Road and Millbrook Roundabout.

We are therefore confident that, allowing for the idiosyncrasies of the appraisal methods, we can achieve our 2010-2011 targets for Highway Condition monitoring.

### **7.3 BV187 Footway Condition**

Analysis of BV 187 showed that 31% of the City's footways were in need of repair, a significant increase on the 2006-2007 figure of 12%. It is believed that this increase is due to assessors being more vigilant on identifying trip hazards which carry maximum weightings in the assessment methodology.

### **Red Amber Green Analysis**



It is apparent that the change in appraisal methods of BV 187 has put the prospect of achieving the 2010-2011 target (which is 25%) at risk. However, the figure reported this year is of some value as it highlights the work that needs to be carried out in order to achieve our target.

It is important to stress that extensive works are being carried out to improve the condition of the City's footways in certain locations. The majority of projects are concentrated within areas that have the highest footfall. London Road is once again a good example of this approach and similar works are

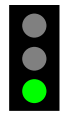
being implemented along the length of the High Street and Above Bar Street as part of the North-South Spine project.

### 7.3 Percentage of street lighting working

The percentage of street lights working within the 2007-2008 period was 99.2%. This is an increase on the 2006-2007 figure which was 98.4%. Although this may appear to be only a small increase, there are over 26,700 street lighting columns within Southampton. The difference of 0.8% accounts for approximately 214 more street lamps in working order.

The notable improvement in the reliability of street lighting since the 2006-2007 period is due to a proactive maintenance program. Lamps are replaced in bulk every three years rather than being allowed to burn out. Night time scouting patrols check street lighting across the City on a 14 day cycle in winter and a 28 day cycle in summer. Any general faults reported are repaired within seven days.

#### Red Amber Green Analysis



The LTP2 target for % of street lighting in working order is 99.3%. We were only 0.1% short of that target in 2007-2008. The comprehensive maintenance program described above should ensure that the required improvement is achieved well within the remaining three year period of LTP 2

## 8.0 USE OF RESOURCES

Over the first two years of LTP2, a total of over £48m has been invested in transport in Southampton from both capital and revenue budgets. A detailed summary for both the 2006/07 and 2007/08 financial years is shown in **Appendix 3**.

### 8.1 LTP Funding

Column 1 shows the planned expenditure for the year of LTP finance, based on the approved breakdown within the overall annual City Council Capital Programme. Column 2 shows the actual expenditure of LTP finance.

Local Transport Plan expenditure has totalled £7.5m over the first two years of LTP2. There has been an expenditure shortfall of £1.4m during 2007/08, which is primarily due to the delay to bridge bearing works on Millbrook and Redbridge flyovers. Further work has recently taken place to determine robust cost estimates and an appropriate funding package to allow the delivery of these schemes in 2009/10. Taking the bridge bearing schemes out of the equation shows that spending of LTP funding is largely on track. A shortfall in spend of £0.3m in 2006/07 has been supplemented by a slight overspend on £0.2m in 2007/08.

Actual spending split between the funding programmes is largely as planned, although there have been some changes in the split of spending over the two years. In 2007/08, marginally reduced spending on the Integrated and Public Transport funding blocks has been offset by greater expenditure on Principal and non-Principal Roads maintenance programmes. However, as the indicators for the condition of principal and classified roads are now positive, there will be less pressure for investment in these areas during the remainder of LTP2. The £0.2m of LTP funding invested in the Non-principal roads in 2007/08 was used on public transport routes.

### 8.2 Non-LTP Funding

LTP funding forms only 15.5% of total expenditure on transport and 43% of capital expenditure over the first two years of LTP2.

The City Council has continued to support increased investment in street lighting and street scene enhancements across the City, with £10.2m of expenditure over the first two years of LTP2. This is dominated by £8.8m of Prudential Borrowing, which is part of an £18.5m five year investment programme that began in 2004/05 and will be completed in 2008/09.

Other funding of £2.4m includes S106 developer contributions and other one off grants. This has predominantly been used to supplement LTP funding and provide additional investment towards the Integrated and Public Transport programmes.

### 8.3 Revenue Funding

The City Council has spent a total of £28.533 million of revenue funding on transport over the first two years of LTP2. The largest allocations were £9.756 million for Public Transport (principally to support concessionary fares and to enable the continued provision of a large number of non-commercial bus services) and £8.627 million on Roads and Bridge Maintenance.

£4.115 million was directed towards maintaining street lighting throughout Southampton. As discussed in **Section 7.3**, this has achieved very encouraging results in terms of the **% of street lighting working** within the City.

A further £2.108 million was used to ensure the continued operation of the ROMANSE Traffic Information and Control Centre.

## 9.0 LOOKING FORWARD - The next three years of LTP2

The purpose of this section is to evaluate what will have been achieved by the end of the LTP2 period in 2011 based on progress made so far. It will focus on how we can improve in the areas where we are not meeting targets and provide a broad outlook of what the Southampton's residents can expect from the City's road network and public transportation system over the next three years.

### 9.1 Congestion

The indicators which reflect levels of congestion within Southampton are largely performing to target. This suggests that the City will continue to have a free flowing network outside of peak times during the next three years.

The two key areas of focus will be improving **Modal Split** and increasing the **% of the City's Workforce covered by a Travel Plan**. These indicators have the potential to be intrinsically linked as two major employers, Carnival and IKEA will begin operation next year. Both will be implementing travel plans that will encourage employees to commute to work via public transport or cycling. If these and other schemes are successful, there should be a noticeable impact on Modal Split data.

### 9.2 Accessibility

Whilst Accessibility within Southampton is not poor, there are areas of concern. If **Bus Punctuality** figures do not recover within the 2008-2009 period, then further work will have to be undertaken to examine the reasons behind the fall in bus service efficiency. We believe however that the decrease in bus punctuality in the 2007-2008 period was due to vital road works that have contributed towards highway improvements.

Bus Punctuality across the region will also be addressed by Transport for South Hampshire (TfSH) through the South Hampshire Bus Operators Association (SHBOA). This is discussed further in Section 10.3.2.

In the 2008-2009, we will re-launch the Accessibility Forum, which will focus on access issues to health care facilities and city and district centres. This group will include further joint working with bus operators.

Once these issues are addressed, then we are confident that we will have achieved the Accessibility targets ensuring that the City's public transportation network will be operating to its potential by the end of the LTP 2 period in 2011.

### 9.3 Road Safety

The road safety figures for the 2007-2008 period were encouraging and suggest a continuing downward trend that should ensure we achieve the

targets set by LTP2 for 2011. We are aware that figures for the 2008-2009 period will have increased, but fluctuations can occur within Road Safety figures without effecting trends over a longer period of time.

Although engineering options will continue to be implemented where they are viable, we are also looking at behaviour measures that will include partnership working with Hampshire Constabulary and Hampshire Fire and Rescue Services.

The implementation of both physical and behaviour measures during the remainder of the LTP2 period should further improve the City's Road Safety performance and maintain the relatively low figures for road casualties.

#### 9.4 Air Quality

The indicators which reflect the Air Quality in the City are mostly performing to or exceeding targets. The no. of **Cycling Trips** is now almost double the target set by the LTP2 for 2011. **Bus Patronage** is likely to meet the LTP2 target in the 2008-2009 period following the success of the Uni-link service and the introduction of the new concessionary fares pass. **Peak Period Traffic Flows** actually decreased within the 2007-2008 period and **Area Wide Traffic Mileage** remains on target. Success in these areas should ensure that we maintain good Air Quality within Southampton by 2011.

