

DECISION-MAKER:	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE		
SUBJECT:	TRANSPORT PLANS FOR THE NEXT 15 YEARS IN SOUTHAMPTON		
DATE OF DECISION:	14 th AUGUST 2014		
REPORT OF:	CABINET MEMBER FOR ENVIRONMENT & TRANSPORT		
<u>CONTACT DETAILS</u>			
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STATEMENT OF CONFIDENTIALITY			
None			

BRIEF SUMMARY

Southampton's bold and ambitious vision has transport at its heart. A vision that, once completed, will bring £3 billion of investment, creating jobs and bringing new homes to the city by 2030. With £1 billion of development already underway or in the pipeline, it is well on the way to achieving great things.

Part of this is to develop a capital programme in combination with a major behaviour change programme, My Journey. Changing attitudes and behaviour followed by locking-in these changes through physical infrastructure improvements will lead to a lasting legacy.

This paper, requested by OSMC, sets out Southampton's transport plans for the next 15 years with respect to overall strategy, update on the My Journey behaviour change programme and Member engagement.

RECOMMENDATION:

- (i) The Committee is requested to consider and note this report.

REASON FOR REPORT RECOMMENDATIONS:

In response to a request for this item to be discussed at the OSMC meeting in August 2014.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED:

None.

TRANSPORT STRATEGY APPROACH

1. Over £45 million has been awarded through a variety of funding streams with more awaiting an announcement. (see Figure 1 below). Significant funding was awarded from the Department for Transport's LSTF including a further award to Transport for South Hampshire (TfSH). Southampton led on the behaviour change element and a new sub-regional smart ticketing scheme which went live in August 2014.
2. To continue progressing and delivering its projects, the council has forged many effective partnerships. The council works closely with our Solent Transport partners, Hampshire County Council (HCC) and Portsmouth City Council (PCC), to deliver transport projects. For example, the My Journey campaign is now delivered collaboratively across all three authorities to maximise its potential.
3. A significant partnership was established initially to oversee and jointly deliver the LSTF. This was formalised between Southampton City Council, the University of Southampton and Sustrans to create a Centre for Sustainable Travel Choices. This unique partnership allows for staff to be 'seconded' to Southampton City Council, HCC and PCC allowing access to a wider skill base and achieving greater economies of scale.
4. The council has created effective working relationships with many internal council services and partner organisations, including Job Centre Plus which has helped almost 400 people improve their chances of finding suitable work opportunities through funding a limited period of bus travel.
5. The council has a strong commitment to improving health and sees active travel as a key part of health improvement plans. Projects have been delivered and continue to be developed with the public health team, NHS, and Sustrans, such as volunteer led cycle rides and walks and health referral schemes whereby patients are referred to an Active Travel officer to help them take up more physical activity (walking or cycling) and become healthier.
6. In addition, local businesses, schools, colleges and universities, hospitals, GP surgeries and community groups have all been engaged with the My Journey project and are actively doing their bit to raise awareness of sustainable alternatives to the car and reduce their own contribution.

Figure 1: Transport Policy Funding - Awarded

Source	Amount	Funding Period	SCC Contribution	Partnership Organisations
Local Sustainable Transport Fund (Small Bid) - DfT	£3.5M (Revenue) £0.45M (Capital)	March 2015	£1.7M	Sustrans & University of Southampton
Local Sustainable Transport Fund (Large Bid) - DfT	£11.3M (Revenue) £6.6M (Capital) - TfSH	March 2015	£2.33M - TfSH	Hampshire County Council & Portsmouth City Council
Regional Growth Fund – DfT	£10.0M (Capital)	January 2015	£1.4M	N/A
Better Bus Area Fund - DfT	£3.59M (Capital) £0.88M (Revenue) - TfSH	March 2014	£0.74M - TfSH	Hampshire County Council & Bus Operators
Local Pinch Point Funding (Bridges) - DfT	£2.47M (Capital)	March 2015	£1.72M	N/A
Cycle Safety Scheme – DfT	£250K	February 2014	£150K	Sustrans
High Street Renewal Fund	£88K	-	-	West Itchen Community Trust, St. Marys Traders Association & Solent University
Local Pinch Point Funding (Central Station) - DfT	£4.26M	March 2015	£2.0M	N/A
Clean Bus Technology Fund	£1.4m	March 2015	£70,300	£703,000
LSTF Revenue Funding 15/16	£1.55m	April 2015 – March 2016	£291,700	£278,250

