

DECISION-MAKER:	CABINET COUNCIL
SUBJECT:	LOCAL TRANSPORT PLAN 3
DATE OF DECISION:	14 MARCH 2011 16 MARCH 2011
REPORT OF:	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT
STATEMENT OF CONFIDENTIALITY	
Not applicable.	

BRIEF SUMMARY

Southampton City Council (SCC), Portsmouth City Council (PCC) and Hampshire County Council (HCC), have been working together as Transport for South Hampshire (TfSH) to produce a joint Local Transport Plan (LTP) looking towards 2031. Each transport authority is also producing a separate four year implementation plan for their specific area, to be approved alongside the overall strategy. There is a strong recommendation from Government to produce a new transport plan by April 2011. The strategy sets the long term vision and the four year Implementation Plan includes a list of programmes and schemes for delivery.

RECOMMENDATIONS:

Cabinet

- (i) That the Local Transport Plan (LTP) twenty year Joint Strategy for South Hampshire developed in partnership with Portsmouth City Council and Hampshire County Council be agreed;
- (ii) That the Local Transport Plan Implementation Plan 2011-2015 for Southampton be agreed;
- (ii) That the Implementation Plan be revised each year and be developed alongside the overall Capital Programme.
- (iv) To delegate authority to the Executive Member for Transport and Environment to make minor amendments to the Implementation Plan annually so as to reflect minor changes.

Council

- (i) To adopt the Local Transport Plan Joint Strategy; and
- (ii) To adopt the Implementation Plan 2011-2015.

REASONS FOR REPORT RECOMMENDATIONS

1. To enable a new Local Transport Plan (LTP) for the City to be approved.

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.

DETAIL (Including consultation carried out)

3. In Southampton, the LTP Strategy and Implementation Plan must support a 50% increase in trips into the city centre over the next twenty years to deliver our economic growth strategy. This cannot be achieved by increasing road capacity alone. In future, more people will use buses, trains, walk and cycle; so there needs to be investment in all these modes for the city to function effectively and contribute to being a better connected city.
4. The key tools to achieve the plan objectives are better public transport services, using the existing network capacity within the system to best effect (the proposed Platform Road scheme is an example of this), and the 'Smarter Choices' programme which aims to change travel behaviour as well as continuing to make our transport network safer and more attractive to use by all modes of transport. This approach aligns closely with the emerging City Centre Master Plan.
5. The LTP also aims to deliver transformational high quality public realm enhancements to the city and district centres. Comprehensive asset management strategies for roads and structures are already in place but will be reviewed and updated over the next year by our new Strategic Highways Partnership.

Outcomes

6. The joint LTP strategy aims to bring about the following outcomes:
 - Reduced dependence on the private car through more people choosing improved public transport and active travel modes (i.e. walking and cycling);
 - Improved awareness of the different travel options available to people for their journeys;
 - Improved journey time reliability for all types of transport ;
 - Improved road safety within the sub-region;
 - Improved accessibility within and beyond the sub-region;
 - Improved air quality and environment, and reduced greenhouse gas emissions;
 - Promoting a higher quality of life.
7. These outcomes are encapsulated within the sub regional policies contained within the strategy. Each of the three transport authorities (SCC, PCC and HCC) have prepared a separate Implementation Plan with a local four year strategy to work towards achieving these over-arching outcomes.
8. The Southampton Implementation Plan is divided into seven strategy areas that reflect the goals and challenges outlined within the LTP3 Strategy. These are Active Travel, Asset Management, Network Management, Intelligent Transport & Enforcement, Public Realm, Public Transport and Smart Cards, Road Safety and Smarter Choices.

