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**SUBJECT:** LOCAL TRANSPORT PLAN  
**DATE:** 15 OCTOBER 2015  
**RECIPIENT:** OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

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## **THIS IS NOT A DECISION PAPER**

### **SUMMARY:**

This report sets out the proposed approach and intended programme for updating Southampton's current Local Transport Plan (LTP3).

### **BACKGROUND and BRIEFING DETAILS:**

1. Every Local Transport Authority (LTA) must produce a statutory Local Transport Plan (LTP). The LTP document outlines the LTA's strategic approach to how it manages and delivers transport now and in the future, and where it intends to specifically invest resources into transport schemes and initiatives.
2. National guidance states that a LTP should include a long-term policy strategy and a short-term Implementation Plan. The Implementation Plan sets out a capital investment programme of schemes and measures to maintain, manage and improve the city's transport network, as well as assisting in meeting wider local and policy objectives to grow the economy, protect the environment and the city, and improve the health, safety and equality for residents, business and visitors.
3. As the LTA for Southampton, Southampton City Council (SCC) produced and adopted a LTP (known as LTP3) in 2011, which sets out the council's transport policy aspirations and sits alongside the wider South Hampshire Transport Strategy. The LTP3 currently covers the period from 2011-2031. The Implementation Plan covers a shorter period from 2011 to 2015.
4. The current LTP3 was written before the development of the Sub-Regional Transport Model (SRTM), City Centre Microsimulation Model, the release of 2011 Census data, changes in national focus on transport following the formation of the Coalition Government, and recent announcement of significant Highways England funding over the next 5 years in the Southampton area. As a result, and to meet the changing needs and environment of Southampton, the Council is developing a new LTP (LTP4), which will provide a robust evidence base with strong linkages to other policies such as City Strategy, Solent LEP Strategic Economic Plan, and the emerging City Local Plan. The updated LTP4 will cover the same time period as the emerging SCC Local Plan up to 2036. This will provide the Council with a strong platform to support and manage the planned development in the City and when making further applications for funding to invest in its transport infrastructure as it will clearly set out the city's strategic needs and priorities over the next 20 years.
5. The Council also has a requirement to update its 3 Year Implementation Plan for the next three year period which will be 2015-2018. Therefore, it is now an appropriate time to review and update the current LTP policies and Implementation Plan, to achieve this the following stages have been identified, and are also shown in Appendix 1 and the relationship to other strategies is in Appendix 3.

## **Stage 1 - LTP3 Delivery and Implementation Plan 2015-2018**

6. The LTP3 Implementation Plan 2015-18 will update the current 2011-15 Implementation Plan and will retain the current LTP3 policy (2011-2031). This is similar to approach done by Hampshire County Council. The Implementation Plan will contain a review of the outcomes and outputs of the first Implementation Plan 2011-15; highlighting achievements with statistics, outturns of the LSTF programme, and progress against items in the 2011-15 programme as identified in LTP3 Chapter 15 against each policy area. It will then set out a three year programme detailing the specific projects, schemes and actions that the Council will deliver. This programme is agreed every March, therefore this updated Implementation Plan 2015-18 includes details for the Council approved Capital Programme 2015/16, and indicative programme for the following two years, 2016/17 and 2017/18.
7. Southampton will experience change over this time to 2018 with major developments in the City being completed or commenced, such as Watermark West Quay and Royal Pier Waterfront & Trafalgar Dock. The population of the city will also continue to grow and change with an ageing population, this will continue to place increasing pressure on the city's transport network.
8. A well-managed and maintained transport network will be vital to support sustainable economic growth. Given the continued improving economic conditions we will continue to work with partners to ensure that we undertake actions and measures that support this economic growth. Attempting to provide for this expected growth through new roads is not practical or affordable in Southampton, therefore the strategy set out in LTP3 will continue to ensure we make the best use of the network. However, this growth should not be at the expense of other priorities or impacts, such as the environmental impact of transport and climate change or unduly disadvantaging non-car modes. Air quality is increasingly becoming a pressing issue for Southampton not just impacting on the economic prosperity of the city but more significantly on the long-term health of our residents. A deteriorating appearance could also have a negative impact on the condition and operation of the highway network.
9. A number of factors have influenced the approach taken towards delivering the LTP3 priorities over the next three years. The financial climate remains challenging and delivery of schemes and initiatives will be prioritised on how they contribute to LTP strategy and budget constraints. While the Government has provisionally set out the Local Transport Capital Block Settlement for 2015 to 2018, it remains unclear as to whether this will remain so following spending decisions during 2015. The indicative funding of Integrated Transport is shown in Table 1.

