

# Public Document Pack

## Cabinet

Wednesday, 29th July, 2020

at 10.00 am

### **PLEASE NOTE TIME OF MEETING**

**PLEASE NOTE:** this will be a 'virtual meeting', a link to which will be available on Southampton City Council's website at least 24hrs before the meeting

#### **Members**

Leader – Councillor Hammond

Deputy Leader and Cabinet Member for Customer and Organisation – Councillor Rayment

Cabinet Member for Children and Learning - Councillor Dr Paffey

Cabinet Member for Culture and Homes – Councillor Kaur

Cabinet Member for Finance & Income Generation – Councillor Barnes-Andrews

Cabinet Member for Health and Adults – Councillor Fielker;

Cabinet Member for Green City and Place – Councillor Leggett

Cabinet Member for Stronger Communities – Councillor Shields

(QUORUM – 3)

#### **Contacts**

Cabinet Administrator

Judy Cordell / Claire Heather

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Service Director – Legal and Business Operations

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## **BACKGROUND AND RELEVANT INFORMATION**

### **The Role of the Executive**

The Cabinet and individual Cabinet Members make executive decisions relating to services provided by the Council, except for those matters which are reserved for decision by the full Council and planning and licensing matters which are dealt with by specialist regulatory panels.

### **The Forward Plan**

The Forward Plan is published on a monthly basis and provides details of all the key executive decisions to be made in the four month period following its publication. The Forward Plan is available on request or on the Southampton City Council website, [www.southampton.gov.uk](http://www.southampton.gov.uk)

### **Implementation of Decisions**

Any Executive Decision may be “called-in” as part of the Council’s Overview and Scrutiny function for review and scrutiny. The relevant Overview and Scrutiny Panel may ask the Executive to reconsider a decision, but does not have the power to change the decision themselves.

**Mobile Telephones** – Please switch your mobile telephones to silent whilst in the meeting.

### **Use of Social Media**

The Council supports the video or audio recording of meetings open to the public, for either live or subsequent broadcast. However, if, in the Chair’s opinion, a person filming or recording a meeting or taking photographs is interrupting proceedings or causing a disturbance, under the Council’s Standing Orders the person can be ordered to stop their activity, or to leave the meeting.

By entering the meeting room you are consenting to being recorded and to the use of those images and recordings for broadcasting and or/training purposes. The meeting may be recorded by the press or members of the public. Any person or organisation filming, recording or broadcasting any meeting of the Council is responsible for any claims or other liability resulting from them doing so. Details of the Council’s Guidance on the recording of meetings is available on the Council’s website.

### **Municipal Year Dates (Tuesdays)**

<b>2020</b>	<b>2021</b>
16 June	19 January
14 July	9 February
18 August	23 Feb (budget)
15 September	16 March
20 October	20 April
17 November	
15 December	

### **Executive Functions**

The specific functions for which the Cabinet and individual Cabinet Members are responsible are contained in Part 3 of the Council’s Constitution. Copies of the Constitution are available on request or from the City Council website, [www.southampton.gov.uk](http://www.southampton.gov.uk)

### **Key Decisions**

A Key Decision is an Executive Decision that is likely to have a significant:

- financial impact (£500,000 or more)
- impact on two or more wards
- impact on an identifiable community

### **Procedure / Public Representations**

At the discretion of the Chair, members of the public may address the meeting on any report included on the agenda in which they have a relevant interest. Any member of the public wishing to address the meeting should advise the Democratic Support Officer (DSO) whose contact details are on the front sheet of the agenda.

**Fire Procedure** – In the event of a fire or other emergency, a continuous alarm will sound and you will be advised, by officers of the Council, of what action to take.

**Smoking policy** – The Council operates a no-smoking policy in all civic buildings.

**Access** – Access is available for disabled people. Please contact the Cabinet Administrator who will help to make any necessary arrangements.

Southampton: Corporate Plan 2020-2025 sets out the four key outcomes:

- Communities, culture & homes - Celebrating the diversity of cultures within Southampton; enhancing our cultural and historical offer and using these to help transform our communities.
- Green City - Providing a sustainable, clean, healthy and safe environment for everyone. Nurturing green spaces and embracing our waterfront.
- Place shaping - Delivering a city for future generations. Using data, insight and vision to meet the current and future needs of the city.
- Wellbeing - Start well, live well, age well, die well; working with other partners and other services to make sure that customers get the right help at the right time

## **CONDUCT OF MEETING**

### **TERMS OF REFERENCE**

The terms of reference of the Cabinet, and its Executive Members, are set out in Part 3 of the Council's Constitution.

### **RULES OF PROCEDURE**

The meeting is governed by the Executive Procedure Rules as set out in Part 4 of the Council's Constitution.

### **DISCLOSURE OF INTERESTS**

Members are required to disclose, in accordance with the Members' Code of Conduct, **both** the existence **and** nature of any "Disclosable Pecuniary Interest" or "Other Interest" they may have in relation to matters for consideration on this Agenda.

### **DISCLOSABLE PECUNIARY INTERESTS**

A Member must regard himself or herself as having a Disclosable Pecuniary Interest in any matter that they or their spouse, partner, a person they are living with as husband or wife, or a person with whom they are living as if they were a civil partner in relation to:

(i) Any employment, office, trade, profession or vocation carried on for profit or gain.

(ii) Sponsorship:

Any payment or provision of any other financial benefit (other than from Southampton City Council) made or provided within the relevant period in respect of any expense incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

(iii) Any contract which is made between you / your spouse etc (or a body in which the you / your spouse etc has a beneficial interest) and Southampton City Council under which goods or services are to be provided or works are to be executed, and which has not been fully discharged.

(iv) Any beneficial interest in land which is within the area of Southampton.

(v) Any license (held alone or jointly with others) to occupy land in the area of Southampton for a month or longer.

(vi) Any tenancy where (to your knowledge) the landlord is Southampton City Council and the tenant is a body in which you / your spouse etc has a beneficial interests.

(vii) Any beneficial interest in securities of a body where that body (to your knowledge) has a place of business or land in the area of Southampton, and either:

a) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body, or

b) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you / your spouse etc has a beneficial interest that exceeds one hundredth of the total issued share capital of that class.

### **BUSINESS TO BE DISCUSSED**

Only those items listed on the attached agenda may be considered at this meeting.

### **QUORUM**

The minimum number of appointed Members required to be in attendance to hold the meeting is 3.

## **Other Interests**

A Member must regard himself or herself as having an, 'Other Interest' in any membership of, or occupation of a position of general control or management in:

Any body to which they have been appointed or nominated by Southampton City Council

Any public authority or body exercising functions of a public nature

Any body directed to charitable purposes

Any body whose principal purpose includes the influence of public opinion or policy

## **Principles of Decision Making**

All decisions of the Council will be made in accordance with the following principles:-

- proportionality (i.e. the action must be proportionate to the desired outcome);
- due consultation and the taking of professional advice from officers;
- respect for human rights;
- a presumption in favour of openness, accountability and transparency;
- setting out what options have been considered;
- setting out reasons for the decision; and
- clarity of aims and desired outcomes.

In exercising discretion, the decision maker must:

- understand the law that regulates the decision making power and gives effect to it. The decision-maker must direct itself properly in law;
- take into account all relevant matters (those matters which the law requires the authority as a matter of legal obligation to take into account);
- leave out of account irrelevant considerations;
- act for a proper purpose, exercising its powers for the public good;
- not reach a decision which no authority acting reasonably could reach, (also known as the "rationality" or "taking leave of your senses" principle);
- comply with the rule that local government finance is to be conducted on an annual basis. Save to the extent authorised by Parliament, 'live now, pay later' and forward funding are unlawful; and
- act with procedural propriety in accordance with the rules of fairness.

## AGENDA

### 1 **APOLOGIES**

To receive any apologies.

### 2 **DISCLOSURE OF PERSONAL AND PECUNIARY INTERESTS**

In accordance with the Localism Act 2011, and the Council's Code of Conduct, Members to disclose any personal or pecuniary interests in any matter included on the agenda for this meeting.

### 3 **STATEMENT FROM THE LEADER**

### 4 **CALL-IN OF EXECUTIVE DECISION CAB 20/21 28124 - SOUTHAMPTON GREEN TRANSPORT RECOVERY PLAN**

(Pages 1 - 80)

Report of Chair of the Overview and Scrutiny Committee, detailing the Call-In of Executive Decision CAB 20/21 28124 - Southampton Green Transport Recovery Plan.

Tuesday, 21 July 2020

Service Director – Legal and Business Operations

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# Agenda Item 4

<b>DECISION-MAKER:</b>	CABINET
<b>SUBJECT:</b>	CALL-IN OF EXECUTIVE DECISION CAB 20/21 28124 - SOUTHAMPTON GREEN TRANSPORT RECOVERY PLAN
<b>DATE OF DECISION:</b>	29 JULY 2020
<b>REPORT OF:</b>	CHAIR OF THE OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

<b><u>CONTACT DETAILS</u></b>			
<b>Author:</b>	<b>Title</b>	<b>Scrutiny Manager</b>	
	<b>Name:</b>	<b>Mark Pirnie</b>	<b>Tel: 023 8083 3886</b>
	<b>E-mail</b>	<b>Mark.pirnie@southampton.gov.uk</b>	

<b>STATEMENT OF CONFIDENTIALITY</b>	
None	
<b>BRIEF SUMMARY</b>	
<p>The Chair of the Overview and Scrutiny Management Committee (OSMC) called in the decision made at the Cabinet meeting on 14 July 2020 relating to the Green Transport Recovery Plan.</p> <p>The Call-in is scheduled to be heard at a meeting of the OSMC on 28 July 2020 and any recommendations by the OSMC will be circulated to Cabinet at the conclusion of the meeting.</p> <p>At its meeting on 29 July 2020 Cabinet is requested to respond to the recommendations by the OSMC, following its consideration of the matter. If no recommendations are forthcoming the Cabinet meeting will not be required.</p>	
<b>RECOMMENDATIONS:</b>	
(i)	That Cabinet considers its response to the recommendations made by the Overview and Scrutiny Management Committee at its meeting on 28 July 2020, should it be required.
<b>REASONS FOR REPORT RECOMMENDATIONS</b>	
1.	To comply with the Call-in procedure rules set out in Part 4 of the Council's Constitution.
<b>ALTERNATIVE OPTIONS CONSIDERED AND REJECTED</b>	
2.	None
<b>DETAIL (Including consultation carried out)</b>	
3.	<p>A Call-In notice signed by the Chair of the OSMC was received in accordance with Paragraph 12 of the Overview and Scrutiny Procedure Rules set out in Part 4 of the Council's Constitution. The Call-In notice relates to the following decision made by Cabinet on 14 July 2020:</p> <ul style="list-style-type: none"><li>Green Transport Recovery Plan</li></ul>

4.	The Call-in notice, attached as Appendix 1, cites the reasons given for the Call-In.
5.	The OSMC are to discuss the Call-in report at its meeting on 28 July 2020. Any recommendations agreed by the OSMC will be circulated for consideration at the 29 July 2020 meeting of Cabinet.
6.	Cabinet is requested to consider the recommendations arising from the consideration of the Call-in by the OSMC.