Figure 2: Transport Policy Funding - Pending

Source	Amount	Funding Period	SCC Contribution	Partnership Organisations
DfT Underspend Bids*	£3.2m	March 2015	£0	£0
Clean Vehicle Technology Fund*	£890,000	September 2015- March 2015	£56,050	Bus Operators £440,000

7. The Southampton Local Transport Plan 3 sets out the strategy, policies and priorities for future transport infrastructure within the city, in line with Government policy.
8. The over-arching strategy of LTP3 shares a strategic framework for South Hampshire developed with Hampshire County Council and Portsmouth City Council and sets the strategy for the Solent Transport area for the next period until 2031.
9. The LTP3 aims to address a range of current and future challenges which impact on the transport network and influence people's travel behaviour and needs. These challenges include:-
 - ensuring that the vitality of the local economy is supported and enhanced;
 - reducing the environmental impacts of travel and transport, whilst adapting to cope with the anticipated impacts of climate change;
 - delivery of improvements to transport during a period of restrictions on public finance in the short to medium-term;
 - addressing the increasing problem of obesity and other health problems related to a lack of exercise through widening the range of travel options available to people;
 - improving access to the port and improving accessibility around the city in general; and
 - maintaining progress on improving road safety achieved during the previous LTP.
10. The LTP3 includes a three year Implementation Plan (2011/12 - 2014/15) which lists all the transport schemes proposed. The Implementation Plan is in the process of being reviewed and updated for the next three year period (2015/16 - 2017/18). The focus for transport investment within Southampton will be to support new development in the city centre, primarily through delivering interventions which accommodate additional travel demand through further modal shift.

Next three years (2015-2017)

11. The programme over the next three years will concentrate on the following policy areas:-

Active Travel

- City Streets Public Realm Improvement Programme including:-
 - o Station Quarter South Side - part of the International maritime Promenade.
 - o Kingsbridge Lane – key link on the north side of station linking to the city centre.
 - o Green Mile (Queensway) – to support the Fruit and Veg market.
- Strategic Cycle Network/ Legible Cycle Network – Developing the network

further as well as adopting a policy for future bidding activity.

- Legible Cities – extension to existing system into district centres.

Traffic Management

- Intelligent Transport Strategy aimed at enhanced management of the city centre road network.
- Variable Message Signing – to deliver enhanced information to motorists and manage the fluctuations in traffic flows associated with port related activities.

Bus Corridor Enhancements

- Bus priority enhancements along key bus routes in the city including further developing bus priority at junctions through the Bus Punctuality Task Force (BPTF).
- Legible Bus networks of improved information and signage at bus stops and shelters.

Road Safety

- Yearly programme – 6 schemes identified as priorities for delivery subject to funding.

Road Capacity enhancement

- Redbridge Roundabout junction improvements to address a major pinch point in the city.

Development Enabling

- Watermark West Quay – New public realm
- Royal Pier Waterfront – Red funnel relocation/ New marshalling yard and public realm.

Longer Term infrastructure schemes 2017-2021

12. Longer term infrastructure plans will be guided by strategic land use, transport and economic policy as set out in the Councils planning policy documents and Solent wide by the Local Economic Partnership. Key focus areas include (and illustrated in Appendix A):

- Transport infrastructure to support Itchen Riverside development. This will include opening up the waterside for pedestrian and cycle access;
- Station Quarter (South) – Development proposals on the south side of the development will require some major changes to the road network to

- support the city centre master plan;
- Eastern Access (A3024) – To support access to the city from the east there is a need to address a major bottleneck into the city at Northam Rail bridge;
 - East-West Connectivity – Including enhancements to the Southampton to Portsmouth rail links and also to the M27 to deliver greater mobility for the sub region's workforce and facilitate the Solent areas aspirations for growth.

My Journey Programme LSTF Behaviour Change Programme

13. The programme is delivered by a partnership formed of Southampton City Council, Sustrans and University of Southampton. Other organisations and agencies help with key projects and services but the overall responsibility for the delivery rests with this partnership, with the city council as the accountable body. A Programme Board exists to monitor and guide the programme and receive regular progress reports.
14. The targets for the programme include:
 - A 12% modal shift away from private car use toward other modes of transport.
 - A real-terms cut in emissions from transport (including freight) of between 10 and 20%, even despite the forecasted addition of seven million (more) trips per annum over the next 20 years.
 - To facilitate the development aspirations of the city including 100,000 sqm of new retail space, 110,000 sqm of office space, 5,450 new homes and creating 6,700 new jobs.