<b>Table 1 Indicative Integrated Transport Capital Block (2015-2018)</b>			
<b>Year</b>	<b>Highways Maintenance Block</b>	<b>Local Transport Capital Block</b>	<b>Total Grant</b>
2015/16	£1.704m	£2.124m	£3.828m
2016/17	£1.562m	£2.124m	£3.686m
2017/18	£1.515m	£2.124m	£3.639m

10. In addition to the Local Transport Block Settlement detailed in table 1, the Council must actively seek other funding opportunities to enable the delivery of major transformational

transport projects, such as Platform Road, Bridges to Prosperity and Station Quarter North.

11. The Council has been successful in securing **£89m** of external investment which will see a number of major transport schemes implemented over the next 3-5 years. This includes Local Growth Deal funding secured through the Solent Local Enterprise Partnership to deliver the Station Quarter North public realm improvements, which will be implemented in 2015/16 and also major maintenance works at Millbrook Roundabout planned for 2016/17.

12. The Highways England's Route Investment Strategy 1 (RIS1), which sets out their long term investment programme to 2020/21 has also named three major projects on the Strategic Road Network (SRN) in the vicinity of Southampton that will be planned and see commencement of delivery during this Implementation Plan.

- M271/A33 Redbridge Roundabout upgrade, to increase the capacity of junction planned for 2017/18, and;
- M27-Southampton Bridges & Access, which consists of four elements, is expected to relieve pressure on the M27 corridor and downstream junctions (Js3, 5 & 7), by improving the route into Southampton from M27 Junction 8 via A3024, and includes: capacity upgrades to Junction 8, Windhover Roundabout (A27/A3024/A3025), replacement of Northam Rail Bridge increasing its width from 2 to 4 lanes, and major highway improvements aimed at improving traffic movements and capacity on the Eastern Access Corridor (A3024) into the city centre. Works are due to start from 2017/18 to 2021/22.

13. These projects are currently at an option identification stage to inform more detailed development including engagement with wider stakeholders. Following these stages the schemes will prepare for construction through detailed design and consultation.

14. Table 2 summarises the external funding secured by the Council to deliver major transport projects and Appendix 4 gives greater details of the SCC match funding commitments.

Table 2 Project	External Funding Source	Lead Authority	Funding Status	Project Value (£m)	External Funds (£m)	SCC Match (£m)
SQN Phase 2-4	Solent LEP LGD R1 & NSIP	SCC	Funding awarded	5.5928	4.535	1.0578
Redbridge Roundabout	HA Route Investment Strategy	HA	Identified in RIS	10.5	10	0.5
M27 Bridges and Access Northam (A3024)	HA Route Investment Strategy	HA	Identified in RIS	75	73	2
Millbrook Roundabout	Solent LEP LGD R1+	SCC	Approved subject to full business case	2	1.4	0.6
			<b>TOTAL</b>	<b>93.0928</b>	<b>88.935</b>	<b>4.1578</b>

15. The LTP3 Implementation Plan (2015-18) has been drafted and the final version is being presented to the Environment and Transport Portfolio holder in October.

### **Stage 2 - LTP4 Evidence Base Development**

16. Recognising that the current LTP3 has some out of date assumptions and statistics forming its evidence base, the latest traffic data, socio-economic information and other evidence is required in order to support the development of the new LTP4. To do this, various data collection exercises to validate and extend to the current microsimulation traffic model with 2036 SCC development assumptions, is required. This is connected with Solent Transport led data collection work on updating the SRTM during 2015. The evidence base will help to uncover the issues and options for policy areas and interventions that can be investigated, tested and developed further. Complementary policy, mode or area specific strategies (ITS, Cycling, VMS, Low Emissions, Transport Asset Management Plan, Road Safety) will be developed/updated concurrently to help feed into the overall LTP4 update. These will both feed into and feed off the evidence base work.

Expected timeframe – Autumn 2015/16.

### **Stage 3 - LTP4 Issues and Options**

17. From the developed evidence base, future issues for the transport network in Southampton will emerge, these will be used for high level issues and options generation. The issues and subsequent options will be developed and consulted on in a similar manner to the Local Plan Issues & Options, which is running concurrently. These pieces of work are complementary to each other as the level of development in the city will be a large influence on the policy approach taken. The issues are expected to cover highway conditions, asset management, sustainable transport, ITS/VMS, road safety, environmental impacts etc. The overarching approach to schemes and policy options will be on a corridor or area basis, see Appendix 2, such as Eastern Access Corridor (A3024), that holistically investigates the issues and proposes solution options. Consultation on the issues and options is underway to help inform a preferred strategy approach for the city and each strategic corridor. Recent engagement events to date include a breakfast briefing to local businesses and a workshop with local cycling groups.