**RESOURCE IMPLICATIONS**

**Capital/Revenue**

7. As detailed in the Cabinet report dated 14 July 2020 appended to this report.

**Property/Other**

8. As detailed in the Cabinet report dated 14 July 2020 appended to this report.

**LEGAL IMPLICATIONS**

**Statutory power to undertake proposals in the report:**

9. As detailed in the Cabinet report dated 14 July 2020 appended to this report.

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

**Other Legal Implications:**

11. As detailed in the Cabinet report dated 14 July 2020 appended to this report.

**RISK MANAGEMENT IMPLICATIONS**

12. As detailed in the Cabinet report dated 14 July 2020 appended to this report.

**POLICY FRAMEWORK IMPLICATIONS**

13. As detailed in the Cabinet report dated 14 July 2020 appended to this report.

<b>KEY DECISION?</b>	Yes
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<b>WARDS/COMMUNITIES AFFECTED:</b>	All
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**SUPPORTING DOCUMENTATION**

**Appendices**

1.	Call In Notice
2.	Decision Notice – Green Transport Recovery Plan
3.	Decision Report – Green Transport Recovery Plan
4.	Appendix 1 to Decision Report – Green Transport Recovery Plan
5.	Appendix 2 to Decision Report – Green Transport Recovery Plan
6.	Appendix 3 to Decision Report – Green Transport Recovery Plan
7.	Appendix 4 to Decision Report – Green Transport Recovery Plan
8.	Appendix 5 to Decision Report – Green Transport Recovery Plan
9.	Appendix 6 to Decision Report – Green Transport Recovery Plan



1.	None	
<b>Equality Impact Assessment</b>		
Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.		Identified in Appendix 3
<b>Data Protection Impact Assessment</b>		
Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out.		Identified in Appendix 3
<b>Other Background Documents</b>		
<b>Other Background documents available for inspection at:</b>		
<b>Title of Background Paper(s)</b>	<b>Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)</b>	
1.	None	

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## NOTICE OF CALL-IN


In accordance with rule 12 of the Overview & Scrutiny procedure rules of the Council's Constitution, a request is hereby made that the Scrutiny Manager exercise the call-in of the decision identified below for consideration by Overview and Scrutiny Management Committee.

Decision Number: CAB 20/21 28124 - Southampton Green Transport Recovery Plan
Decision Taker: Cabinet
Date of Decision: 14/07/20

Reason(s) for Requisition of Call-In of Decision:

- The lack of prior consultation
- It does not appear to support the Economic Growth element of the Southampton City Strategy; taking into account the impact of Covid-19.
- Insufficient focus on schemes that have the most likely chance of encouraging the long term facilitation of active travel, whilst following all Government guidance for Covid-19.
- Does not put a high enough priority on Council led "school streets" schemes and the creation of low traffic residential zones.

Call-In Requested by:

Name	Signature	Date
Cllr S Galton		17/07/20

All Members requesting that a Decision be Called-In must sign this Call-In Notice. A decision may be called in by:

- The Chair of Overview and Scrutiny Management Committee
- Any 2 Members of Overview and Scrutiny Management Committee
- In respect of a Decision relating to Education, any 2 Parent Governor or Church Representatives

Please submit to the Scrutiny Manager within 5 clear days of the publication of the relevant decision.

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### RECORD OF EXECUTIVE DECISION

Tuesday, 14 July 2020

**Decision No:** (CAB 20/21 28124)

DECISION-MAKER:	CABINET
PORTFOLIO AREA:	Cabinet Member for Green City and Place
SUBJECT:	Southampton Green Transport Recovery Plan
AUTHOR:	Iain Steane

### THE DECISION

- (i) For the Cabinet to provide overall approval of the Southampton Green Transport Recovery Plan (provided in Appendix 1) which sets out both the key work done to date, work that is currently in progress and work planned for the future, to complement and supplement Connected Southampton 2040 (LTP4) and the schemes identified in Table 1.
- (ii) Cabinet is recommended to accept the Emergency Active Travel Fund (EATF) grant of £0.245m and approve the addition of this amount to the capital programme 2020/21, together with approval to spend as per the details provided in paragraph 13 of this report.
- (iii) Cabinet delegates authority to the S151 officer to accept and authorise spend of any future additional ETAF grant allocation which is expected to be £0.980m but subject to further DfT guidelines and a business case submission that will be approved by the Director of place following consultation with the Cabinet Member and is in accordance with the details provided in paragraph 13 of this report.

### REASONS FOR THE DECISION

1. Since the UK Covid-19 lockdown was imposed on 23rd March 2020 there has been a significant impact on traffic and transport in Southampton. The advice to stay at home and only travel when essential has seen average traffic levels reduce by 60% compared to the week before the lockdown commenced. Bus travel has similarly reduced, with 85% fewer people travelling by bus in May compared to February. These changes in traffic and travel habits have created a new dynamic and cycling has been a primary beneficiary, with a doubling in the number of cycle trips. This has been most marked on leisure routes such as Weston Shore, Riverside Park or SCN1 towards the New Forest (See Appendix 2 for local traffic trends). The reduction in traffic has also seen improvements in air quality.
2. As the lockdown is progressively and incrementally eased this presents a point in time to take advantage of the opportunities and tackle the challenges to how people travel.

## **DETAILS OF ANY ALTERNATIVE OPTIONS**

1. Do Nothing – Not to implement any schemes in the GTRP. This was rejected because the Council has received direction from DfT to support social distancing and active travel. Not having a robust plan would mean that the additional Emergency Active Travel funding available to SCC could not be accessed.
2. Do Minimum – select fewer schemes within the GTRP. This was rejected as it would not have the desired effect to support people who have taken up walking and cycling as a means of exercise or transport during the lockdown.

## **OTHER RELEVANT MATTERS CONCERNING THE DECISION**

OSMC considered the matter on 9 July 2020 and made the following recommendations:

- (i) that City Council publications and communications on the Green Transport Recovery Plan provide appropriate context to reported statistics by including numbers alongside percentages;
- (ii) that the importance of improving traffic flow across the city is recognised within future updates of the Green Transport Recovery Plan; and
- (iii) that the Cabinet Member considers how Ward Councillors can be consulted on the contents of the Tranche 2 application for the Department for Transport Emergency Access Travel Fund, prior to it being submitted to Government.

## **CONFLICTS OF INTEREST**

None.

## **CONFIRMED AS A TRUE RECORD**

We certify that the decision this document records was made in accordance with the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000 and is a true and accurate record of that decision.

Date: 14<sup>th</sup> July, 2020

Decision Maker:  
The Cabinet

Proper Officer:  
Claire Heather

SCRUTINY

Note: This decision will come in to force at the expiry of 5 working days from the date of publication subject to any review under the Council's Scrutiny "Call-In" provisions.

Call-In Period expires on

22 July 2020

Date of Call-in *(if applicable) (this suspends implementation)*

28 July 2020

Call-in Procedure completed *(if applicable)*

Call-in heard by *(if applicable)*

Results of Call-in *(if applicable)*

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<b>DECISION-MAKER:</b>	<b>CABINET</b>		
<b>SUBJECT:</b>	<b>SOUTHAMPTON GREEN TRANSPORT RECOVERY PLAN</b>		
<b>DATE OF DECISION:</b>	<b>JULY 14, 2020</b>		
<b>REPORT OF:</b>	<b>CABINET MEMBER FOR GREEN CITY &amp; PLACE, CLLR LEGGETT</b>		
<b><u>CONTACT DETAILS</u></b>			
<b>AUTHOR:</b>	<b>Name:</b>	<b>Transport Policy Team Manager Iain Steane</b>	<b>Tel: 023 8083 2283</b>
	<b>E-mail</b>	<a href="mailto:Iain.steane@southampton.gov.uk">Iain.steane@southampton.gov.uk</a>	
<b>Executive Director</b>	<b>Name:</b>	<b>Executive Director of Place Kate Martin</b>	<b>Tel: 023 8083 4670</b>
	<b>E-mail</b>	<a href="mailto:Kate.martin@southampton.gov.uk">Kate.martin@southampton.gov.uk</a>	
<b>STATEMENT OF CONFIDENTIALITY</b>			
Not Applicable			
<b>BRIEF SUMMARY</b>			
<p>This report presents the final draft of the Southampton Green Transport Recovery Plan for approval by Cabinet. The plan is the Council's response to support social distancing, to help stop the spread of Covid-19, and as a unique opportunity to support people to make active and sustainable journeys into the future as part of the recovery. This takes advantage of the opportunities and challenges arising from the Covid-19 pandemic where the Council can trial new and different transport schemes and ensure it is done in a way that responds to feedback and reviews the data before any final decisions are made over the longer term. It also follows announcements from the Secretary of State (SoS) on 9<sup>th</sup> May, and subsequent letters from the Department for Transport (DfT) regarding funding and directing the approach.</p>			
<p>The consultation draft of the Plan (see Appendix 1) was circulated on 20<sup>th</sup> May EMT-Cabinet and this version is for overall approval of the GTRP and the financial approval of the new DfT emergency funding streams. This report sets out the key work done to date, work that is currently in progress and work planned for the future in a single overarching Green Transport Recovery Plan which complements and supplements the existing Connected Southampton 2040 Local Transport Plan.</p>			
<b>RECOMMENDATIONS:</b>			
	(i)	For the Cabinet to provide overall approval of the Southampton Green Transport Recovery Plan (provided in Appendix 1) which sets out both the key work done to date, work that is currently in progress and work planned for the future, to complement and supplement Connected Southampton 2040 (LTP4) and the schemes identified in Table 1.	
	(ii)	Cabinet is recommended to accept the Emergency Active Travel Fund (EATF) grant of £0.245m and approve the addition of this amount to	

		the capital programme 2020/21, together with approval to spend as per the details provided in paragraph 13 of this report.
	(iii)	Cabinet delegates authority to the S151 officer to accept and authorise spend of any future additional ETAF grant allocation which is expected to be £0.980m but subject to further DfT guidelines and a business case submission that will be approved by the Director of place following consultation with the Cabinet Member and is in accordance with the details provided in paragraph 13 of this report.