Summary of progress

15. The Southampton Sustainable Travel City Programme has now been spearheading the implementation of innovative projects and models of delivery for nearly three years. In this time significant strides have been made. Programme highlights include:
 - Awareness of the city's travel brand has increased from an already impressive 37% to 53% who have seen and understood the brand (over 1500 surveyed). Of this number 70% have started walking or cycling since the beginning of 2014
 - Support has been given to over 72 businesses representing over 23,000 employees; Bike It, Bikeability and STARS activities and events have been held in over 83% of the city's 77 schools leading to over 18,000

interactions with pupils; cycling in schools has increased by over 320%, and over 6,700 households have been provided with free travel advice and incentives

- The number of daily cycling trips increased by 12% whilst daily traffic reduced by 3.2% between 2011 and 2013 (it is important to note that there will be a lag with the data measuring the effect of the MyJourney programme on modal shift. Final figures won't be available until autumn 2015 accounting for the whole programme up to March 2015).
- Sky Ride Southampton 2013 attracted over 10,000 people to the five mile traffic free cycle route around the city centre. Sky Ride 2014 bettered these figures with over 12,000 registered attendees;
- 25 Sky Ride Local rides took place over the summer of 2013 with 412 participants; further Sky Ride Local events are currently taking place with 127 Health walks were held across the city for residents with over 1,400 instances of participation;
- Cycle parking and pedestrian access facilities were improved at 12 schools in the city with 10 scheduled to be improved during 2014;
- 15 schools achieved Modeshift (national school travel planning network) Bronze accreditation – the highest number of accredited travel plans of any single authority in the country;
- Over 2,400 children have been trained via Bikeability;
- Since the start of the My Journey programme the Bike-It project has delivered over 270 events in over 46 schools with over 18,000 participants. This has resulted in a 5.3% increase in the number of pupils regularly cycling to school and a 2.7% increase in pupils travelling to school actively;
- We have exceeded targets for business engagement in the city. Support has been given to over 72 businesses representing over 23,000 employees;
- Over 2,300 individuals looking to access employment were helped through the 'In To Work' project;
- Over 18,000 pupils in Southampton took part in Walk to School Week;
- The SEN Independent Travel Training project led to 50 children travelling independently achieving significant savings;
- The Sustainable Distribution Centre launched in February 2014 providing freight consolidation and storage services for the council, universities, surrounding district authorities and businesses in the city involving close working with major retailers, local hauliers and the Port Authorities;

- The Big Pedal saw 33 events take place in 10 days delivering over 9,500 sustainable journeys to school. Cycling at Mansel Park School increased from 1% to 28% over the two weeks;
- Over 6,700 households have been provided with free travel advice and incentives through the Personal Journey Planning project undertaken in Millbrook and Portswood;
- Over 16,000 website (www.myjourneysouthampton.com) visits between February and April;
- 2.6% rise in cycling trips in the city following the latest My Journey marketing campaign.

Value for Money

16. Recent work undertaken independently from by the Department of Transport suggest indicate that the Large LSTF bid delivering behaviour change, smart ticketing and infrastructure improvements are delivering a Benefit Cost (BCR) of 7.3. That means for every £1 spent on these projects society derives a benefit of at least £7.30. For the Sustainable Travel Choices project the measures might be expected to deliver a Benefit Cost Ratio of 3.6. However, if other relevant benefits (Health, CO2, Noise, and the direct benefit of improved travel conditions) are considered, the BCR could be expected to increase by a factor of between 2 and 8 (i.e. the real BCR would be between 7.2 and 29:1).

Member Engagement

Ward Councillor Consultation

17. Through their strong links with residents in their wards, Councillors have a key role to play during public consultations.

Resident Parking Zone Review

18. Following the introduction of charges for permits in Resident Parking Zones, Southampton City Council is currently carrying out a review of parking restrictions in residential areas. As part of this review, a survey of all households eligible for a permit was carried out in March 2014.
19. All Councillors were notified of the survey in advance and there was evidence that Councillors in affected wards were actively discussing the review with

residents.

20. Councillors were informed of the results of the survey and the project team have been holding a series of workshops to review the results from the Residents Parking Zone survey and to develop an initial action plan for each zone if amendments/changes are needed.

21. Workshops held so far:

- Zones 2 and 3 – Councillor Payne, Councillor Chamberlain and Councillor Hammond (26th June)
- Zone 7 – Councillor Morrell and Councillor Thomas. Apologies received from Councillor Spicer and Councillor Kaur. (11th July)
- Zones 7, 9 and 10 – Councillor B. Harris and Councillor L. Harris. Apologies received from Councillor Hannides. (15th July)
- Zone 1 – Councillor Bogle, Councillor Noon and Councillor Tucker (19th August)

Other workshops to follow.