#### 9.5 Asset Management

We are on course to meet the targets set by LTP2 for the condition of both **Principal Roads** and **Classified Non-Principal Roads**. This is a direct consequence of the high levels of funding allocated for highway improvement works. The figure for **% of Non-Classified Roads in need of repair** is behind target, but has made year on year improvement and is relatively low.

The figure for the condition of the City's **Footways** is also behind target, but repairs and improvements are being carried out in areas with the highest footfall, particularly in the CC as part of the North/South Spine project. This should result in improvements by 2011.

#### 9.6 Use of Resources

The delivery of the Access to Southampton package, which will see the implementation of Bus/HOV lane along the eastern approach to the City linked to a Park and Ride site at the Windhover junction, is at considerable risk at present. There is a potential for the process by which the scheme will be funded to be bought forward by two years. Although the opportunity for early delivery is to be welcomed, we now have to focus on preparing a business case in 2009 that will justify approval of the scheme by Department for Transport.

Our formal partnership with Hampshire County Council and Portsmouth City Council, **Transport for South Hampshire**, will assist us in completing this process within the limited timescale, provided that a focused commitment is afforded to the project with immediate effect.

### 9.7 A Vision for the Future

Although the LTP2 provides a delivery plan for Southampton City Council's transport objectives, there are other aims, goals and ideals related to transport that cannot be delivered within the 2006-2011 period. For this reason, we shall be releasing a City Transport Vision in the first quarter of 2009.

The purpose of this document is to outline a vision for transport in Southampton beyond the end of the LTP2 period. It will be designed to challenge people's views of transport within the City and act as a catalyst for change. Although it will not be an official strategy, some of the issues discussed could well form the basis of a future Local Transport Plan.

## 10.0 TRANSPORT'S CONTRIBUTION TO WIDER OBJECTIVES

The City of Southampton LTP2 contained a wide range of objectives that were determined with close regard to the Transport Vision of the Local Strategic Partnership and the Council's Priorities and wider objectives. They highlighted the important role that transport has in meeting wider objectives in Southampton and they are now considered in more detail. **Appendix 3** outlines the Council's progress on Rights of Way issues.

### 10.1 Improve Accessibility

Improving accessibility is the key to ensuring that everybody in Southampton can gain access to the facilities and services they need to fulfil their daily lives. This includes access to employment, education, retail, health care and leisure opportunities.

Mandatory Indicator LTP1 specifically measures access to health care and retail facilities, and full details on progress with this indicator are in **Section 3.0 Delivering Accessibility**. LTP1 has now been incorporated into the new National Indicator set as NI 175 and this, in turn, has been adopted as one of the key transport indicators for the City's LAA. This has added increased emphasis to an already-important area of transport policy and has given renewed impetus to the work of the City's Accessibility Forum that was established as part of the development of LTP2.

There are significant challenges ahead in maintaining accessibility, and one of the main areas of activity over the next few years will be working with other service providers to examine how best their services can be provided to avoid adding further pressures to the transport network.

### 10.2 Support Economic Development

Promoting economic development is the top priority for the City in the current economic climate and the provision of good quality transport is essential to support that ambition. Over the next 20 years, the South East Plan proposes major economic growth in Southampton as part of the overall growth strategy for South Hampshire. Continuing implementation of the **Reduce – Manage – Invest** strategy within Southampton and the surrounding sub-region is critical to maximise travel choice, reduce car dependency and provide a transport network that supports rather than hinders economic growth.

This will require the provision of an efficient network that minimises congestion and makes the best use of existing capability, together with a well-maintained network that enables the City and its principal economic drivers (eg the Port) to remain 'open for business' at all times.

Some of the relevant indicators for this objective are considered in **Section 2.0 Tackling Congestion**. Good progress is being made in many areas, with

cycling and bus patronage on the increase, reflecting ongoing investment and partnership working undertaken on both LTP1 and LTP2.

**Section 6.1 Highway Condition** also shows that the recent emphasis on maintenance on principal and classified roads (those parts of the network that most support the local economy) has resulted in significant improvements in the relevant condition indicators.

### 10.3 Promote Urban Regeneration and Neighbourhood Renewal

Although the South East region is generally affluent compared to other parts of the UK, Southampton contains neighbourhoods with relatively high levels of deprivation. Good transport linkages are the key to the regeneration of these areas and cross-cut with many other LTP objectives.

Through LTP and other sources of funding, progress is being made towards the regeneration of deprived communities through the provision of better transport. Recognising that these are likely to be areas of lower car ownership levels and income levels, increased investment is being made in infrastructure measures to encourage walking and cycling and improve public transport accessibility. Investment in improved street lighting also contributes to perceptions of enhanced community safety.

### 10.4 Support the Provision of Decent Homes

This is closely linked to the previous objective and investment in sustainable transport modes is essential to help reduce deprivation and increase opportunities for local communities. Improved maintenance and sympathetic design can also contribute to improved street scene and an enhanced local environment, thus contributing to a perception of increased quality.

### 10.5 Reduce Congestion on the Network

As outlined in Section 9.2, minimising congestion is vital to the continued long-term economic success of the City. Congestion will be addressed through the ongoing application of the **Reduce – Manage – Invest** approach to widen and influence travel choice. Implementing the duties of the Traffic Management Act 2004 is also key to minimising congestion. Full details on how the progress made in addressing this issue are contained in **Section 2.0 Tackling Congestion**.

### 10.6 Improve Road Safety

Improved road safety is a key objective of LTP2 and significant levels of investment have been made in a range of road safety initiatives, resulting in a continuing and sustained decline in casualty numbers. However, the challenge of reducing casualties through traditional safety engineering methods is increasing, and hence a greater emphasis is being placed on road safety education and awareness training, using experience gained from other

authorities. The Council recognises the importance of partnership work and is an active member of the Hampshire Safer Roads Partnership and has set up its own local Casualty Reduction Partnership with key stakeholders from the emergency services and health sector. These partnerships have already arranged a number of joint Education and Enforcement exercises and have taken display stands at shows and events.

Full details on progress with road safety issues are outlined in **Section 4.0 Safer Roads**.

### 10.7 Help Reduce Crime and Disorder

Fear of crime (as much as actual crime levels) can be a major barrier to people walking, cycling and using public transport. Considerable levels of investment have been made through during LTP2 on street lighting improvements across Southampton, using Prudential Borrowing finance. The recent confirmation of the Street Lighting PFI project will ensure that further significant levels of investment are made in street lighting throughout the remainder of the LTP2 period. The City also has a comprehensive CCTV system, which is enhanced and expanded as funding permits. This investment aims to reduce both actual crime and fear of crime across the City, which in turn will encourage more walking, cycling and public transport use.

Investment in secure cycle parking to help reduce cycle theft has been shown to be a key determinant in decisions to cycle, and a major programme of implementation will be continued. This has already led to a significant reduction in the level of cycle thefts and has almost certainly been a factor in the substantial increase in cycling noted in **Section 2.2 LTP3 Cycling Trips**.

The City's multi-storey car parks all now meet the Secure Car Parks standard, and since the introduction of the various measures, thefts, both from and of vehicles, have almost completely ceased.

