

DECISION-MAKER:		OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE	
SUBJECT:		LOCAL TRANSPORT PLAN 3	
DATE OF DECISION:		17 FEBRUARY 2011	
REPORT OF:		EXECUTIVE DIRECTOR - ENVIRONMENT	
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STATEMENT OF CONFIDENTIALITY			
None.			

SUMMARY

In order to fulfil a statutory duty the Council is developing a new Local Transport Plan (LTP3). This report notifies the Overview and Scrutiny Management Committee of the strategy that has been agreed by Transport for South Hampshire (TfSH) and the proposed Implementation Plan for the city.

LTP3 has two parts:-

- A twenty year transport strategy for the whole of south Hampshire including the cities of Southampton and Portsmouth. This is attached at Appendix 1; and
- An implementation plan identifying transport schemes planned for delivery between 2011 and 2015 within Southampton, outlining the strategy and rationale for planned interventions. An introduction to the draft LTP3 Implementation Plan is attached at Appendix 2.

Copies of the draft LTP3, combining both elements, are available from the Members' Rooms.

RECOMMENDATIONS:

That the Overview and Scrutiny Management Committee:

- (i) Comments on the LTP3 Strategy which has been developed with Hampshire County Council and Portsmouth City Council; and
- (ii) Comments on the draft LTP Implementation Plan.

REASONS FOR REPORT RECOMMENDATIONS

1. To provide the Overview and Scrutiny Management Committee with an opportunity to comment on the version of the LTP3 scheduled to be put before Cabinet and Full Council for approval, subject to further minor text amendments to be approved by the Portfolio Holder for Environment and Transport.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

2. None. It is a statutory requirement that an LTP be produced and agreed by full Council before April 2011. It is also a requirement of the LTP guidance that the LTP have two sections, including a strategy section which sets the long term transport strategy and an implementation plan which includes a list of programmes and schemes for implementation over a three to five year period.

DEVELOPMENT OF STRATEGY & CONSULTATION

3. The LTP3 Strategy for South Hampshire sets out the approach to transport to be taken within South Hampshire up to 2031 by the three constituent Local Transport Authorities of Portsmouth City Council, Southampton City Council and Hampshire County Council, working together as Transport for South Hampshire (TfSH). This LTP3 strategy builds on the joint Solent Transport Strategy developed as part of the previous round of Local Transport Plans.
4. The vision is to create an environment that will better facilitate economic growth and private sector investment in the Solent area. Key elements of the new LTP include:
 - Measures designed to increase public transport patronage by 50%, including upgraded and cheaper real time information, effective bus priority, rationalisation of routes and smartcard investment by bus operators
 - Improved ability and tools to manage the highway network to make what we have work more efficiently, including modeling capability, signal junction modifications
 - Measures to support greater levels of walking and cycling including a revised and prioritised cycle network and pedestrian schemes
 - Measures to transform the public realm at key locations including, central station interchange enhancements, Civic Centre junction, Oxford Street/Platform Road and district centre's
 - Some road capacity improvements notably Junction 5 of the M27 and Platform Road (both subject to funding from the Regional Growth Fund).
5. An initial consultation on the challenges for the sub region was undertaken in late 2009, and between July and September 2010 the three Local Transport Authorities (LTA's) ran a consultation on the joint strategy. The consultation was accompanied by a response survey and an online survey which posed a number of questions on the proposed vision, challenges, outcomes, policies and options for delivery. Respondents either used this survey, or provided their views on the components of the draft strategy in a less structured format.
6. One hundred and sixty responses were received to the consultation (which was similar to the number of responses received by other authorities undertaking LTP3 development). In addition, the three LTAs jointly held three workshops for stakeholders, which were attended by 144 representatives from 75 different organisations. Following the consultation process the Joint Strategy, attached at Appendix 1, was agreed by the TfSH Joint Committee on 22nd November 2010.

LTP3 IMPLEMENTATION PLAN

7. The Department for Transport have confirmed funding for the next two years and have given indicative funding for 2013/14 and 2014/15. Funding levels are shown in the table below. It is allocated on a formula basis and is not linked to the quality of the LTP. However, there are a number of new sources of government funding for transport. The LTP has therefore, been written with other funding sources in mind. These include Regional Growth Funding, the new Local Sustainable Transport Fund and European opportunities.

Southampton	Integrated Transport	Maintenance
2011/2012	£1.9m	£1.9m
2012/2013	£2.0m	£1.8m
2013/2014 Indicative	£2.0m	£1.7m
2014/2015 Indicative	£2.8m	£1.6m

8. The Local Development Framework and emerging City Centre Master Plan identify the locations of growth and development in the city. To meet these growth aspirations the LTP needs to ensure significantly more people travel by forms of transport other than the car in the future. As a result much of this LTP is about walking, cycling and public transport and not about building new road capacity. This is because it the only practical and affordable way of dealing with the growth in the number of trips forecast. We are planning to accommodate some increase in the number of car-borne trips and improve network efficiency but the bulk of the growth must be accommodated by non car modes of transport. With 1/3 of all growth in housing (5000 units) taking place in the city centre the opportunities for increased walking, cycling and public transport are good.
9. Schemes will be prioritised against the following criteria;
1. **Policy Goals** – Does the proposed scheme contribute to achieving the goals outlined within the LTP3 Strategy?
 2. **Benefit Cost Ratio & Funding** – Does the proposed scheme offer value for money?
 3. **Deliverability & Feasibility** – Is the proposed scheme deliverable?
10. An introduction to the draft Implementation Plan is attached at Appendix 2. Copies of the draft LTP3 are available in the Members' Rooms.

FINANCIAL/RESOURCE IMPLICATIONS

Capital

11. The LTP will set the future strategy by which available transport funding will be targeted at improving the existing transport network in line with the allocated and indicative spend for the period 2011-2013 and 2013-2015 respectively.

Revenue

12. The LTP will set the future strategy by which available transport funding will be targeted at improving the existing transport network in line with the allocated and indicative spend for the period 2011-2013 and 2013-2015 respectively.

Property

13. Some LTP schemes will have land issues associated with them. These will be addressed on a case by case basis.

Other

14. None

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

15. The duty to undertake overview and scrutiny is set out in Section 21 of the Local Government Act 2000. The duty to produce a Local Transport Plan is set out in the Local Transport Act 2000.

Other Legal Implications:

16. None

POLICY FRAMEWORK IMPLICATIONS

17. The Local Transport Plan is a policy framework document which Full Council will be invited to approve on 16th March 2011.

SUPPORTING DOCUMENTATION

Appendices

1.	Agreed LTP3 South Hants Joint Strategy
2.	An Introduction to the LTP3 Implementation Plan

Documents In Members' Rooms

1.	Draft LTP3
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Background Documents

Title of Background Paper(s)
None.

Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)

KEY DECISION Yes

WARDS/COMMUNITIES AFFECTED: All