### REASONS FOR REPORT RECOMMENDATIONS

1.	Since the UK Covid-19 lockdown was imposed on 23 <sup>rd</sup> March 2020 there has been a significant impact on traffic and transport in Southampton. The advice to stay at home and only travel when essential has seen average traffic levels reduce by 60% compared to the week before the lockdown commenced. Bus travel has similarly reduced, with 85% fewer people travelling by bus in May compared to February. These changes in traffic and travel habits have created a new dynamic and cycling has been a primary beneficiary, with a doubling in the number of cycle trips. This has been most marked on leisure routes such as Weston Shore, Riverside Park or SCN1 towards the New Forest (See Appendix 2 for local traffic trends). The reduction in traffic has also seen improvements in air quality.
2.	As the lockdown is progressively and incrementally eased this presents a point in time to take advantage of the opportunities and tackle the challenges to how people travel.

### ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

3.	Do Nothing – Not to implement any schemes in the GTRP. This was rejected because the Council has received direction from DfT to support social distancing and active travel. Not having a robust plan would mean that the additional Emergency Active Travel funding available to SCC could not be accessed.
4.	Do Minimum – select fewer schemes within the GTRP. This was rejected as it would not have the desired effect to support people who have taken up walking and cycling as a means of exercise or transport during the lockdown.

### DETAIL (Including consultation carried out)

4.	<i>Green Transport Recover Plan – Overview</i> These new travel behaviours present a series of opportunities to lock in the benefits of the situation, sustain the positive behaviours, support the economic recovery of the city, and provide a ‘once in a generation way’ of re-shaping the city. Southampton City Council (SCC) has prepared the Southampton Green Transport Recovery Plan (GTRP) to support the reopening and recovery of Southampton.
5.	The opportunities for the GTRP are around supporting active travel, managing demand from people returning to work, making public transport safer, positive messaging for personal and environmental benefits, future travel, and enabling social distancing.

6.	The GTRP is closely aligned to the city's long-term transport strategy – Connected Southampton 2040, also to the Green City Charter & Plan, Cycling Strategy and Council Strategy 2020-25.
7.	It also enables SCC to respond to the Government's announcements on supporting active travel through use of existing tools such as Temporary Traffic Regulation Order (TTROs) to create additional space for cycling or walking, 'pop-up' cycle lanes, and additional funding opportunities. The Government have announced £225m <sup>1</sup> of Emergency Active Travel Fund (EATF) funding for local authorities to implement emergency active travel schemes. This plan will ensure that Southampton is well placed to utilise this additional funding, alongside existing funding, to achieve a rapid delivery of innovative sustainable & active travel schemes.
8.	The DfT have indicated that the level of funding SCC is eligible to receive through EATF is £1.225m.
9.	<p><i>Southampton Green Transport Recovery Plan - Approach</i></p> <p>The GTRP is closely aligned to the three phases for lockdown over the near, medium and long-term periods.</p> <ul style="list-style-type: none"> <li>• Emerging – supporting essential workers and active travel in the coming weeks,</li> <li>• Reopening – enabling social distancing, managing and influencing travel demand by active travel, public transport, and private car during the following weeks as lockdown is eased, and</li> <li>• Recovery – continuing to manage and influence travel over the longer-term to support businesses and services.</li> </ul>
10.	The GTRP is being applied spatially across Southampton covering the stages of a journey – the start from home, along travel corridors, and at the destination. There is also a focus on the City Centre, which will continue to be the main transport and economic hub with a changing retail environment, and this presents several challenges. Given the mix of activities, focus and space the City Centre requires an interlinked plan covering items such as social distancing at shops, managing space so people can get around, interchange between modes, providing incentives and opportunities to cycle, and having a message around active travel.
11.	The GTRP is envisaged as a 'live' document that is kept under regular review by the Head of Service in consultation with the Cabinet Member, and schemes can be added subject to funding, consultation, and appraisal.
12.	<p><i>Southampton Green Transport Recovery Plan – Schemes</i></p> <p>The GTRP has two themes – Supporting Social Distancing and Supporting Active Travel. Activities in these will be a combination of 'soft' behavioural change measures (training, communications &amp; marketing) that support people's new behaviours, and 'hard' physical measures that range from small scale adaptations to larger scale quickly delivered schemes that could have a greater potential impact.</p>

<sup>1</sup> From a total of £250m with £25m allocated to Work and repair projects schemes.

13.	The identified and prioritised schemes are in Table 1.																																											
	<table border="1"> <tr> <td colspan="2" data-bbox="309 264 1417 302">Supporting Social Distancing</td> </tr> <tr> <td data-bbox="309 302 592 376">Pedestrian Crossing</td> <td data-bbox="596 302 1417 376">Changing pedestrian and cycle priority detection and removing need to press buttons</td> </tr> <tr> <td data-bbox="309 376 592 450">Bus Stop Social Distancing</td> <td data-bbox="596 376 1417 450">Organising and creating more space around bus stops for queuing</td> </tr> <tr> <td data-bbox="309 450 592 524">City &amp; District Centre Retail</td> <td data-bbox="596 450 1417 524">Working with businesses to create queuing areas and support social distancing</td> </tr> <tr> <td data-bbox="309 524 592 598">Parklets</td> <td data-bbox="596 524 1417 598">Providing additional space for footway widening, cycle parking, benches and greening</td> </tr> <tr> <td data-bbox="309 598 592 712">Managing the School Run</td> <td data-bbox="596 598 1417 712">School Street Closures – using the road space outside schools at the start/end day for closures to help with active travel and social distancing</td> </tr> <tr> <td data-bbox="309 712 592 826">Tap-On Tap-Off Buses and Priority</td> <td data-bbox="596 712 1417 826">Bus priority in signals and additional card readers on buses</td> </tr> <tr> <td colspan="2" data-bbox="309 826 1417 864">Supporting Active Travel</td> </tr> <tr> <td data-bbox="309 864 592 938">Cycle Parking Hubs</td> <td data-bbox="596 864 1417 938">Additional cycle parking for workers in car parks in City Centre, District Centres etc</td> </tr> <tr> <td data-bbox="309 938 592 1012">Cycle Permeability</td> <td data-bbox="596 938 1417 1012">Modal filters, contraflow cycling on one-way streets, removing right turn bans (where safe)</td> </tr> <tr> <td data-bbox="309 1012 592 1086">District Centre Walkability</td> <td data-bbox="596 1012 1417 1086">Measures to help people to walk to the local shops</td> </tr> <tr> <td data-bbox="309 1086 592 1160">The Avenue-Bassett 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14.	The GTRP will be supported by the current Access Fund behaviour change programme, the Transforming Cities Fund (TCF), Electric Vehicle Access Plan (EVAP), & Solent Future Transport Zone (FTZ) programmes, and a Solent Covid-19 Recovery Communications Campaign.			
15.	The GTRP will support any e-scooter trial Southampton enters into as part of the Solent FTZ. This is being led by Solent Transport with an Expression of Interest submitted for an e-scooter hire trial initially focused on the Southampton West Park & Ride at Adanac Park in partnership with University Hospital Southampton NHS Trust. Other sites are also being considered. DfT are also providing additional guidance to Highway Authorities regarding the inclusion of e-scooters within the permitted cycle types able to use cycle infrastructure that requires a TRO. SCC is reviewing this and where appropriate will make recommendations for TROs that require consultation and updating.			
16.	The total cost for the identified schemes in the GTRP is £4.31m. Funding will come primarily from existing sources including advancing existing cycle schemes in the TCF programme, EVAP, Access Fund, Solent Future Transport Zone, and LTP Integrated Transport Block grant. The Government announcement of the allocations of the Emergency Active Travel Fund provides the opportunity to offset previously allocated LTP funding required. Southampton's indicative share of this emergency funding is £1.225m but the final allocation amount is subject to receiving further guidance from DfT and the submission of a business case which is anticipated to be later this summer.			
17.	Implementation of highway schemes will be via the Highways Service Partnership with BBLP. Discussions are already underway on design, safety auditing, with quick implementation of early schemes from the end of May. Other delivery partners include Sustrans, Go! Southampton for City Centre schemes, Hampshire County Council on cross-boundary cycling through TCF, My Journey and the bus operators.			
18.	The indicative programme for implementing schemes is set out in Appendix 3 covering period from inception, engagement, design, legal traffic order process, and then mobilisation and implementation. As part of the scheme development local ward Members, bus operators, emergency services, and local residents will be engaged and informed. By their nature most of the schemes are experimental or temporary and the legal process for the Traffic Regulation Order (TRO) is shorter, the process is set out in Appendix 3. The Government is recommending that local authorities use these tools to 'fast track' schemes, with a Temporary TRO (TTRO) advised as the most suitable for certain types of temporary measures in these circumstances. A TTRO is valid for 18 months and can be removed or made permanent if the scheme is judged a success.			
19	Emerging	<table border="1"> <tr> <td data-bbox="309 1912 523 1957">May</td> <td data-bbox="533 1912 1420 2067">Adoption of GTRP via Exec Director and Cabinet Member. Ward Member briefings Prioritisation finalised, scheme list approved, BBLP briefs, TROs advertised, increased remote communications with key</td> </tr> </table>	May	Adoption of GTRP via Exec Director and Cabinet Member. Ward Member briefings Prioritisation finalised, scheme list approved, BBLP briefs, TROs advertised, increased remote communications with key
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		<p>stakeholders, communications planning and engagement planning, identification of priority parklets.</p> <p>Schemes:</p> <ul style="list-style-type: none"> <li>- Adjusting signalised crossing,</li> <li>- First 'pop-up' cycle lanes installed – Bassett Avenue-The Avenue</li> <li>- Cycle routes to Southampton General Hospital - Dale Road</li> <li>- City Centre temporary cycle parking</li> </ul>
	<b>Restart</b>	
	June	<p>Initiation of #keepactive and new normal campaigns through comms channels.</p> <p>Schemes</p> <ul style="list-style-type: none"> <li>- First temporary School Streets in line with any phased return to school including engagement support,</li> <li>- Roll out of other pop up cycle lanes – Hill Lane, Portswood Road, Bitterne Road West</li> <li>- City Centre Parklets &amp; Cycle Parking</li> </ul>
	June-Aug	<p>Further trial schemes rolled out – Modal Filters in the City Centre and consultation on Active Travel Zones, Millbrook Road West Bus Lane, continued monitoring of existing schemes and reporting to Cabinet Member</p>
	<b>Recovery</b>	
	Aug-Nov	<p>Larger scale schemes implemented through TCF, monitoring, initiation of 'newnorm' campaign. Active Travel Zones measures implemented.</p>
	June-Jan 2021	<p>Continual monitoring and decisions on making any trial or temporary schemes permanent</p>
20.	<p>A final draft of the GTRP was published on 29<sup>th</sup> May as part of the SCC response to DfT for the first tranche of funding of £0.245m which was the maximum allocation the council was eligible for. Concurrently Ward Member briefings were held to provide an overview of the GTRP, specifics on schemes in individual wards and gather any additional suggestions from Members. Many of the schemes and policy direction contained within the GTRP were established in Connected Southampton 2040 as the Local Transport Plan for Southampton. Consultation on this was carried out in Autumn 2018 before approval in March 2019.</p> <p>Appendix 2 provides a summary of the initial outputs of GTRP schemes installed to date.</p>	
<b>RESOURCE IMPLICATIONS</b>		
<b><u>Capital</u></b>		
21.	<p>The total capital cost for the identified schemes and activities in the GTRP is up to £4.31m.</p>	
22.	<p>Funding for this will come from existing funding sources that are already budgeted for through external revenue &amp; capital grants and SCC capital programme.</p>	