### 10.8 Support the Night Time Economy

The City Centre is a focus for the night time economy. This requires the provision of good quality transport well into the evening and night, but there are also anti-social behaviour and road safety issues to consider.

The Council works closely with both of the City's major bus operators and the taxi trade to provide transport services in support of the night time economy. LTP2 has allocated investment to implement the London Road Improvement Scheme, which is a key night time destination in the City Centre. This has included a complete redesign of the street to improve road safety and the provision of significantly enhanced street lighting. Forthcoming investment along the North-South Spine and in the Bedford Place area during LTP2 will further enhance other key night time destinations. The expanded provision of taxi ranks at major centres of evening and late-night activity will also help maintain public order and safety.

## 10.9 Minimise the Impact on the Environment

Transport has a significant impact on the environment, particularly air quality due to vehicle emissions, CO<sub>2</sub> emissions and other nuisances, such as noise. By widening travel choice and influencing travel behaviour, the Reduce – Manage – Invest strategy aims to reduce the proportion of journeys made by private car and encourage the use of alternative modes that are less environmentally damaging. **Section 2.0 Tackling Congestion** outlines how progress is being made towards meeting travel behaviour targets and **Section 5.0 Better Air Quality** considers progress towards improving air quality in the city.

Reducing carbon emissions is now at the top of the national agenda and as a response to this, the City is considering establishing its own carbon reduction targets, including a significant contribution from the transport sector.

## 10.10 Help Improve Standards of Health

Transport has key links to the health of the population. LTP2 includes an Active Travel Plan, which recognises the strong health benefits of encouraging more walking and cycling. The City Council is a key partner in Active Southampton, which aims to increase exercise levels within the City's population. LTP2 funding to promote active travel modes and improve walking and cycling infrastructure is a key part of this project. The City Council is also involved in the Street Tread project, in partnership with Sustrans and the Primary Care Trust, to promote and encourage walking.

In the next two years, the introduction of the Bikeability standard is expected to increase the number of Year 5 and Year 6 children being trained, and this can be expected to contribute towards the target of reducing levels of obesity amongst Year 6 children (NI 56, which forms part of the City's LAA).

## 10.11 To Help Raise Educational Aspirations

Transport is one of the keys to providing accessibility to education. LTP2 funding has enabled the continuation of work towards implementing the Safer Routes to School programme in co-ordination with School Travel Plans, which improve accessibility to schools, particularly for children without access to a car. As outlined in **Section 2.5 LTP4 Mode Share of Journeys to School**, the evidence is that this is paying dividends in reducing the proportion of children travelling to school by car.

The forthcoming 'Building Schools for the Future' programme will also require significant planning and investment to help ensure that accessibility is maintained for those students whose main centre of learning is re-located.

## 10.12 To Obtain Value for Money

This is primarily considered in **Section 7.0 Use of Resources**. LTP2 funding is prioritised towards the greatest need to ensure that the best value for money is obtained by delivering the maximum contribution towards meeting LTP2 targets and objectives. The development of the Transport Asset Management Plan is contributing towards optimising this prioritisation process, especially with regard to planned maintenance investment. Procurement methods are also being scrutinised to ensure that contract decisions deliver the most effective outcomes for the City.

## 11.0 TRANSPORT FOR SOUTH HAMPSHIRE

Southampton does not manage traffic and transport issues in isolation. The city is part of the wider South Hampshire sub-region which stretches from the New Forest to the West Sussex border. Within this region, both Southampton and Portsmouth act as the principal hubs for employment and commercial activity.

It is of vital importance that transport links into the sub-region and between the two cities operate efficiently in order to maximise and sustain further economic growth. This demands a collective approach to the management of the South Hampshire transport network.

To this end, Southampton City Council works in close partnership with Hampshire County Council and Portsmouth City Council. In 2007, they formed [Transport for South Hampshire](#), a formal joint committee of the three council's highway authorities supported by government bodies and local service providers.

### 11.1 Background

South Hampshire has been designated a 'growth area' to provide 80,000 new homes and two million square metres of new employment land by 2026. This will be achieved through building two new settlements, north of Hedge End and Fareham. There will also be further development in both Southampton and Portsmouth and the designation of a major employment site north of Southampton International Airport.

To support this level of growth, the region's transport infrastructure needs to function efficiently and at greater capacity. At present however, traffic levels on the area's motorways, other major roads and in the cities have now grown to the point where peak hour traffic congestion is common and incidents can lead to widespread disruption. Unless action is taken, congestion is forecast to get much worse with adverse effects on the regional economy.

Traffic studies have shown that an "Invest only" policy designed to meet even existing trends would need long stretches of five lane traffic along South Hampshire's motorways by 2026 as well as massive investment in local roads. Such expenditure is neither practical nor deliverable and even if it were, it would be environmentally damaging. A new approach is proposed, which emphasises a reduction in the need to travel and better public transport options, making the best use of existing transport networks as well as selective and targeted investment in additional road capacity.

The vision for South Hampshire is to achieve economic growth whilst maintaining a high quality of life for all in a way that is sustainable in the long term - economic prosperity without harm to the environment. For this challenge to be met it is essential that all of the interested parties (national,

regional and local public bodies, transport operators, business leaders and local communities) work together.

## 11.2 The Delivery Plan

The underlying principal adopted by Southampton City Council and Transport for South Hampshire when approaching the task of managing the issues and challenges ahead is that of **Reduce, Manage and Invest**. The Transport for South Hampshire delivery plan, which follows this approach, is outlined below:

### Reduce the need to travel

- Maintain the importance of both Southampton and Portsmouth
- Prioritise development on brownfield sites
- Where possible co-locate homes, employment and retail facilities to reduce travel distance
- Reduce car dependency and encourage more walking and cycling
- Plan for the long-term sustainability of new developments by offering practical alternatives to the car

### Manage networks and resources efficiently

- Work in partnership with the Highway Agency to improve management of the region's strategic road network
- Work in partnership with rail operators to improve rail services within South Hampshire
- Support the growth at the Ports of Southampton and Portsmouth, and at Southampton Airport, through joint working with the port and airport operators
- Develop a South Hampshire Freight Strategy in consultation with logistics industry to meet the needs of freight operators
- Introduce Park and Ride schemes to serve Southampton and Portsmouth City Centres
- Encourage the more widespread use of travel plans and transport planning

### Invest only where other options have been exhausted

- Improve the primary access to the sub-region, increasing capacity on the M3 corridor for road and rail
- Provide access to the South Hampshire Strategic Employment Zone at Eastleigh and an associated package of rail improvements
- Improve access between Southampton and the North/North East Hedge End Strategic Development Area
- Develop further opportunities for Strategic Traffic Management and the deployment of Intelligent Traffic Systems
- Implement a Bus Rapid Transport network for South East Hampshire to serve the North Fareham Strategic Development Area

- Improve access between Port Solent and the redevelopment site at Tipner together with strategic Park and Ride to serve Portsmouth City Centre and Gunwharf Quays

### 11.3 Key Progress in 2008

#### 11.3.1 Memorandum of Understanding

The Memorandum of Understanding is a supporting document to the Multi-Area Agreement founded on the belief that close constructive working between the parties that contribute to the work of TfSH is both beneficial and necessary if change is to be delivered.

The particular areas of focus for the Memorandum are partnership working, co-ordinated management and improvement of the road network in the area and the establishment of a suitable evidence base. It is intended that all communications will continue to be effective and in an open manner, with the principle means of contact continuing via the current TfSH meeting arrangements.

