

COVID-19 Emergency Active Travel Fund

SECTION A: BACKGROUND

Q1. What is your local transport authority name?

Southampton City Council

Q2. Which geographical region are you in?

South East England

Q3. What type of authority are you?

Unitary Authority

Q4. How would you classify yourself geographically?

Urban Large (population over 250,000)

SECTION B: YOUR SCHEME(S) OR PROGRAMME

Q5. Please provide the scheme or programme name(s)

Southampton Green Transport Recovery Plan

Q6. Please provide a brief summary of the scheme(s) or programme. For example, locations, measures to be adopted, whether they are permanent or temporary measures, and how the scheme or programme will improve mobility, and/or assist with social distancing

The GRTP is our response to the opportunities arising from the changes in people's behaviours and travel patterns. It closely follows our long-term transport strategy Connected Southampton, Green City Charter, Council Strategy, and Health & Well-Being Strategy. The approach will be based on two themes – Supporting Social Distancing and Supporting Active Travel. It will be applied across Southampton – from the City Centre, District Centres, to employment areas such as the Hospital, Universities and Port, and in residential areas. Measures will enable people to travel actively so car-based travel, congestion and pollution do not exceed pre-pandemic levels as more people travel for work, school and leisure. The aim is that this will enable more space for people to get around safely and securely with confidence, support public transport in the long-term and allow people to continue travelling actively. The GTRP will be supported by an on-going messaging programme that encourages people to adapt to the new normal for transport.

Our plan is to:

Support Social Distancing

This is centred around providing more space so people are able to adhere to social distancing guidelines:

- Enabling Social Distancing – providing more space in locations such as the City Centre, District Centres and at bus stops, so people are able to adhere to social distancing guidelines;
- Managing Demand – as more people return to work, go shopping and out for leisure, managing demand will be vital, and we are working with businesses and retail on how to provide space so people can get safely in and out of premises, and how and when people get to work; and
- Managing Access to Public Transport – working with bus operators on how to manage access, services and risks on public transport.

Supporting Active Travel

This focusses on enabling people to continue with the active travel activities that they have been doing during lockdown. This will range from creating facilities and more space for people cycling and walking to a series of smaller measures to provide cycle parking, get pupils to school and make streets safer.

- Cycling – the Southampton Cycle Network will be rapidly advanced using a range of existing measures that can be implemented quickly, including 'pop-up' cycle lanes, temporary road closures, bus lanes or temporary cycle parking;
- Walking – the walking environment will be enhanced through the reallocation of road space to support social distancing, more journeys by walking and make spaces more inclusive. This will include providing people with enough space to move around easily, reducing pedestrian waiting times at crossing points, and removing or relocating existing street furniture to reduce obstructions; and
- Schools – we will be working with schools to enable pupils and staff to get to school safely and actively and support social distancing. We already have a successful School Streets programme and toolkit, and are working with schools to facilitate local road closures and other measures to create extra space at the school gates.

Whilst the current advice is to avoid public transport, it still has an important role to play. Some people will still need to travel by bus and rail as they have no other option. As time progresses, congestion could increase the unreliability of the bus, so the GTRP sets out plans to deliver bus priority measures, provide extra space at bus stops for social distancing and working on new technology to help social distancing and efficiency of paying on the bus.

Alongside all these activities will be a consistent message and our My Journey programme of activities, engagement with businesses, training and marketing, to reinforce and support people's new travel behaviours.

Q7. What will be the total cost of the scheme or programme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£4.2m

Q8. What will be the capital cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£4.2m

Q9. What will be the revenue cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£0

Q10. This expenditure is not intended to be used for any consultancy spend. Are you intending to use consultants?

No

Q11. Is your authority developing a Local Cycling and Walking Infrastructure Plan (LCWIP)?

Yes

LCWIP DETAILS

Q12. Is the proposed scheme located on or within the cycling/walking network plan?

Yes

Q13. Has the proposed scheme been identified in the prioritised list of schemes in your LCWIP? (note: this is not a compulsory requirement for applications)

Yes

SECTION C: SCHEME DETAILS

Q14. What measures will be adopted? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

Point closures

Segregated cycleway (permanent)

Segregated cycleway (temporary)

New temporary footway

Restriction or reduction of parking availability, (e.g. closing bays or complemented by increasing fees)

Park and cycle/stride/scooter facilities

Bus corridor

Other (please specify):

Cycle parking at start and end of journeys

Parklets - small extensions to footways for social distancing or to provide cycle parking

Widening bus stops to provide additional space for social distancing

Q15. If applicable, what is the route length of the scheme (s)? Note an estimate can be provided if the distance is not yet known

Total route length of all schemes is 26km

Q16. When are the works expected to be completed?

From May 2020

Q17. When is the scheme(s) expected to be open to the public?

From May 2020

Q18. Will Traffic Regulation Orders be required?

Yes

Q19. Please confirm you have read the statutory guidance for local authorities (<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities>) and have consulted with bus operators, hauliers and local groups representing disabled people as appropriate.

Yes

Q20. Have you considered how the scheme(s) or programme will be evaluated and will you ensure that appropriate monitoring measures will be put in place?

Yes

SECTION D: DECLARATION

Q21. Reporting Officer details

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Q22. Senior Responsible Officer details

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Q23. Section 31 Officer (or equivalent with delegated authority) details

Name John Harrison
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Q24. Please add further details or clarification

Full details on the Green Transport Recovery Plan are here -
<https://transport.southampton.gov.uk/keepactive>