23.	<p>The funding will be reallocated from these programmes, the GTRP has been designed as a mechanism to bring forward schemes from the programmes using temporary measures to respond the unique conditions.</p> <table border="1" data-bbox="584 311 1150 745"> <thead> <tr> <th data-bbox="584 311 852 367">Source</th> <th data-bbox="852 311 1150 367">Amount</th> </tr> </thead> <tbody> <tr> <td data-bbox="584 367 852 423">EATF</td> <td data-bbox="852 367 1150 423">£1.225m</td> </tr> <tr> <td data-bbox="584 423 852 479">TCF</td> <td data-bbox="852 423 1150 479">£2.160m</td> </tr> <tr> <td data-bbox="584 479 852 535">LTP ITB/S106</td> <td data-bbox="852 479 1150 535">£0.565m</td> </tr> <tr> <td data-bbox="584 535 852 591">EVAP</td> <td data-bbox="852 535 1150 591">£0.100m</td> </tr> <tr> <td data-bbox="584 591 852 647">FTZ</td> <td data-bbox="852 591 1150 647">£0.030m</td> </tr> <tr> <td data-bbox="584 647 852 692">Access Fund</td> <td data-bbox="852 647 1150 692">Staff Time</td> </tr> <tr> <td data-bbox="584 692 852 745">Total</td> <td data-bbox="852 692 1150 745">£4.310m</td> </tr> </tbody> </table>	Source	Amount	EATF	£1.225m	TCF	£2.160m	LTP ITB/S106	£0.565m	EVAP	£0.100m	FTZ	£0.030m	Access Fund	Staff Time	Total	£4.310m
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24.	<p>The LTP Integrated Transport Block funding from DfT for 2020/21 is £2.124m and through the 2020 Council budget this is currently allocated between TCF match funding (£1.275m) and other non-TCF schemes. The non-TCF portion of the LTP budget would need to be reallocated to the GTRP, this means that some planned schemes under the LTP programme would not be able to continue.</p>																
25.	<p>The DfT's £225m Emergency Active Travel Fund is available to local authorities – SCC's indicative total allocation is £1.255m. The money will be allocated in 2 tranches, tranche 1 of £0.245m in June 2020 with indicative tranche 2 of £0.980m expected in August 2020. Tranche 1 funding has been confirmed by the DfT and allocated on a formula-based allocation (based on census data: all residents aged 16 and over in employment who use public transport as their usual method of travel to work) and is intended for installation of temporary 'pop-up' projects. Tranche 2 is for longer-term projects subject to submission of a light touch business case to the DfT later in the summer. The amount of £1.225m is variable and can be above that of the indicative amount.</p>																
26.	<p>The DfT have also made an additional £10m available for expansion of on-street residential electric vehicle charge points. SCC will assess suitable locations and if appropriate will make a submission to this fund for further EV charge points. This will off-set the EVAP funding.</p> <p>It is not envisaged that the activities in GTRP will require any additional funding from outside the identified funding and/or Emergency Active Travel Fund.</p> <p>The Capital and revenue funding sources that are being utilised as set out in Appendix 4.</p>																
<b><u>Property/Other</u></b>																	
27.	There are no property implications																
28.	The implementation and oversight of the GTRP will be overseen by the Head of Service for Green City & Infrastructure, who will report to Executive Director of Place and Cabinet Member for Place & Transport.																
29.	To ensure timely and quick delivery of the schemes, the frequency of the Integrated Transport Board (which currently meets monthly) will be increased to weekly and held virtually. Membership will be increased to include invites to Service Manager Highway Contracts and Cabinet Member. This will be the																

	primary decision-making body for the GTRP. Alongside ITB supporting groups will all provide information and recommendations into the final scheme development and delivery, these include PT Recovery Taskforce, Active Travel Working Group, My Journey, and City Centre Recovery Working Group with Go! Southampton.
30.	An existing resource within the Transport Delivery Team will lead on the delivery of the programme. No new additional resource is required and this will be alongside the mobilisation for the existing Transforming Cities Fund and Local Transport Plan programmes. Individual schemes will be client managed by existing SCC staff in Transport Policy, Transport Delivery, Sustainable City, My Journey, & SmartCities teams. SCC's existing Highway Service Provider BBLP will deliver all the highway schemes. SCC will liaise with bus operators and the BID on specific schemes.

### **LEGAL IMPLICATIONS**

#### **Statutory power to undertake proposals in the report:**

31.	Through the Highways Act 1980, Road Traffic Regulation Act 1984, and Traffic Management Act 2004 there are several tools available to SCC as local highway authority for the management of the highway.
32.	Any TROs would require consultation with a standard TRO requiring 21 days of consultation with information posted on street, in Council buildings and in printed newspapers. With the restrictions on travel, closure of Council building and reduction in printed media the Government have advised that other measures, including electronic publication via Council websites, are acceptable. The most appropriate 'tools' for the GTRP are set out in Appendix 5.

#### **Other Legal Implications:**

33.	None
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### **RISK MANAGEMENT IMPLICATIONS**

34.	<p>The timeframes for scheme implementation and the Government direction mean that consultation is being done concurrently. The mechanism for this is through the Temporary Traffic Regulation Orders – this recognises that the schemes are trials and some may be in place during the Summer. Other schemes may be made permanent once the initial trial period is completed. To mitigate risk of objections and ensure Ward Members were aware briefings were carried out before implementation, and before any decision on removing or making a scheme . If a scheme is to be made permanent, there will be a public consultation through the TRO process (see Appendix 5) and engagement.</p> <p>Consultation has been held with Go!Southampton for City Centre activities and the plan has their broad support. The active travel schemes are part of a wider approach to support the economic and environmental recovery of Southampton.</p> <p>Reputational risk is being managed through constant monitoring of traffic levels, journey times, impact on parking, cycle levels, bus journey times and pollution, as well as official public responses to the schemes. This is being collated weekly to allow schemes to be altered if required, and information is reported to the Cabinet Member, enabling the Cabinet Member to make decisions on a scheme.</p>
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<b>POLICY FRAMEWORK IMPLICATIONS</b>	
35.	The Green Transport Recovery Plan is consistent with SCC's long-term transport strategy – Connected Southampton 2040, the Southampton Cycle Strategy, Green City Charter, and the Council Strategy 2020-2025.

<b>KEY DECISION?</b>	<b>Yes</b>
<b>WARDS/COMMUNITIES AFFECTED:</b>	<b>All</b>
<u><b>SUPPORTING DOCUMENTATION</b></u>	
<b>Appendices</b>	
1.	<b>Southampton Green Transport Recovery Plan (final)</b>
2.	<b>Southampton Traffic Trends Mar-June 2020</b>
3.	<b>GTRP Programme &amp; TRO Process</b>
4.	<b>Summary of Transport Funding</b>
5.	<b>Summary of Traffic Regulation tools</b>
6	<b>GTRP Equality Impacts Assessment</b>

**Documents In Members' Rooms**

1.	<b>None</b>
<b>Equality Impact Assessment</b>	
<b>Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.</b>	<b>Yes</b>
<b>Data Protection Impact Assessment</b>	
<b>Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out.</b>	<b>No</b>
<b>Other Background Documents</b>	
<b>Other Background documents available for inspection at:</b>	
<b>Title of Background Paper(s)</b>	<b>Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)</b>
1.	<b>None</b>

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# CONNECTED SOUTHAMPTON

Transport Strategy 2040

**Green Transport Recovery Plan**



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The unprecedented Covid-19 lockdown is giving Southampton the opportunity to reevaluate and reprioritise public space and how people get around. Car travel is down and walking and cycling is up. This has seen more families being active - getting on to a bike for the first time, air pollution is much improved, and the streets are quieter. This gives us a unique opportunity to put in place a series of measures that will make the best of this 'new normal'. As the city begins to reopen, we are taking this moment to implement a range of innovative and quick measures that support social distancing and keep people active by cycling and walking; to support their well-being, improve our environment and economy in the long-term.