22. A wider city consultation aimed at other local residents, businesses and community groups is being carried out in August and Councillors have again been informed of this survey.

23. Feedback from the consultation and workshops will be used to develop a revised Residents Parking Policy. Once this is approved by Cabinet it will provide a consistent framework for implementing or amending parking restrictions in residential areas including those discussed in the Resident Parking Zone workshops.

The TRO consultation process is shown in Appendix 2.

RESOURCE IMPLICATIONS

Capital/Revenue:

24. No implications at this stage

Property/Other:

25. No implications at this stage

LEGAL IMPLICATIONS

Statutory Power to Undertake Proposals in the Report:

26. The duty to undertake overview and scrutiny is set out in Part 1A Section 9 of the Local Government Act 2000.

Other Legal Implications:

27. None

POLICY FRAMEWORK IMPLICATIONS

28. These will be defined as the work progresses.

KEY DECISION? No

WARDS/COMMUNITIES AFFECTED:

All

SUPPORTING DOCUMENTATION

Appendices :

1.	SUMMARY OF KEY TRANSPORT INFRASTRUCTURE PLANS PRESENTED TO LEP
2.	TRO CONSULTATIONS

Documents In Members' Rooms:

1.	None
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Equality Impact Assessment:

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out?	No
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Other Background Documents

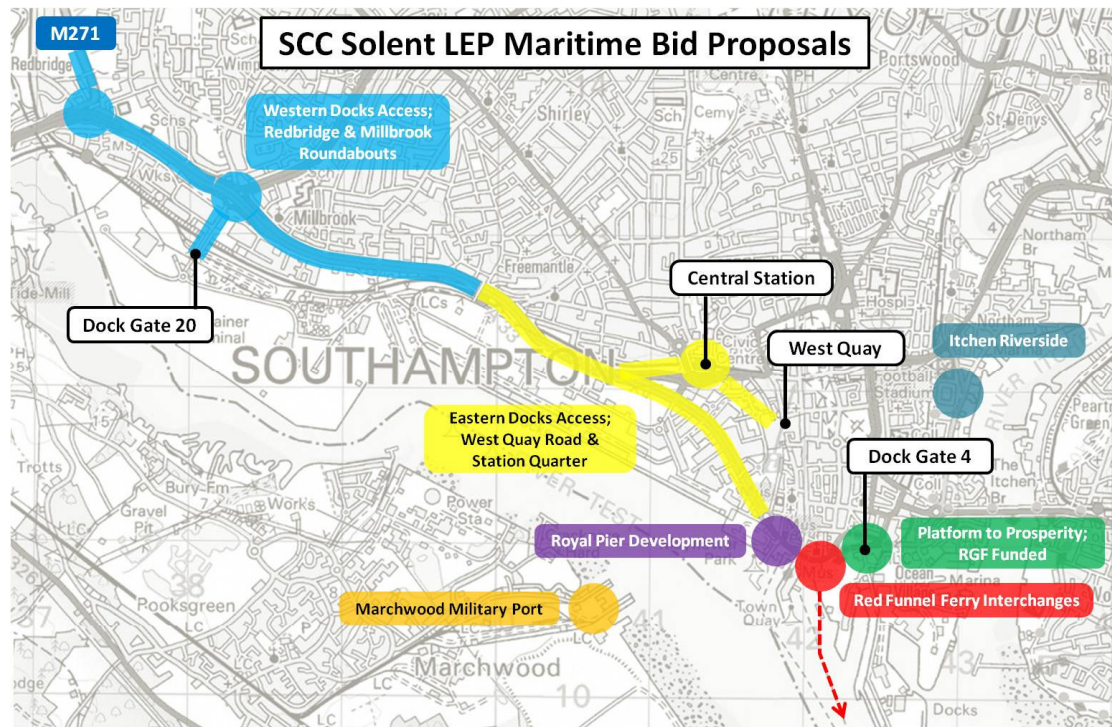
Equality Impact Assessment and Other Background documents available for inspection at:

Title of Background Paper(s)

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

1.	None	
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Appendix 1: SUMMARY OF KEY TRANSPORT INFRASTRUCTURE PLANS PRESENTED TO LEP.



Appendix 2: TRO Consultations

Transport and Highways are currently developing a consultation process to ensure that Councillors are kept informed of significant changes to the highway or footway in their wards.

A two stage process is envisaged as outlined in the tables below;