This Memorandum of Understanding has no formal status in its own right other than through its association with the Multi-Area Agreement. It is an agreed statement of intention between equal partners based on trust, and is not enforceable in statute or law. Any concerns between partners about the actions or lack of action of others will, in the first instance, be communicated directly to the partners concerned without publicity.

The Memorandum of Understanding was signed by representatives from all interested parties at the Joint Committee Meeting on 17<sup>th</sup> October 2008.

#### 11.3.2 South Hampshire Bus Operators Association

The bus operators within the sub-region have come together to form the South Hampshire Bus Operators' Association (SHBOA), whose primary objective is to act as an interface between the bus industry with Transport for South Hampshire. Matters of commercial business between individual operators are expressly outside the remit of this association. The organisation's creation has unanimous support amongst both large and small operators of registered bus services.

All the operators within SHBOA are committing to the principle of bringing investment in improved rolling stock (including very high specification vehicles) and will look to explore forward guarantees where there is significant infrastructure commitment from TfSH to promote bus priority. SHBOA will also look to maintain an active public transport market to ensure that choice for the consumer is readily available across the region. As part of this process, they will strive to deliver service improvements. TfSH will make available the relevant statistical information so that areas of concern such as **Bus Punctuality** can be identified and addressed for the benefits of consumers.

## Appendix 1

### Air Quality Action Plan

Measure	Original Timescale	Progress to Date	Outcomes	Air Quality Benefit
Southampton City Council's Internal Transport Measures				
School Travel Plans	Short Term	100% of school population now covered by a travel plan	% of children driven to school has fallen from 23.0% to 20.03% (see LTP4)	Moderate
Staff Cycling Initiatives	Short Term	Pool bike scheme implemented, cycle storage space increased, interest free loans for staff to purchase cycles implemented, free bike doctor and road safety assessments available	No. of staff cycling to work has increased from 8.6% (2006 Staff Travel Survey) to 11.3% (2008 Staff Travel Survey)	Low
City Council Rail Warrant Scheme	Short Term	Rail Warrants made available to allow advance purchase of train tickets for work related travel	Encourages staff to use rail travel instead of private car for work related travel	Low
City Council Car Club	Short Term	Staff have access to Whizzgo Car Club for work related travel	Negates need to drive to work on the basis that car will be required for journeys during work time	Low
Corporate Courier Service	Short Term	All deliveries co-ordinated by central fleet service	Negates need for individual departments to have separate courier service	Low

Measure	Original Timescale	Progress to Date	Outcomes	Air Quality Benefit
Improve emissions from Council's vehicle fleet	Short Term	Preliminary investigations in progress	Reduction in emissions related to Council activity	Low
LTP Measures: Infrastructure & Public Transport Enhancements				
A33 Marsh Lane/Terminus Terrace gyratory removal	Medium term	Preliminary investigations in progress	Will direct HGV traffic away from residential area and introduce new bus priority route	Low
A33 Platform Road/Town Quay gyratory removal	Long term	Outline design completed using growth point funding	Will direct HGV traffic away from residential area and introduce new bus priority route	Low
Central Station re-modelling	Long term	Upside entrance re-modelled and new waiting facilities introduced  Downside entrance and bus interchange remodelling proposed for 2010 onwards	Will increase use of public transport and improve pedestrian accessibility between the Central Station and City Centre	Moderate
Park and Ride	Long term	Windhover Junction site allocated funding from RFA (see also A3024 Bus/HOV lane below) - Works expected to commence 2014	Will encourage commuters travelling by private car along the Southampton eastern approach to use public transport instead	Low

Measure	Original Timescale	Progress to Date	Outcomes	Air Quality Benefit
A3024 Bitterne Road Bus/HOV Lane	Long term	Allocated funding from RFA - Works expected to commence from 2014	Will increase use of public transport and reduce congestion along the Southampton eastern approach	Moderate
Rail Gauge Enhancement	Medium term	Program of works in place - Expected to commence 2010	Will further increase transport of freight by rail	Moderate
City Centre Bus Interchanges	Long term	Negotiations about improved facilities part of Watermark West Quay development	Will increase bus patronage, by providing a public transport hub that will improve bus punctuality/reliability and develop public understanding of the bus network	Moderate
North/South Spine	Long term	Re-modelling of London Road completed in 2008. Works in progress along Above Bar Street/High Street	Continued implementation of pedestrian/bus only areas will improve air quality within City Centre	Moderate
Woolston District Centre	Medium term	Full Planning Permission for major redevelopment of Woolston Riverside approved in 2008	Will revitalise Woolston District Centre reducing need to travel to other areas for better services, employment and retail	Moderate

Measure	Original Timescale	Progress to Date	Outcomes	Air Quality Benefit
Millbrook Roundabout Improvements	Medium term	Works completed in 2008	Reduced traffic queues at busy junction. Better facilities for pedestrians and cyclists	Moderate
Active Travel Schemes	Medium term	<p>Walking – installation of new pedestrian crossings, programme of walk to work routes in retail/business centres, improvements to pedestrian areas in retail centres</p> <p>Cycling – continued development of National Cycle Network routes within the City, installation of advance stop lines, erection of more cycle stands and development of more shared use facilities</p> <p>Active Southampton initiative launched in January 2008</p>	Increases in cycling beyond targets (see LTP3)	High
Major Highway Maintenance Schemes	Short term	Ongoing programme of works – Resurfacing of Shirley Road, London Road, Portswood Broadway completed in 2008	High quality road surfaces make a minor contribution to improved air quality through reduced friction	Low

Measure	Original Timescale	Progress to Date	Outcomes	Air Quality Benefit
Travel Planning Initiatives	Medium term	100% of schools and 29.6% of City workforce covered by travel plan	Increases in cycling (see LTP3) and bus patronage (see BV102) and fall in % of children being driven to school (see LTP4)	High
Public Transport Improvements	Medium term	Real Time Information introduced at bus stops in 2007/08	Increases in bus patronage (see BV102) and public satisfaction with bus services (BV104)	High
Road Safety Improvements	Medium term	London Road and Millbrook Roundabout Improvements completed in 2008	Reduction in congestion caused through accidents	Low
Accessibility Improvements	Medium term	Accessibility Forum launched to discuss and resolve accessibility issues	Increases in bus patronage (see BV102) and public satisfaction with bus services (BV104)	Moderate
Other transport related measures				
Improve Access to the Port from M271	Long Term	Preliminary investigations in progress with regard to a direct route into the Port from M271	Will direct HGVs away from the Southampton western approach, improving air quality in the Redbridge area and potentially reducing congestion	High

Measure	Original Timescale	Progress to Date	Outcomes	Air Quality Benefit
De-trunk M271	Medium Term	Preliminary discussions with Highways Agency in progress	Taking responsibility for the M271 would enable SCC to introduce new traffic management measures, potentially reducing congestion	Moderate
Target freight to raise engine standards	Medium Term	Preliminary investigations in progress	Potential for reducing emissions by working with freight partnerships to establish minimum emission standards for HGVs operating in the City	Moderate
Bus Quality Partnership	Short/Medium Term	The City's principal bus operators have begun to roll out new Euro 4 standard vehicles	Emissions from buses can be reduced by modernising vehicles to Euro 4 standard by 2010-2012	Moderate
Taxi Quality Partnership	Medium Term	Euro 4 standard taxis are being introduced on a vehicle by vehicle basis	Emissions from taxis can be reduced by modernising vehicles to Euro 4 standard by 2010-2012	Low
Introduce fixed penalty for idling vehicles (including buses and taxis)	Short Term	Investigations into the necessary enforcement processes are being carried out	Localised improvement in air quality	Low