Cllr Steve Leggett, Cabinet Member Green City & Place

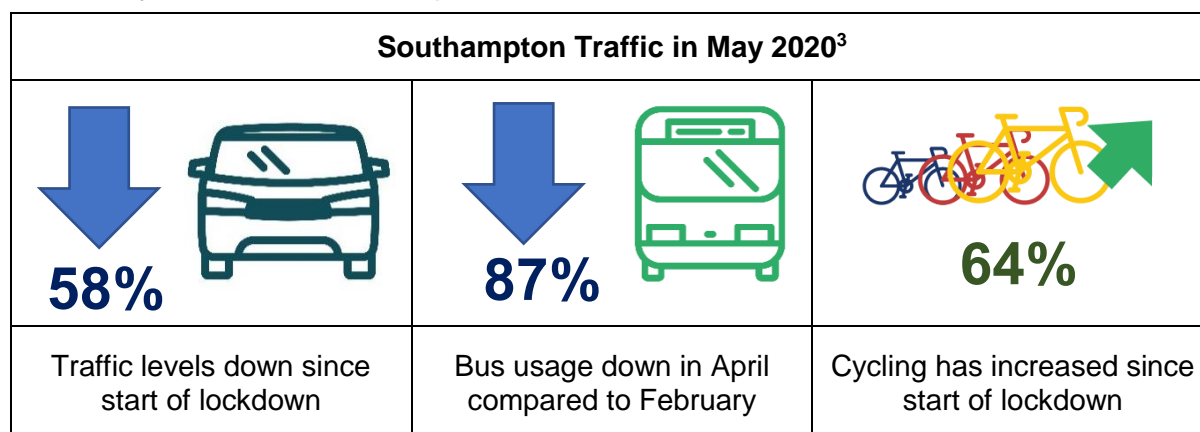
## 1 Background

Since being imposed on 23<sup>rd</sup> March 2020, the UK Covid-19 lockdown has had a significant impact on travel and transport use in Southampton. The advice to stay at home and only travel when essential has seen average traffic levels decrease across the city, with levels down 60% on the week before lockdown started<sup>1</sup>.

The number of passengers being transported by bus has also dropped significantly with 87% fewer people travelling by bus in April compared to February, and rail use has dropped by 90% (nationally). There have been instances of increases in road traffic speeds, with 37% of traffic on A33 Millbrook Road West travelling above the 40mph speed limit.

With cycling and walking among the permitted daily exercises during the full lockdown cycling levels have increased significantly. Compared to before the lockdown there has been a 64% increase in cycling trips. This has been most marked on routes that are for leisure, such as Weston Shore, Riverside Park, or Redbridge Road going to the New Forest. Routes that would normally see commuter cycling have seen modest levels of use reflecting the destinations they serve – the City Centre, Industrial Estates or the universities that are closed.

As the UK is now beginning to incrementally ease lockdown measures traffic levels are starting to change. Traffic levels have increased by 13% and are 38% higher than the second week of the lockdown<sup>2</sup>. However, levels of cycling are still strong and 16% above where they were in 2019 on comparable routes.



These changes in traffic have created a new dynamic to Southampton where people have taken up walking and cycling as ways of travelling for work and leisure. This has created low traffic neighbourhoods, seen a marked improvement in air quality, and benefitted people's

<sup>1</sup> From week before lockdown w/e 20<sup>th</sup> March 2020, to week ending 9<sup>th</sup> May 2020

<sup>2</sup> Data from week commencing 11<sup>th</sup> May 2020

<sup>3</sup> Data correct to week ending 9<sup>th</sup> May 2020

health and well-being. This provides a unique moment to reshape the city to support the economic recovery, be more resilient, and how people travel so getting back into the car is not the default option for many. Creating attractive places for people where they can safely walk and cycle to work, school and leisure, feel confident to use public transport, and improve health and well-being will be vital to achieving this.

## 2 Southampton Green Transport Recover Plan (GTRP)

To do this Southampton City Council (SCC) has prepared the Southampton Green Transport Recovery Plan (GTRP). It sets out our approach for how we are going to support the economy, health & well-being, and environment for people living, working and visiting Southampton.

The GTRP covers three phases, commencing with the emergence from lockdown, then focuses how transport can support the reopening and recovery of the city.



As the lockdown is progressively and incrementally eased, this process of moving through from emerging to re-opening to recovery presents opportunities and threats to how people are and will travel.

Opportunities	Threats
<p><b>Supporting Active Travel</b> - With the increased interest in cycling and walking need to support people who have taken up these activities, and how they can be persuaded to continue travelling actively, whether for work, school or leisure, and support healthy lifestyles.</p>	<p><b>Increasing car use</b> - If car use increases to levels above pre-Covid, as people avoid public transport, this could lead to increases in congestion, impact on people's health and on air pollution. It will also hamper people who will want to keep travelling actively.</p>

<p><b>Managing Demand</b> – Influencing the timing of and method people get to work and school, enabling social distancing for bus users and active travel modes, and supporting continuation of regular home working for those able to.</p>	<p><b>City &amp; District Centres</b> - The City will change as a result of the economic and social changes experienced through the lockdown. The local retail areas, District Centres and the City Centre will all change. There is a need to reshaping the City Centre and District Centres so people can social distance when moving about, when entering/exiting shops and get to them by walking or cycling. Any social distancing would need to be designed so it doesn't detract from the public realm. Consideration needed about accessibility and servicing.</p>
<p><b>Making Public Transport Safer</b> – While the Government's message is to avoid public transport where possible, there will be people who will still need to travel by bus, train or ferry. They will need to be reassured that they can use public transport whilst minimising the risks and that it is reliable, clean and as safe as possible.</p>	<p><b>Avoiding Public Transport</b> - Potential for a 20% decrease in public transport patronage impacting on viability of bus services and providing accessibility for those who require buses, also managing social distancing on the public transport network, such as at bus stops.</p>
<p><b>Messaging</b> - making the public aware of the new ways to travel and how to adopt new travel behaviours. The My Journey programme is an ideal platform for carrying out a campaign around social distancing and taking up active travel in the new normal.</p>	<p><b>Messaging</b> – The positive messaging about active travel and impacts on wider health outcomes might be lost with 'anti-car backlash', and the impact of long-term exposure to harmful emissions.</p>
<p><b>Future Travel</b> – Government advice is that public transport should be avoided as it difficult to maintain social distancing can be maintained. This may result in increases in car-based traffic, and this increase in car-based traffic could also impact on the beneficial increases in cycling. Providing alternatives that people can use instead of their car will be beneficial. Using new models and modes, such as more electric vehicle charging points, e-bikes, e-scooters or micro-freight consolidation through the Solent Future Transport Zone (FTZ).</p>	<p><b>Managing Demand</b> – If not managed with staggered times or alternative modes everyone may travel at the same time and in cars causing congestion and pollution. To avoid this need to encourage new behaviours and adapt to the 'new normal'. Locking in the behaviour changes around home working and sending out messaging about not choosing the car first.</p>
<p><b>Enabling Social Distancing</b> – Improving the walkability and accessibility Southampton by deploying solutions that enable social distancing in areas where people would normally gather or cluster - such as on pavements by school gates, accessing retail units, and on and accessing public transport – at bus stops or rail stations.</p>	<p><b>Managing Expectations</b> - Responding to short-term requests for temporary changes to the road network to support active travel. We will do this by being strategic and proportionate when responding to requests made by residents and active travel groups to Members.</p>

**Supporting Health & Well-Being** – the lockdown has had an impact on people’s lives and well-being. Reductions in social interaction have had impact on well-being – particularly loneliness. People will also be wary of using public transport. Cycling and walking will help with physical and mental health by being outside in safe places and able to engage with people. Creating more safe space for walking helps with social distancing anxiety.

### 3 Southampton Green Transport Recovery Plan - Overview

The long-term transport strategy for the city, Connected Southampton 2040, sets out a vision where there is greater space for travelling by active modes and public transport whilst managing vehicles.



The Connected Southampton strategy reinforces some of the outcomes seen during the Lockdown. It provides a framework that can be accelerated in response to the significant change in people’s travel behaviours, mitigate some of the long-term negatives around obesity, health inequalities, and air pollution, and transform the layout of the city.

The GTRP also supports the Green City Charter, Cycling Strategy, Health & Well-Being Strategy, and Council Strategy 2020-2025 in helping to create a Greener, Healthier and Fairer city.





The GTRP is the response to the opportunities from the changes in people's behaviours and travel patterns. It will take the Connected Southampton framework and apply this to the meeting transport opportunities and tackling the threats presented by the lockdown.

The GTRP approach will be based on supporting social distancing on transport and in public spaces, promoting active travel as the new normal, and managing the network so that as more people return to work, school and leisure, car-based travel and congestion does not exceed pre pandemic levels. This aim is that this will enable more space for people to get around safely and securely with confidence, supporting public transport in the longer-term, and allow people to continue travelling actively. The GTRP will be supported by an ongoing messaging programme that encourages people to adapt to the new normal for transport.

#### Benefits from the GTRP

- Supporting the economic recovery of Southampton with active travel at the front so as more people return to work and school, car-based travel and congestion and pollution doesn't return to pre pandemic levels;
- Supporting pupils and staff to get to school safely by walking, scootering and cycling;
- Supporting social distancing and activity to overcome people's anxiety and enhance their overall well-being;
- Continuing to lower air pollution and carbon emissions;
- Support people's active and healthy lifestyles; and
- Provide opportunities to think creatively about the public spaces we have available - managing queueing, managing space so it can be used for other means such as dining space, public art, activate new spaces, and working with community groups to re-design their local areas.

Over the coming weeks and months SCC will implement a programme of experimental measures in the City Centre, District Centres, on corridors linking into Hampshire, and in residential areas.

## 4 Green Transport Recovery Plan - Approach

The GTRP is closely aligned to three phases for lockdown over the near, medium and long-term period.

- **lockdown** – supporting essential workers and active travel in the near-term period,
- **re-opening** - managing and influencing travel demand by active travel, public transport and private car during the following weeks as lockdown measures are eased, and
- **recovery** – continuing to manage and influence travel over the longer-term in Southampton to support businesses and services.

This is so SCC can help support and grow green, sustainable and active travel and the necessary social distancing measures that will need to be in place. Allowing key workers getting to work, supporting schools in getting pupils safely to and from school, creating a cleaner city, and supporting the economic recovery and long-term resilience.

It covers all the stages of a journey – the start from home, along the travel corridors, and at the destination. From the start where additional cycle parking or changes to parking layouts could be made in residential areas, to and along the corridors providing safe routes, and at destinations like the City Centre where more cycle parking or creation of additional space for social distancing could be implemented.