Schemes

9. The schemes anticipated to be delivered during the first four years of the Implementation plan will encompass both small scale and some larger key projects including:-
 - Smarter Travel Southampton and the Smarter Choices Programme
 - Civic Centre Place and North of Central Station Public Realm Improvements;
 - Real Time Bus Information Refresh;
 - Smartcard Development (initially bus based);
 - Platform Road/Dock Gate 4 Public Realm Improvement;
 - District Centre Bus Interchange Improvements;
 - Cycle & Walking “missing links” and strategy;
 - Oxford Street Public Realm Improvements;
 - Legible Cities Signing Programme Phase 1 – QEII Mile;
 - Cobden Bridge Cycle Improvements (funded in partnership with Sustrans)

Consultation

10. The three Local Transport Authorities (LTA's) ran a consultation from 8 July to 29 September 2010. 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. Over 160 respondents either used this survey, or provided their views on the main components of the draft strategy in a less structured format. In addition, the three LTAs jointly held three workshops for stakeholders, which were attended by 144 representatives from 75 different organisations.
11. In addition to the formal consultation bus operators have been involved in the development of the bus strategy, Intelligent Transport and Bus Priority elements of the implementation plan. Other stakeholders including the Chamber of Commerce, Transport Alliance, ABP, GOSE, Southampton University, Sustrans, Southampton Action For Access, Cycle Groups and others have been involved in targeted consultation and critical friend analysis of the Implementation Plan development and development of scheme lists.
12. Discussions have taken place within various departments of the Council developing the plan as well as with the Air Quality Management Group, Later Years Co-ordinator, Licensing, Children's Services, Economic Development and Children's Trust Board amongst others.
13. The LTP will also use appropriate media to communicate the key messages and the impact of the plan from the perspective of key stakeholders (e.g. residents, business, schools and higher education establishments, cyclists, car users, hospital users, rail users, bus users etc).

RESOURCE IMPLICATIONS

Capital/Revenue

14. The Department for Transport have confirmed funding for the next two years and given indicative funding for the two years after as set out below. The Integrated Transport element is significantly below the funding from the last year of LTP2 from £3.1m (not including the in year 75% grant funding cut) in 2010/2011 to £1.9m in 2011/2012. However this now consists of grant rather than the previous formula of grant plus permission to borrow.

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	£2.9m	£1.6m

15. The potential programme far outweighs the funding available through the LTP settlement. However, schemes will be prioritised within the funding currently available and additional funding opportunities will be explored.
16. Whilst LTP allocations are significantly lower than previous levels there is significant cause for optimism that other funding opportunities will be available to Southampton. These include:
- Regional Growth Fund (we have submitted an £6.3m grant bid as part of an £8.5m scheme and expect to hear in April 2011);
 - The Local Sustainable Transport Fund which is a £580m fund for sustainable transport measures (Southampton will be coordinating a joint TfSH bid for circa £35m for submission in December 2011);
 - The Localism Bill outlines proposals for Tax Increment Funding
 - Developer contributions in the form of S106 or similar.
17. Having a strong strategy and clear implementation plan compliant with Government objectives, localism and “Big Society” ideals is critical if we are to be able to access these funding opportunities effectively.
18. The LTP incorporates a robust (but easy to use) scheme prioritisation methodology which complements our internal project management processes. It will ensure that decision makers are well informed about what schemes offer greatest value for money.

Property/Other

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

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

20. The duty to produce a Local Transport Plan is set out in the Local Transport Act 2000.

Other Legal Implications:

21. None

POLICY FRAMEWORK IMPLICATIONS

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

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KEY DECISION? Yes/No Yes

WARDS/COMMUNITIES AFFECTED:	All
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SUPPORTING DOCUMENTATION

Non-confidential appendices are in the Members' Rooms and can be accessed on-line

Appendices

1.	Local Transport Plan 3 – TfSH Consultation Summary Document
2.	Agreed LTP3 South Hants Joint Strategy

Documents In Members' Rooms

1.	None
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Integrated Impact Assessment

Do the implications/subject of the report require an Integrated Impact Assessment (IIA) to be carried out.	Yes
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Other Background Documents

Integrated Impact Assessment and Other Background documents available for inspection at: One Guildhall Square

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
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1.	LTP3 Integrated Impact Assessment	
2.	LTP3 Strategic Environmental Assessment	
3.	LTP3 Habitats Regulations Assessment	