Measure	Original Timescale	Progress to Date	Outcomes	Air Quality Impact
Review traffic calming measures	Short Term	<p>Investigation has been carried out into horizontal deflections rather than vertical (e.g. speed bumps) as these do not result in sporadic engine use</p> <p>Horizontal measures have been implemented at London Road and will be monitored. If successful, may be incorporated into other Highway projects</p>	Very localised improvements to air quality	Low
Review traffic light phasing	Short Term	Preliminary investigations in progress for using ROMANSE to change traffic light phasing so that queues would be moved to non-residential areas	Would reduce congestion in Air Quality Management Areas	Moderate
Address port related issues through a package of measures	Medium Term	Work with ABP in progress to introduce a range of measures including: creating new access routes, providing alternative fuel supplies, developing freight quality partnerships & providing HGV staging areas	<p>Will have huge benefits for air quality around the port if emissions from shipping can be reduced and/or managed</p> <p>Managing HGVs traffic and providing better routes into the port will reduce congestion</p>	High

Measure	Original Timescale	Progress to Date	Outcomes	Air Quality Impact
Revitalise District Centres	Medium Term	Portswood and Shirley District Centres revitalised through new retail/service opportunities and road improvement works	Reduces the need for local residents to travel around the City to access different services, employment and retail	Moderate
Investigate personal travel service for residents/businesses of Southampton	Short Term	Preliminary investigations in process	Would encourage the use of sustainable transport by making it more accessible to the public	Low
Integrate Air Quality Impact Assessment into all major transport projects	Short Term	Preliminary studies are being undertaken	A clear understanding of the potential impact of proposed infrastructure can determine how projects should proceed and the levels of mitigation required	Low

## Appendix 2

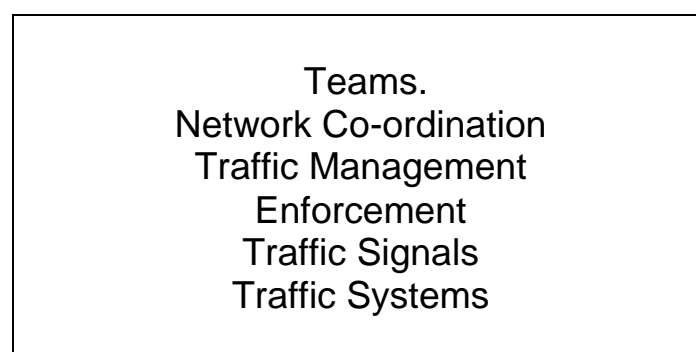
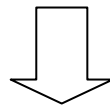
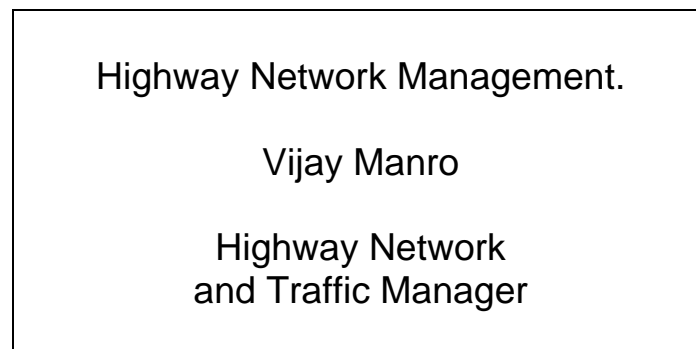
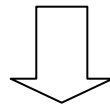
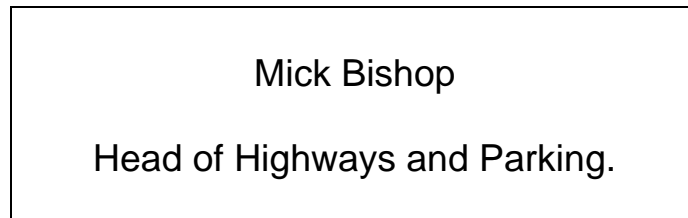
### LTP 2 Action Plan

# Local Transport Plan 2 Action Plan

<p><b>Traffic Management Act 2004</b></p> <p>The Traffic Management Act received Royal Assent in July 2004</p>	
<p><b>Duties</b></p> <p>Part 2 of the Traffic Management Act places a network management duty on Local Authorities to secure expeditious and <b>safe</b> movement of traffic, taking account of their other duties and responsibilities and to co-operate with adjacent authorities to the same end.</p> <p>This Act also requires whole authority approach for managing congestion on the highway network.</p>	
<p>SCC has taken the following actions to implement the requirements of the Traffic Management Act (TMA)</p>	
<p><b>Reorganisation</b></p> <p>Southampton City Council recognised the benefits of the TMA in proactively managing the highway network to minimise congestion. This Act when fully (April 2008 Part 2) implemented will give the Traffic Manager more powers to direct when and how works are carried out which affect the highway network.</p> <p>As part of its response to the Act, SCC decided to reorganise the Highway services and set up a Highway Network Group with the specific responsibility for dealing with Congestion on the Highway Network. This will ensure SCC can demonstrate a level playing field between its own works and street works by others.</p> <p>This group will be responsible for aids to movement on the highway network.</p> <p>The Highway Network Group is independent from other</p>	

<p>groups delivering Highway services. The areas managed are Intelligent Transport Systems (ITS) and Urban Traffic Control (UTC), Street and Highway works co ordination, Enforcement and Permanent and Temporary Traffic Regulation Orders.</p>	
<p>Southampton City Council appointed Vijay Manro to head this group.</p> <p>The Highway Network Manager is also the Traffic Manager, which is a statutory post required under the TMA.</p> <p>This is a second tier post reporting directly to Head of Service. This allows the Traffic Manager to ensure that the requirements of the Traffic Management Act are applied across the whole council for the highway authority.</p> <p>The Traffic Manager is also tasked to produce a Network Management Plan once all the requirements of TMA are in place.</p> <p>SCC will consider operating the permit scheme for street works and highway works and fully applying the fixed penalty notices.</p>	<p>6/11/06</p>

## The Group Structure





<p>An initial joint meeting has been held with HCC, PCC and the Highways Agency and a joint agreement will be drawn up with the Highway Agency and the National Traffic Information Service agency to share information on road works in each agency's area and the use of variable message signs.</p> <p>This will give each agency the ability to use ITS systems in neighbouring authorities to inform the travelling public well in advance of works on the network.</p> <p>The travelling public will then have an option to use an alternative route if they wish thus avoiding the route altogether and this will therefore also reduce congestion on the route.</p>	
<p><b>ROMANSE (Road Management System for Europe)</b></p> <p>ROMANSE well established and one of the best systems of its type in the UK will be used to identify congestion hot spots. This information will be used to improve junction capacities and also undertake minor highway improvements to improve the traffic flows.</p> <p><b>Planned Events.</b></p> <p>All the planned events held within Southampton City Council area will be identified and meetings arranged with the organisers in liaison with the event manager.</p> <p>The Network Manager will hold meetings with event manager to discuss the affect on the highway network from events both on and off the highway network.</p>	<p>April 07</p>
<p><b>Unplanned Events</b></p> <p>An emergency plan will be developed in liaison with the Emergency Planning Officer to manage any emergencies which may cause congestion on the highway network. Alternative routes and use of intelligent traffic systems will be used to ease traffic on the alternative routes.</p> <p>Plans will be put in place for closure of different strategic routes leading into the city.</p>	<p>Dec 07</p>