The GTRP is being applied spatially across Southampton, from the City Centre; along the corridors linking to the City Centre; major employment hubs including University Hospital Southampton, the Port and University; schools; and Local and District Centres. These are all areas where people will want to travel for work, education or retail if necessary.

The spatial areas are:

Key commuting corridors	Main corridors for cycling and public transport – provide priority space for people cycling with dedicated cycle lanes, retiming pedestrian crossings, and bus priority. Seek to bring forward any Transforming Cities Fund schemes.
City Centre	Given the mix of activities, focus and space the City Centre needs an interlinked plan, working with Go! Southampton (the BID) that covers items such as social distancing at shops, managing space so people can get around safely, interchange between modes, providing incentives and opportunities for people to cycle, opportunities for street scape and public art improvements, and promoting a message around active travel. Seek to bring forward any Transforming Cities Fund or Future High Streets Fund schemes.
District Centres	Individual approaches to the different District Centres - active travel routes to the District Centres, working with businesses and groups to support them on managing space and access to shops so people can get around safely, opportunities for street scape and public art, cycle parking, bus stop layouts, and promoting the message around active travel.
Employment Hubs	Working with businesses on promoting active travel, staggered timings, home working, engagement on support training, incentives, and improving cycle and walking access to sites such as Southampton General, the Port, and the Universities.

Schools	Working with schools and their specific reopening plans to encourage pupils and staff to walk, cycle and scoot to school, creating additional space outside schools for queuing at drop off-pick up times, manage the public transport demands of pupils, and better manage space with road closures for School Streets.
Residential Areas	Working with communities to re-design their local area using features such as modal filters, making it more permeable for cycling and walking – removing banned turns, contraflow cycling, continuous footways, local streetscape improvements (temporary planting, benches etc), facilities for cycle parking

Across all the spatial areas there are two themes – **Supporting Social Distancing** and **Supporting Active Travel**.



### Supporting Social Distancing

This is centred around providing more space so people are able to adhere to social distancing guidelines. As more people go to work, shops and out for leisure managing the demand will be vital. This covers how retail and businesses get people safely in and out of



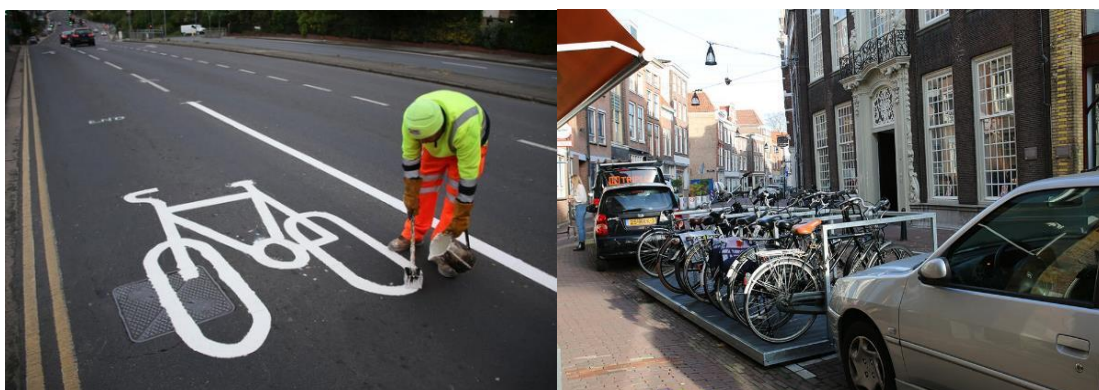
Using temporary flooring and planters to create more walking space by suspending parking in busy retail areas. Temporary stencil markings on the ground to highlight the social distancing message.

their premises, how and when people get to work, and working with the bus operators on how to manage access 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. This will range from creating facilities and more space for people cycling and walking whether that is to work, the shops or for leisure. A series of 'hard' physical measures that range from small scale adaptations to larger scale and quickly deliverable schemes that can have a greater potential impact will be rolled out. Alongside this will be a series of 'soft' behaviour change measures (additional training, advice, communications and marketing) that will reinforce the message and support people's new travel behaviours.

The Southampton Cycle Network will be rapidly advanced in line with the plans in our Transforming Cities Fund programme. This will utilise a range of existing measures and tools that can be implemented quickly, including 'pop-up' cycle lanes, temporary road closures to traffic, bus lanes, modal filters, and reallocating road space to create more space for cycling in narrow spaces. These will be on the key corridors into Southampton, on routes to Southampton General Hospital, and along routes where people cycle for leisure. At the start and end of people's journeys we are proposing additional secure and temporary cycle parking. Modal filters, such as temporary planters, will help discourage through traffic from using residential streets whilst providing attractive and improved access to people walking and cycling in neighbourhood areas



Temporary measures to support cycling – cycle lanes repurposing a traffic lane and cycle parking.

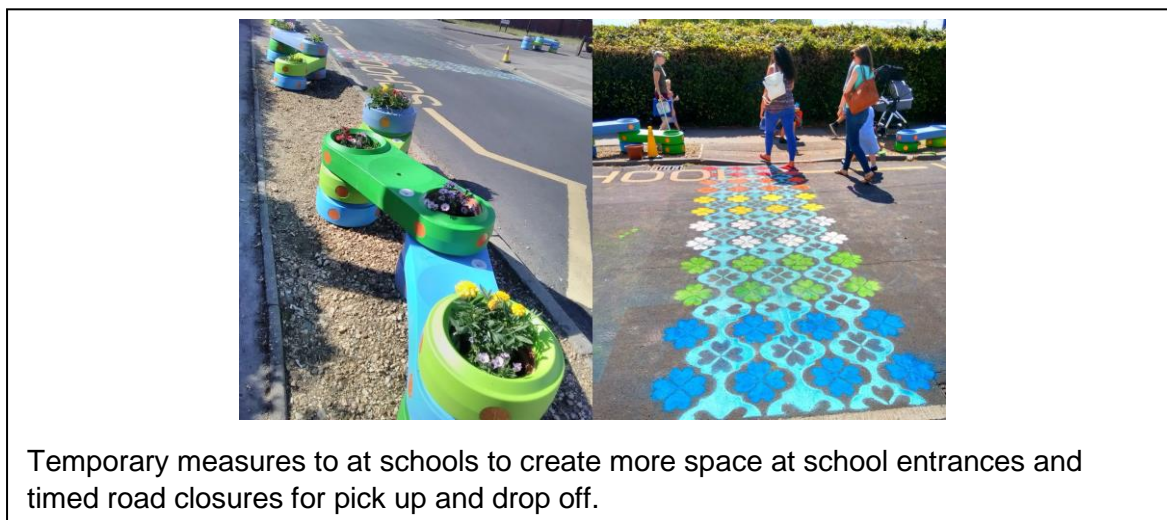
The walking environment will be enhanced through the reallocation of road space to support the economic recovery whilst enabling social distancing to take place. The delivery of additional and inclusive footway space will be particularly vital within the City and District Centres to provide people with enough space to move around easily whilst complying with social distancing rules. Social distancing will continue to be encouraged in busy retail areas through new signing and temporary markings.

We will enhance key corridors that connect people to these economic hubs and other transport services by reducing pedestrian waiting times at key crossing points and removing or relocating existing street furniture to more appropriate locations. This will also include providing new parklets that will offer residents and businesses more flexible and attractive spaces to queue, provide opportunities for public art, for people to move around or as seating areas outside cafes and restaurants.

Improved walking routes will also link people to leisure routes, such as Weston Shore, open spaces and the Public Rights of Way Network, to encourage people to continue to undertake exercise.



We will be working with schools to enable pupils and staff to get to school actively and supporting social distancing. We already have a successful School Streets programme and toolkit, and we will work with schools to facilitate local road closures or other measures that can create extra space at the school gates. These combine timed road closures with parking reallocation or additional temporary footway widening.



## Future Travel & Public Transport

The DfT have also indicated that e-scooters trials can form part of any plans, including Park & Ride options from an edge of town site to an employment hub. Southampton is part of the Solent Transport Future Transport Zone (FTZ) and was invited to be a trial centre for e-scooters, and the roll out of this and evaluation will be led by Solent Transport

Also looking to the future of transport, we will look at trialling new forms of transport such as e-scooters, pop-up Park & Rides, and Mobility as a Service (MaaS). This is closely linked to the Solent Future Transport Zone.

Alongside these social distancing and active travel, public transport will still have an important role to play for getting around. While the current advice is to avoid using public transport, some people, such as people living in households without a car, will still need to travel by bus and rail. Public transport operators will need to manage their space on-board vehicles and at interchanges. This includes screens for bus drivers, contactless payments and managing where people on-board vehicles can sit to ensure 2m or more social distancing and minimising proximity with others when alighting/boarding. As time progresses public transport will still have a vital role to play in transporting people, and if congestion increases the reliability of the bus will decrease. Putting in priority measures, such as bus lanes or technology now future-proofs the bus which is central to our long-term transport plan. Bus lanes can also be used by people cycling and taxis.



Temporary measures to support public transport –repurposing a traffic lane for additional bus stop queuing and cycle routes.

## Monitoring and Evaluation

The GTRP will be reviewed and monitored to ensure that it is meeting the objectives and is enabling people to get around. This will be initially be daily, weekly, then as behaviours and time progresses moved to monthly. The monitoring regime includes checking that the temporary measures are safe and secure. Evaluation will look at levels of use for cycling, walking and public transport as well as impact on general traffic. This will use the existing network of traffic counters, real time information, and Bluetooth journey time systems, and implementation of temporary counters.