Expected timeframe – Autumn/ Winter 2015/16

### **Stage 4 - LTP4 Update**

18. Produce a full updated LTP4 that sets out the long-term policy approach and strategy to support the city's growth aspirations to 2036. Based on the evidence and outcomes of the Issues & Options consultation policy and schemes will be appraised to arrive at a preferred package of schemes and strategy. This can then be tested in the extended Microsim model along with the emerging development aspirations and proposals in City Local Plan (Issues and Options) and refresh of Solent Transport strategy.

Expected timeframe Spring/ Summer 2016.

### **RESOURCE/POLICY/FINANCIAL/LEGAL IMPLICATIONS:**

19. Policy – The Local Transport Act 2008 requires all Local Transport Authorities to have a long term transport strategy (Local Transport Plan) and an up to date three year Implementation Plan. The Council's current three year Implementation Plan (2011-15)

- expires this year and it therefore a priority for the Council to ensure this is updated.
20. There is a need for the emerging Local Plan and Local Transport Plan to be aligned and updated ensuring transport policy and land use policy are integrated. In addition, with a stronger evidence base available, it demonstrates a need and opportunity for a full update of the LTP longer term strategy (LTP4).
  21. Financial – subject to the option progressed there are financial and resource implications, which includes officer time and a requirement for external consultancy support (e.g. Microsimulation modelling, data collection). A risk to the Council of not having a robust and current evidence base is that securing funding opportunities (LEP, Developer Funding – CIL or site-specific S106) may be difficult.
  22. Legal – there is a statutory duty to ensure that SCC has an up to date LTP policy base and a 3-year implementation plan.

## **OPTIONS**

23. The following options have been considered for updating LTP 3:
24. Option 1 – carry out a refresh of the Implementation Plan only to include a short summary of achievements on 2011-15 Implementation Plan, review of the new funding opportunities available and a new 3 year Implementation Plan to cover 2015-18. This would be a relatively quick process using a low resource and meet requirement of up to date 3 year Implementation Plan. However, strategy will not reflect current policy or changes since original version of LTP3 was written, or have recent and robust evidence base to help with decision making and prioritisation.
25. Option 2 – carry out a refresh of the Implementation Plan as per Option 1, and a light touch update of the main document strategies and policies to reflect current Policy direction and recent changes to funding and decision making, but no wider consultation/engagement on direction. This would Medium use of resource for strategy planning and development, data analysis and updating the Implementation Plan with some consultation. This would provide an updated LTP3 in line with current DfT guidance on LTPs that will reflect current policy and retains the original time frame (to 2021) but may not take into account the wider long term growth (economic and housing) envisaged for the wider Solent area. This option may require a subsequent refresh in 3 years (in line with Implementation Plan).
26. Option 3 – carry out a full refresh of LTP document to become LTP4 (with a 20 year timeframe) with Implementation Plan, as per Option 1. This would be a complete overhaul of the LTP with rewritten policies and strategies using the latest evidence and policy (national and regional) to reflect the role of the LEP in devolved decision making and funding, LSTF, other funding that and data from the 2011 census. Support the Solent SEP, emerging Local Plan and City Centre Master Plan/VIPs. Higher use of resource for strategy identification, planning and development, data analysis and updating Implementation Plan with extensive consultation and engagement will be required with Local Members, residents, businesses and stakeholders. There is no current obligation to produce a new LTP4; however, other authorities have produced a LTP4 to reflect the changes in transport planning (so far only Lincolnshire, Oxfordshire

and Brighton & Hove are in the process of developing a LTP4).

27. The approach proposed seeks to take forward a hybrid of Options 1 and 3.

## **TIMESCALES**

- Stage 1 - LTP3 Implementation Plan 2015-18: Summer - Autumn 2015.
- Stage 2 – LTP4 Evidence Base development: Autumn 2015.
- Stage 3 - LTP4 Issues and Options: Autumn – Winter 2015/16.
- Stage 4 - LTP4 drafting and adoption: Spring – Summer 2015/16.

## **Appendices/Supporting Information:**

Appendix 1 - Summary Process Plan of Stages 1 to 4

Appendix 2 - LTP3 Implementation Plan 2015-18 Major Schemes

Appendix 3 - LTP Policy Tree

Appendix 4 – SCC Match funding commitments

Appendix 5 – Solent LEP projects

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