<p>Six routes have been identified which are classified as hot spots for congestion in an event of an emergency in Southampton.</p>	
<p><b>Traffic Sensitive Streets</b></p> <p>SCC will review the Traffic Sensitive Streets in accordance with the new criteria under the TMA. On the traffic-sensitive streets operations such as waste collection, street sweeping and gully emptying will be restricted to outside traffic-sensitive times.</p>	<p>Ongoing</p>
<p><b>Winter Maintenance</b></p> <p>SCC will review the Winter Gritting Routes and implement new routes if necessary. This will take into account the bus routes and centres of high pedestrian use of the Highway Network.</p> <p><b>Freight strategy</b></p> <p>This will be developed jointly with different Transport Operators and the Port Authority. We will also look at how the freight is handled within the city area. Consideration will be given to having large storage areas on the outskirts of the City and only allowing medium size vehicles into the City. This will improve the environment of the City and keep large lorries on designated routes. Container traffic will be kept to the specified route to the docks.</p>	<p>Ongoing</p> <p>LTP/Ongoing</p>
<p><b>Route Hierarchy</b></p> <p>These routes have been identified so as to give a clear understanding of the different uses and to balance the competing demands.</p> <p>'A' Roads - Those designated as Principal roads forming the primary routes into and out of the city together with strategic cross-city links to the primary routes.</p> <p>'B' &amp; 'C' Roads - Those designated as Classified roads forming secondary routes primarily linking between the Principal roads.</p>	



<p>The network also takes into account the need to have two separate routes to the docks.  The routes identified are A33, A3024 and A335, any works undertaken on these routes will give priority to the use of these roads to heavy good vehicles, and we will ensure that any alternative route will be suitable for HGVs.  These routes will also link up with routes in Hampshire Portsmouth and Eastleigh.</p>	
<p><b>Bus Routes</b></p> <p>These will be developed jointly with bus operators, user groups and major employers. Keeping these routes congestion free will help modal shift from car use to bus use.</p>	LTP/Ongoing
<p><b>Walking and Cycling Routes</b></p> <p>These routes will be identified and made attractive for the public with increased level of maintenance.</p>	LTP/Ongoing
<p><b>Internal consultations and Presentations</b></p> <p>Mick Bishop/Cabinet Member  Environment DMT  Chief Executive DMT  Consultants  Contractors  Other City Council Departments.</p>	Ongoing
<p><b>Presentations to external organisations and stakeholders</b></p> <p>Chamber of Commerce  University.  Bus operators.  Taxi Operators.  Associated British Ports.  Highway Agency.</p> <p><b>Maintenance Works.</b></p> <p>All works will be registered on the Street Works Register and will be Co-ordinated.</p>	<p>Ongoing</p> <p>Ongoing</p>

<p>Consider Section 74 and Fixed Penalty charges for City Council highway works. This will ensure parity with public utilities.</p> <p>It has been agreed that all works will be restricted on Traffic Sensitive Streets and undertaken outside the Traffic Sensitive times. This is measured as a national BVPI 100. Target 2 days.</p>	
<p><b>Development Works.</b></p> <p>Procedures will be put in place for dealing with developers when the Highway Network is affected by construction traffic and works on the Network.</p> <p>Early involvement of the Network Manager to discuss and agree the options of haul routes is essential.</p> <p>There should also be an agreement of payment for any damage to the highway due to increased traffic on the highway network.</p> <p>Section 278 and Section 106 agreements will be amended to ensure developers to comply with the New Roads and Street Works Act 1991 and the Traffic Management Act 2004.</p> <p><b>Term maintenance contractor</b></p> <p>Meetings will be held with both the Term Maintenance Contractor and Consultant to ensure that the partners fully understand the congestion agenda. SCC will ensure that a level playing field is maintained for all contractors working on the highway network.</p> <p>A system for notifying works by the contractor and consultant will be agreed.</p>	<p>Ongoing</p> <p>July 06 Ongoing</p>
<p><b>Computer System</b></p> <p>Confirm System will need to be upgraded so that it can be used for co ordination of works and show alerts for any conflict of works.</p> <p>The system will also be used for notification of highway works.</p>	<p>Ongoing</p>

<p><b>Map Based Co-ordination</b></p> <p>Confirm system will need to be upgraded so that all works in an area will be plotted on the map.</p>	<p><b>Capita Ongoing</b></p>
<p><b>Set Key Performance Indicators for Highway Works and Street Works.</b></p> <p>The following are under consideration:</p> <ul style="list-style-type: none"> <li>• Number of activities – Utility works</li> <li>• Number of activities – Highway works</li> <li>• Average duration of activities – Utility works</li> <li>• Average duration of activities – Highway works</li> <li>• Number of days S74 overrun – Utility works</li> <li>• Number of days S74 overrun – Highway works</li> <li>• Number of extension requests – Utility works</li> <li>• Number of extension requests – CC works</li> <li>• Number of duration challenges – Utility works</li> <li>• Number of duration challenges – CC works</li> <li>• Number of S56 directions issued – Utility works</li> <li>• Number of S56 directions issued – Highway works</li> <li>• Number of S58 Notices issued</li> <li>• Number of FPNs issued – Utility works</li> <li>• Number of FPNs issued – CC works</li> </ul>	<p><b>Ongoing</b></p> <p><b>National HAUC</b></p>
<p><b>Monitoring</b></p> <p>Journey Time reliability. Automatic number plate recognition (ANPR) cameras will be used to monitor traffic on selected strategic routes. Real time information from bus journeys times will be used to monitor bus journey reliability.</p>	<p><b>April 08</b></p>

# Appendix 3

## Finance Tables

## 2006-2007 Total Roads and Transport Spend

Budget Head	LTP Planned Spend £'000	LTP Actual Spend £'000	SCC Capital Spend £'000	SCC Revenue Spend £'000	Other Funding* £'000	Total Actual Spend £'000
<b>Integrated Transport</b>	<b>1923</b>	<b>1847</b>	<b>841</b>	<b>0</b>	<b>684</b>	<b>3372</b>
Improved Safety	298	184			90	
Travel Planning	210	124				
Active Travel	610	771	64		343	
City and district centres	610	605	296		162	
Local Improvement Schemes		6	83		18	
Other Highways	120	147	398		66	
Accessibility	75	10			5	
<b>Public Transport</b>	<b>775</b>	<b>667</b>	<b>0</b>	<b>0</b>	<b>388</b>	<b>1055</b>
Public Transport	775	667			388	
Concessionary Fares						
Support Services						
<b>Roads &amp; Bridge Maintenance</b>	<b>1040</b>	<b>911</b>	<b>2501</b>	<b>0</b>	<b>69</b>	<b>3481</b>
Principal roads	740	653				
Non-principal roads			2193		41	
Bridges	300	258				
Street Furniture			308		28	
Winter maintenance						
<b>Street Lighting</b>	<b>0</b>	<b>0</b>	<b>1112</b>	<b>0</b>	<b>15</b>	<b>1127</b>
Replacement			1112		15	
Maintenance						
<b>Other Transport</b>	<b>0</b>	<b>0</b>	<b>208</b>	<b>0</b>	<b>5</b>	<b>213</b>
Parking			208		5	
Planning, Policy & Strategy						
Traffic mgt & road safety						
ROMANSE						
<b>Total</b>	<b>3738</b>	<b>3425</b>	<b>4662</b>	<b>0</b>	<b>1161</b>	<b>9248</b>