## 5 Southampton Green Transport Plan – Activities

Step 1 - Near Term (next weeks)	
Activities - Stay at home for many, key workers and those unable to work at home moving, footfall and traffic increases, social distancing, low use of public transport, focus on City Centre, District Centres & employment hubs	
<p style="text-align: center;"><b>Supporting Social Distancing</b></p> <p><b>The Message:</b> Cycling and walking are healthy ways of getting around, identify the safe routes, and that the Council has a programme of works and activities that are there (#keepactive), using the EVMS to reiterate messages about social distancing and active travel</p> <p><b>Managing the School Run</b> Engaging with schools to identify schools that would want to carry out temporary barriers/road closures could be done to create safe routes and space for social distancing</p> <p><b>Creating More Space</b> <u>City Centre &amp; District Centre Retail Areas</u> Working with the BID and business groups in the District Centres, on how to layout the highway – including if permits are required – for queuing outside stores when they re-open – marking out lines, stencilling, opportunities for temporary street art. <u>Tactical/Temporary Street Closures</u> Using temporary barriers to create more space for social distancing, and if required by Police closing certain roads or car parks to provide additional space for walking and cycling. Closure of some car parks to discourage gatherings – Weston Shore.</p> <p><b>Demand Management</b> <u>Working with Businesses</u> To understand their plans post-Covid and how home working, cycling, staggered work times to reduce pressure on public transport, deliveries and flexible loading times. <u>Managing Access to Public Transport</u> Working with the operators on how we can support them with access that reduces risk – additional tap on tap off readers, messaging. Understanding their plans as people may be reluctant to use public transport. Establish a new Public Transport Recovery Task Force to help foster and ensure close collaboration over the coming months.</p>	<p style="text-align: center;"><b>Supporting Active Travel</b></p> <p><b>The Message:</b> Through My Journey promoting what there is for walking and cycling (#keepactive), highlighting the positive active travel stories from lockdown, and engagement with businesses as they prepare to reopen.</p> <p><b>Supporting Walking &amp; Cycling</b> <u>Cycle Parking Parklets</u> Identify programme of residential road 'parklets' that could include cycle hangers on-street, pinch points for walking etc <u>Keeping Key Workers Moving</u> Targeted cycle and walking routes improvements to support key workers – such as routes to the Hospital and information to them. <u>Trip End</u> Identify car parking (on-street and in car parks) that can be repurposed to provide free secure cycle parking in City Centre and District Centres, install first one. Identify places where there are pinch points in the City Centre that could be locations for parklets for temporary cycle parking, EV, or providing more walking space. <u>Identify Opportunities</u> Working across the Council and with partners to identified opportunities for infrastructure that supports active travel and better neighbourhoods, building on the TCF &amp; ATZ programme. <u>Priority at Crossings</u> Identify locations where pedestrian crossing priorities can be altered to on-call rather than delayed, or use additional detection to reduced need to push buttons. <u>Walkability</u> Review of walking routes and spaces around District Centres – creating more space, decluttering, space for rest etc.</p> <p><b>Future Travel</b> <u>Electric Vehicle Charge Points</u> Review of potential sites for residential EV charging points <u>E-Scooters</u> Scope trials for e-scooters in local areas.</p>

## Step 2 - Restart - Medium Term (weeks/months)

Activities - Vulnerable stay at home, trip levels returning, education trips resume, traffic higher, social distancing required, public transport low, focus on City Centre, schools and transport hubs

### Supporting Social Distancing

#### The Message

*Cycling and walking are healthy ways of getting around, identify the safe routes (#keepactive), and that the Council has a programme of works and activities that are there, using the EVMS to reiterate messages about social distancing and active travel – new normal campaigns.*

### Managing the School Run

Implementing local street closures to create extra space at the school gate to enable social distancing and safer routes for cycling, walking and scooting to school reflecting staggered or smaller class sizes.

### Creating More Space

#### Retail Social Distancing – City & District Centres

Continue to work with BID on social distancing measures in Above Bar Street, and in other District Centres taking learnings from the City Centre approach. Opportunities for public art.

#### Bus Stops

Space and layout at bus stops in the City Centre to help social distancing, use of the rear doors (where available) for boarding, cleaning regime of the shelters.

### Demand Management

#### Working with Businesses

To understand their plans post-Covid and how home working, cycling, staggered work times to reduce pressure on public transport, deliveries and flexible loading times

### Managing Access to Public Transport

#### Public Transport

Working with the operators on how we can support them with access that reduces risk – additional tap on tap off readers & messaging.

### Supporting Active Travel

#### The Message

*Through My Journey promoting what there is for walking and cycling (#keepactive), highlighting the positive active travel stories from lockdown, and engagement with businesses as they prepare to reopen.*

### Supporting Cycling & Walking

#### Cycle Parking Parklets

Commence residential parklet and cycle hanger programme on-street.

#### Keeping People Moving Actively

Targeted cycle routes improvements to support key workers – such as routes to the Hospital and information to them.

Identify and start to roll out pop-up cycle and walking lanes using temporary barriers on cycle routes to create additional safe space for social distancing walking and cycling

#### Trip End

Repurposing car parking (on-street and in car parks) to provide free secure cycle parking in City Centre and District Centres, using SolentGo or SmartCities cards for access.

Implement the identified City Centre parklet programme.

#### Making cycles available & training

Making some of the stored YoBikes available to key workers who might not have access to a car and unable/unwilling to use public transport. Online training activities to help people cycle.

#### Walkability

Carry out first two District Centre walkability schemes to improve space

#### Priority at Crossings

Carry out identified push button priority changes to on-call rather than delay Call pedestrians & cycles on every cycle.

### Future Travel

#### Local Mobility Hubs

Setting up local delivery services from a hub to vulnerable/shielded people using SCC services, EV charging points, and e-scooters trial.



### Step 3- Recovery (next 6-12 months)

Activities - Trip levels near 'normal', some social distancing, focus on maintaining status quo, focus on neighbourhoods and local economy

#### **Supporting Social Distancing**

##### The Message

*Cycling and walking are healthy ways of getting around (#keepactive and new normal campaigns) and that the Council has a programme of works and activities that are there being delivered.*

#### **Managing the School Run**

Growing the school streets programme with street closures at beginning and end of day as pupil numbers increase. Including secondary schools and the Universities.

#### **Demand Management**

##### City Centre & District Centre Retail

Decluttering and repurposing space so that people can access retail and support local shops, flexible delivery/loading that doesn't block the highway.

##### Working with Businesses

Continuing to work with businesses to ensure that practices become the new normal

#### **Managing Access to Public Transport**

##### Public Transport

Continuing to work with the bus operators on social distancing measures – contactless, tap on tap off etc.

##### MaaS Trials

Working on Solent FTZ MaaS programme to merge SolentGo and operators m-ticketing.

#### **Supporting Sustainable & Active Travel**

##### The Message

*Continuing the positive messaging and, if deliverable, events that help people to continue cycling. Continued working with businesses to promote and keep workers cycling including #keepactive campaigns and 'newnorm' campaigns planned for summer/autumn to supplement the measures in this plan.*

#### **Supporting Cycling & Walking**

##### Active Travel Zones

Delivery of ATZ measures including modal filters and road space reallocation, cycle hanger programme, better pedestrian crossing points,

##### Cycling Parking

Cycle parking in MSCPs and on-street made permanent and linked to SolentGo or Smartcities cards for access Southampton

##### Cycle Network

Delivery of the innovative cycle routes on Bassett Avenue-The Avenue, Portswood Road, Porstmouth Road and Northam Road as part of the SCN – completes three corridors, plus if additional funding SCN2.

##### Repurposing Streets

Review of Pop Up Cycle and Walking Lanes and look to make any successful ones permanent, start to repurpose City Centre routes in TCF - New Road, Above Bar Street, Portland Terrace closed to through traffic with temporary measures in advance of permanent.

##### Permanent Closures

Review and making any identified temporary closures permanent.

##### Public Transport

Strategic bus lanes and bus signal priority to support journey times as traffic levels could make them unreliable.

#### **Future Travel**

##### E-Scooter Trial

Participation in e-scooter rental trial

##### Electric Vehicle Charging

Roll out of EV charging points in residential areas.

## 6 Identified Schemes

From a prioritisation of identification of existing schemes, schemes that meet the overall aim of the GTRP, schemes within other programmes such as TCF the first phase of schemes have been identified. The prioritisation framework is in Appendix 1 and this provides an assessment of the individual infrastructure schemes for Supporting Active Travel and Supporting Social Distancing.

From the assessment the following infrastructure projects have been identified for both themes as priority are in the table below. The list is not exhaustive and will be kept under review so further schemes can be added to future phases.

Project	Timeframe	Client Lead	Delivery	Cost	Budget
<b>Supporting Social Distancing</b>					
Pedestrian crossing timings	May	T Policy	BBLP	£10,000	ETAF
Bus Stop Social Distancing	May-July	T Delivery	BBLP	£50,000	LTP/ TCF
Retail Social Distancing – City Centre & District Centres	May-June	BID, Businesses	BID	£15,000	LTP/ BID
Parklets	June-July rolling	T Delivery	BBLP	£60,000	ETAF/ FTZ
Managing the School Run	June- September	Sustainable City	BBLP/ SCC	£450,000	AF/ETA F
Tap On Tap Off Buses & Priority	June-July	T Policy	Bus Ops	£30,000	TCF
<b>Supporting Active Travel</b>					
Cycle Parking Hubs	June-July	Sustainable City	BBLP	£50,000	ETAF
Cycle Permeability	June- August	T Delivery	BBLP	£50,000	TCF
The Avenue-Bassett Avenue Cycle Lanes	May-June	TCF	BBLP	£250,000	ETAF
Hill Lane Cycle Lanes	June	T Delivery	BBLP	£100,000	ETAF
Cycle access to Southampton General Hospital – Adanac Park, Lordshill District Centre, Dale Road-Belle Moor Road & Outdoor Sports Centre	May- September	T Delivery	BBLP	£75,000	LTP/ET AF
Portswood Road Cycle Lanes	June	TCF	BBLP	£150,000	TCF/ET AF
District Centre Accessibility	May-August	TCF	BBLP	£50,000	ETAF
New Road-Civic Centre Road & Inner Ring Road - Bellevue/London, Bedford Place & Devonshire Rd	July- September	TCF	SCAPE	£400,000	TCF/ET AF
Modal Filters	July-Sept	T Delivery	BBLP	£100,000	ETAF
Winchester Road Cycle Lane	July-August	T Delivery	BBLP	£100,000	LTP/ET AF
St Mary's Road Cycle Path	July-August	T Delivery	BBLP	£300,000	ETAF/L TP
Bitterne Road West Bus Lane	July-August	TCF	BBLP	£150,000	LTP
Active Travel Zones	September- December	TCF	BBLP/ SC	£900,000	TCF/E ATF
Millbrook Road West Bus Lanes	Autumn	TCF	BBLP	£980,000	TCF
Electric Vehicle Charging	On Going	Sustainable	SC	£100,000	EVAP
				<b>£4,310,000</b>	