## 2007-2008 Total Roads & Transport Spend

Budget Head	LTP Planned Spend £'000	LTP Actual Spend £'000	SCC Capital Spend £'000	SCC Revenue Spend £'000	Other Funding* £'000	Total Actual Spend £'000
<b>Integrated Transport</b>	<b>2007</b>	<b>1880</b>	<b>257</b>	<b>0</b>	<b>841</b>	<b>2978</b>
Improved Safety	368	404	9		258	
Travel Planning	205	208			1	
Active Travel	619	362			201	
City and district centres	615	720	155		381	
Local Improvement Schemes						
Other highways	160	164	93			
Accessibility	40	22				
<b>Public Transport</b>	<b>820</b>	<b>689</b>	<b>0</b>	<b>0</b>	<b>206</b>	<b>895</b>
Public Transport	820	689			206	
Concessionary Fares						
Support Services						
<b>Roads &amp; Bridge Maintenance</b>	<b>2711</b>	<b>1533</b>	<b>2357</b>	<b>0</b>	<b>174</b>	<b>4064</b>
Principal roads	799	945	254		23	
Non-principal roads		209	1892		151	
Bridges	1912	372	107			
Street Furniture		7	104			
Winter maintenance						
<b>Street Lighting</b>	<b>0</b>	<b>1</b>	<b>2240</b>	<b>0</b>	<b>38</b>	<b>2279</b>
Replacement		1	2240		38	
Maintenance						
<b>Other Transport</b>	<b>0</b>	<b>25</b>	<b>756</b>	<b>0</b>	<b>13</b>	<b>794</b>
Parking		25	756		13	
Planning, Policy & Strategy						
Traffic mgt & road safety						
ROMANSE						
<b>Total</b>	<b>5538</b>	<b>4128</b>	<b>5610</b>	<b>0</b>	<b>1272</b>	<b>11010</b>

## Appendix 4

### Rights of Way Improvement Plan

## Rights of Way Improvement Plan 2007-2017

During the preparation of our Plan, extensive consultation was carried out to identify any issues of concern regarding the City's public rights of way network. An Action Plan was developed as a response to these issues with the intention that it would be a realistic program of improvements. A priority ranking was given to each of the actions, together with a timeframe for implementation.

All of the high priority actions are currently underway. In some cases, we have begun actions ahead of schedule, and for others, we have exceeded what we set out to accomplish. For example, Action C11 was to investigate the technologies of having an online **Rights Of Way** map. Not only has this been completed, but an interactive map is now available online from the City Council's website.

### Topic: MAINTENANCE

Issue	ID	Action	Priority	When	Update
Overgrown vegetation	M1	Investigate the use of Field Operatives to monitor and assess seasonal vegetation growth and general route conditions.	H	2007 - 08	Completed. Field Operatives already used to assess vegetation growth and carry out biodiversity audit.
	M2	To carry out a feasibility study towards instigating a programme of general maintenance and cutback, (including height clearance for cyclists & horse riders), which is independent of current practices involving other divisions.	H	2007 - 09	Completed. Please see M1 update.
	M3	To establish maintenance regimes around wildlife and ecological considerations, e.g. nesting birds.	M	2008 - 10	Regime produced based on biodiversity audit, national guidance and consultation with SCC Planning Ecologist. Steps now being taken towards implementation.
Surface	M4	Upgrade surfaces where appropriate to accommodate less mobile users.	M	2010 - 13	Work to start 2010.
Facilities	M5	Where appropriate and conducive, install waste bins for both litter and dog waste.	L	2013 - 17	Work to start 2013.
	M6	Where appropriate and conducive, improve lighting along routes with consideration	L	2013 - 17	Work to start 2013.

	to wildlife, e.g. bats and roosts.			
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**Topic: ACCESSIBILITY**

Issue	ID	Action	Priority	When	
<b>Barriers</b>	<b>A1</b>	Where appropriate and conducive, assess removal of barriers, stiles or gates that obstruct free use by wheelchairs and similar, but with reservation that in some cases barriers assist in the reduction of anti-social and criminal behaviour.	<b>M</b>	2010 - 17	Work to start 2010.
<b>Extending the Network</b>	<b>A2</b>	During the continuous review of the Definitive Map, to place more strategic importance on routes that link open space, schools, shops and other local amenities and that link to the wider countryside.	<b>H</b>	2007 - 17	Since publication of the RoWIP, a new approach to the DM review has been agreed, which means this action cannot be completed. Nevertheless, strategic routes will be given priority in terms of signing and maintenance improvements.
	<b>A3</b>	Negotiate for the upgrade of suitable routes to Bridleway or Restricted Byway, where practical, to extend the equestrian and cycle networks with consideration to ecological issues.	<b>L</b>	2012 – 17	Work to start 2012.
	<b>A4</b>	Ensure that routes affected by proposed development are considered in the planning application and development control process.	<b>H</b>	2007 – 17	Ongoing. Links between the Rights of Way and Planning departments have been strengthened.
	<b>A5</b>	Prepare Guidance Notes for planners and developers that advise on routes and public rights of way affected by proposed developments.	<b>M</b>	2008 – 11	Some information has already been collated.
	<b>A6</b>	To assess and advise on the creation of new routes as part of the planning and development process.	<b>H</b>	2007 – 17	Ongoing. Advice recently given for two new developments within the City – Centenary Quay and Ordnance Survey.

<b>A7</b>	To advise on any proposals that develop waterside areas where it is possible to create links to other existing or planned routes.	<b>M/H</b>	2009 – 10	Work to start 2009.
<b>A8</b>	To liaise with the Planning Ecologist when creating, upgrading or working on routes when in ecologically sensitive areas.	<b>M</b>	2007 – 17	Ongoing work – as and when required.
<b>A9</b>	To strengthen links to water user groups and develop improvements to access to water via known public hard, quays and slipways, and make better use of non-tidal waterways.	<b>M</b>	2009 – 11	Work to start 2009.

### Topic: ACCESSIBILITY

Issue	ID	Action	Priority	When	
<b>Extending the Network</b>	<b>A10</b>	To upgrade and improve the quality of signposts to better combat vandalism.	<b>H</b>	2007 – 09	Enquiries made in terms of the standards and quality of signs.
	<b>A11</b>	To carry out a sign and route condition audit to better identify signing needs and improvements.	<b>H</b>	2007 – 09	Audit completed, and map database created which will be instrumental in improving signing.
	<b>A12</b>	To improve road safety at road crossings where rights of way and link routes meet main carriageways.	<b>M</b>	2011 - 17	Work to start 2011.
	<b>A13</b>	To work more closely with adjoining Local Authorities on actions within this RoWIP that involve cross-boundary issues.	<b>M</b>	2007 - 17	Ongoing – as and when required.
	<b>A14</b>	To research internal and external opportunities for funding projects to improve the rights of way network and other access issues.	<b>H</b>	2007 - 17	Enquiries made and internal opportunities identified. External funding researched on a needs basis.

### Topic: COMMUNICATION

Issue	ID	Action	Priority	When	
<b>Community Involvement</b>	<b>C1</b>	Strengthen links with local community groups to ensure they are aware of / involved in the overall management of	<b>H</b>	2007 - 09	Ongoing. We are actively engaging with more interest/ community groups

		rights of way and access issues by closer involvement with Neighbourhood Partnerships.			as part of general information updates, informal consultation, etc.
<b>Information</b>	<b>C2</b>	To prepare and present to the relevant Committee proposals for a comprehensive Policy Document on Rights of Way, to involve the Local Access Forum, (Hampshire Countryside Access Forum) during preparation stage.	<b>H</b>	2007 - 10	Ongoing. Research has been undertaken and draft policies are being prepared in preparation for LAF involvement.
	<b>C3</b>	To prepare and publish a new reformatted version of the Definitive Map & Statement by late 2009.	<b>H</b>	2007 – 09	Examples of more user-friendly formats of DMs have been collated.
	<b>C4</b>	To prepare leaflets on rights of way, their meaning, status, where they are and the Definitive Map.	<b>M</b>	2008 – 10	Much of this information appears on our web pages. Leaflet may now be compiled as a download only.

### Topic: COMMUNICATION

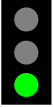
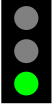
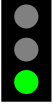
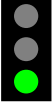

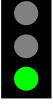
Issue	ID	Action	Priority	When	
<b>Information</b>	<b>C5</b>	To prepare leaflets that promote walks to and within open spaces, outlining topics of interest, such a flora and fauna, and which are available to different users in other languages or medium.	<b>L</b>	2011 - 13	Work to start 2011.
	<b>C6</b>	To prepare leaflets aimed at promoting responsible use of the network, and the rights and responsibilities of users and landowners.	<b>M</b>	2009 - 11	Much of this information is currently available online. Please see C4 update.
	<b>C7</b>	To revise internal procedures for responding to allegations of misleading signs on or along rights of way.	<b>M</b>	2011 – 13	Work to start 2011.
	<b>C8</b>	To encourage use of the network by including destination and distance and user information on signposts.	<b>M</b>	2011 – 13	Examples of sign information collated from other authorities. SCC has worked in partnership with

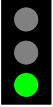
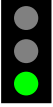
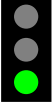


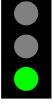
				Eastleigh Ramblers to sign the Itchen Way.
<b>C9</b>	To produce a biannual newsletter for all interested groups and individuals.	<b>H</b>	2007 - 08	Complete. Available as paper and pdf versions.
<b>C10</b>	To increase the amount of rights of way information available on the City Council's web pages.	<b>H</b>	2007 - 09	Complete. Web pages are monitored and under continuous review.
<b>C11</b>	To undertake a feasibility study into creating an interactive Definitive Map facility for Southampton.	<b>M</b>	2010 - 13	Study completed. Interactive DM is now available online.

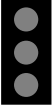
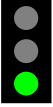
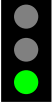
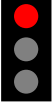


## Appendix 5

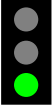
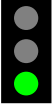
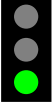
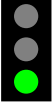


### Summary of Results


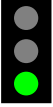
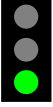
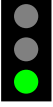
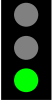
Code & Description	Baseline	2006-2007	2007-2008	LTP2 Target	RAG Analysis
BV223 - % of principal roads in need of repair	16.9%	23.0%	16.0%	12.0%	
BV224a - % of non-principal classified roads in need of repair	36.8%	20.0%	9.0%	25.0%	
BV224b - % of unclassified roads in need of repair	13.5%	14.8%	13.0%	6.0%	
BV187 - % of footway in need of repair	36.6%	12.0%	31.0%	25.0%	
BV99a - No. of people killed or seriously injured	111	90	85	89	
BV99b - No. of children (under 16 year olds) killed or seriously injured	19	9	9	12	

Code & Description	Baseline	2006-2007	2007-2008	LTP2 Target	RAG Analysis
BV99c - No. of slightly injury casualties	892	739	792	803	
BV102 - No. of local bus passenger journeys (millions)	19.3	19.3	19.7	20.1	
BV104 - % of respondents to local bus survey satisfied with bus service	57.0%	64.0%	64.0%	65.0%	
LTP1 – Accessibility: % of population within a 40 min bus journey of the General Hospital	81.4%	84.5%	84.5%	85.0%	
LTP1 – Accessibility: % of residents within 10 minute walk of a GP	66.0%	66.0%	66.0%	70.0%	
LTP1 – Accessibility: % of population within a 15 minute bus ride of CC/District Centre	69.8%	69.8%	82.0%	75.0%	

Code & Description	Baseline	2006-2007	2007-2008	LTP2 Target	RAG Analysis
LTP 2 – Change in area-wide road traffic mileage (million vehicle kilometres)	1150	1174	1180	1208	
LTP 3 – Average no. of daily Cycling trips	1334	2866	3267	2117	
LTP 4 – Mode share of journeys to school (% of children driven to school)	N/A	23.0%	20.3%	???	
LTP 5 – Bus Punctuality at start and finish points	73.0%	72.9%	63.6%	85.1%	
LTP 5 – Bus Punctuality at intermediate points	77.3%	78.4%	63.7%	86.4%	
LTP 6 – Changes in peak period traffic flows (vehicles entering city between 07:00 – 10:00)	30784	30275	29193	30784	

Code & Description	Baseline	2006-2007	2007-2008	LTP2 Target	RAG Analysis
LTP 7 – Congestion (no requirement for Southampton to measure this indicator)	N/A	N/A	N/A	N/A	
LTP 8 – Air Quality (see BV102, LTP 3, LTP 6, LTP 2 and Modal Split)	N/A	N/A	N/A	N/A	
% of Eligible population with Concessionary Fares Pass	65.0%	69.2%	Data not available	75.0%	
No. of members of dial-a-ride scheme	2853	2500	Data not available	3400	
Modal Split - % of people travelling into the CC by car during peak period	72.9%	72.4%	72.7%	69.0%	
Modal Split - % of people travelling into the CC by public transport during peak period	24.1%	24.5%	24.3%	28.0%	

Code & Description	Baseline	2006-2007	2007-2008	LTP2 Target	RAG Analysis
Modal Split - % of people travelling into the CC by public transport during off peak period	19.0%	20.8%	20.6%	22.0%	
Average daily no. of cycles using cycle parking facilities in city and district centres	1750	1868	2170	2450	
No. of annual cycle thefts reported (non domestic)	1513	1321	987	957	
% of school population covered by a travel plan	77.0%	96.0%	100%	100%	
% of city workforce covered by a travel plan	24.1%	28.8%	29.6%	35.0%	
% of users satisfied with public transport information	45.0%	57.0%	Data not available	75.0%	

Code & Description	Baseline	2006-2007	2007-2008	LTP2 Target	RAG Analysis
Accuracy of Travel Line information	66.0%	76.8%	Data not available	90.0%	
% of street lighting working at any one time	98.7%	98.4%	99.2%	99.3%	
No. of Taxi rank spaces in the city centre	90	90	90	100	
No. of disabled parking bays in the city centre	150	150	150	165	
No. of signalled junctions with bus priority	19	19	19	38	
No. of junctions in the SCOOT system	71	71	71	76	