# CONNECTING SOUTHAMPTON

## GREEN TRANSPORT RECOVERY PLAN



## 7 Implementation Process

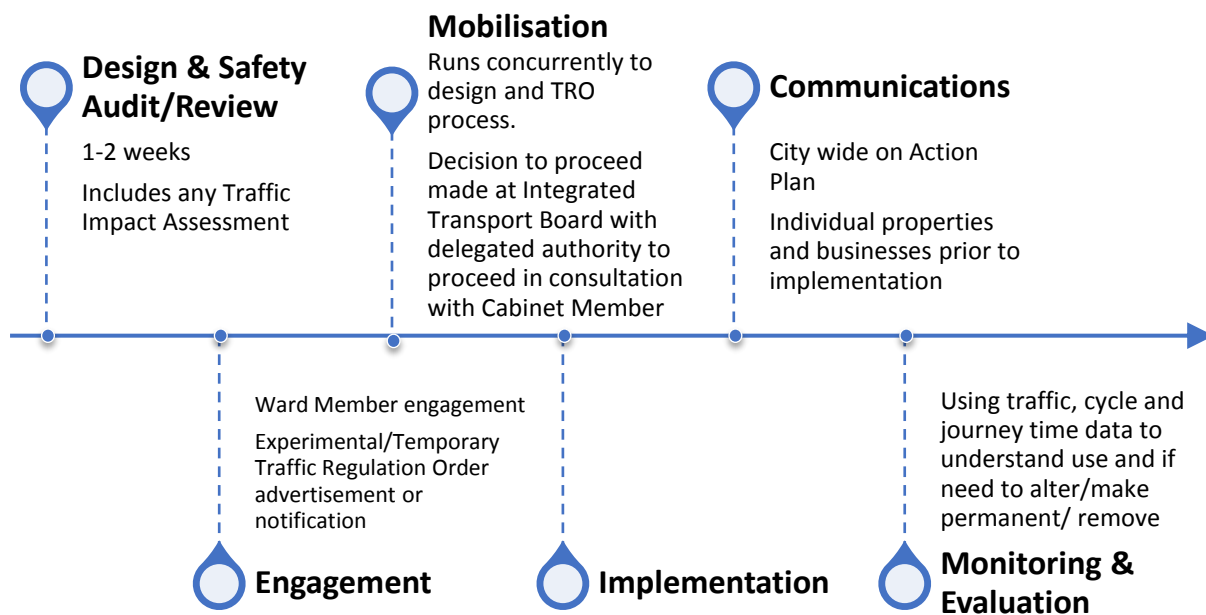
Implementation will be from May 2020 as an ongoing programme of schemes that will be delivered across Southampton.

### Traffic Regulation Orders

Under statutory guidance to Local Authorities the DfT have highlighted the range of Traffic Regulation Orders (TROs) already available to them to do certain types of 'pop-up' schemes. Where a scheme requires a TRO, such as modal filters, implementing double yellow lines or mandatory cycle lanes, there are three routes available as set out by the DfT under the Traffic Management Act 2004 – permanent, experimental and temporary. A TRO is not required for new light segregated schemes or suspending parking for example.

Permanent TRO	Notice published and posted, 21-day public consultation period, formal decision on objections and then implementation
Temporary TRO	Notice of making published 7 days before order is made and notice of making published within 14 days. No consultation.
Experimental TRO	Notice of making published 7 days before implementation, 6 to 12-month consultation period while in force, formal decision on making permanent or remove within 18 months.

An indicative timeline for implementing a scheme is set out below from inception, engagement, design, experimental or temporary TRO process, and then mobilisation for implementation. This timeline will vary depending on the scheme and elements can be run concurrently if necessary. Ward Members will be kept informed of schemes in their areas and residents and businesses will be notified before implementation.



For those schemes that are identified in the medium to long term there will be public and Member engagement and consultation on the schemes. Many of these schemes have been identified as part of the Southampton City Region TCF programme and elements are being brought forward.

As part of the scheme development process assessments will be carried out on the likely impacts on other road users, primarily buses, emergency services and access to properties.

For the Managing School Run programme there is a separate application process. This process is already established through SCC's School Streets Community Order. Engagement with Headteachers of all schools in Southampton has started.

- Step 1 – Week 1 - Communication with Headteachers
- Step 2 – Week 2-3 - School expresses strong interest and residents are informed
- Step 3 – Week 3-4 – School Applies
- Step 4 - Week 5-6 – School notified
- Step 5 - Ongoing of monitoring and evaluation

## Communications

Alongside the development and implementation of all the schemes there will be concurrent Communications activity. This will cover city wide communications on what the Council is doing to support active travel and social distancing. This will be supported by individual comms activities for each scheme for properties and individual coming out on direct impact on each scheme. The bus operators, police and fire service will also be engaged on specifics.

To ensure the success of a scheme is understood the Council will use its network of automatic traffic counters, temporary counters, walking counters in the City Centre, and Bluetooth journey time monitoring. This will look at how traffic reacts, changes in levels of cycling, changes in journey times, it will be analysed by an external party. The Council also has access to Sustrans #morespacetomove information. This will identify if there is a point where the scheme can be altered, made permanent or removed.

## 8 Supporting Programmes

Alongside the GTRP there remains a comprehensive programme of behaviour change activities through the My Journey brand that will continue to promote walking and cycling, the

commencement of the Transforming Cities programme, and a supporting strategic Solent Post Covid Communications Campaign. These are explained here.

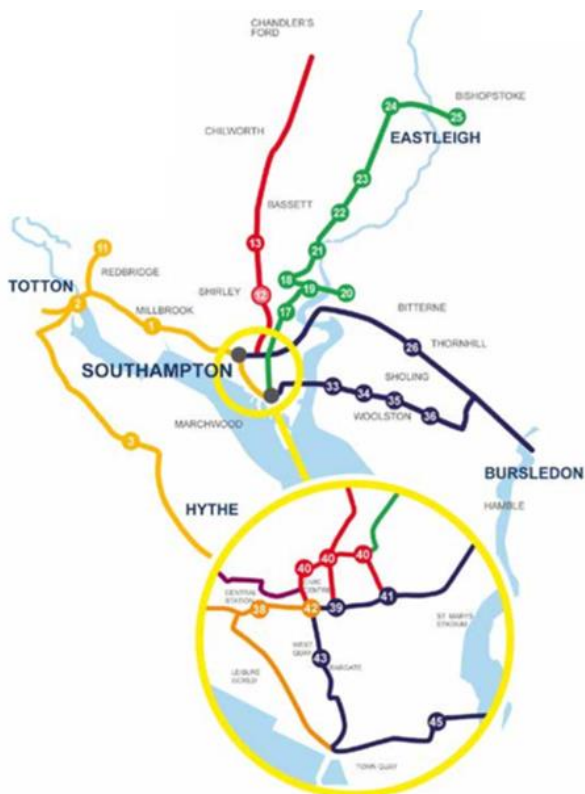
## Behavioural Change

The DfT funded Access Fund programme is focused on demand management and supporting people to walk and cycle with travel planning and engagement with businesses and schools on three travel corridors from Hampshire into the City (from Totton, Chandlers Ford and Eastleigh and from Hedge End and Bursledon). This includes supporting schools in encouraging pupils to travel by bike, walk or scoot, working with businesses to develop their Travel Plans, and events and activities.

The Access Fund programme is being reviewed so activities can support the GTRP. It will include:

- Prioritising a support package for schools to enable pupils to travel safely and socially distance on the journey to and from school, initially in any phased/staggered return, then once fully back;
- Short term grant funding and information to help make bikes and cycle refresher training available for key workers, and
- Monitoring and evaluation of the impact of any measures.

## Transforming Cities Fund



SCC, along with Hampshire County Council, are commencing the programming and delivery of the Southampton Transforming Cities Fund Programme. This has a strong focus on delivery of new cycling infrastructure on four main corridors between Southampton and Hampshire, supporting local cycling and walking journeys, supporting buses so they are reliable, interchange between modes, Park & Ride, supported by changes to roads in the City Centre that create more space for people.

The corridors (shown on the map) are to Totton & Waterside, to Chilworth & Chandlers Ford, Portswood, Eastleigh and Fair Oak, and Woolston & Bursledon. These are being looked at holistically and partially form the basis of some of the activities identified in the GTRP.

The GTRP provides the opportunity to implement some of the active travel schemes in a different way, and to review and refine the TCF programme so that early delivery of the cycling infrastructure can capitalise on the increases seen. HCC are also refine their TCF

programme to support their own plans and funding.

## Electric Vehicle Action Plan

SCC is developing an Action Plan to increase the availability of on and off-street electric vehicle charging points. This includes expanding a network of residential charging points to give people the opportunity to charge their vehicles at home. As part of the DfT's Active Travel announcement an additional £10m was made available for on-street residential charge points. SCC is already planning how to access this funding and provide additional charge points in Southampton. This forms an integral part of this opportunity to re-define transport and travel in the city.

## Solent Recovery Communications Campaign

Led through Solent Transport, the campaign will seek to encourage people in the Solent area to sustain new walking and cycling habits, as well as flexible working arrangements, that benefit both public health and the wider environment. The campaign messaging will be positioned in a positive way and will encourage people to adopt a new way of life as the country becomes accustomed to a new normal.

The campaign will be delivered under the My Journey sustainable travel brand, and looks at families, commuters, businesses, and those new to walking and cycling. The objective of the campaign is to encourage long-term travel behaviour change, following the increases in walking and cycling. Also, to help reinforce messages, we can use our Variable Message Signs located on main commuter routes to promote active travel and social distancing.

The campaigns are titled #activetravel and #newnorm and is being led by Solent Transport so a consistent message is sent across all authorities, but there will be locally led SCC comms as well. A separate detailed Solent Communications Plan has been developed and this will support the GTRP with messages around safer travel.

## 9 Funding

The total cost for the identified schemes and activities in the GTRP is approximately **£4.31m**.

Funding would come from existing sources set out below, including TCF, so that schemes already budgeted and committed can be brought forward. SCC recognises that we need to be agile to the changes we are experiencing and to evaluate our approach and to be considered and strategic with our interventions (both behaviour change / infrastructure). The temporary measures, may require some reallocation of existing programmes within the existing 2020/21 LTP Integrated Transport Programme that has already received budget approval as part of the Council 2020 budget. Any appropriate expenditure on activities and schemes that can be recovered from any additional Government funding for Covid-19 will be identified and this will offset any core SCC expenditure such as LTP funding. However, initially we look to utilise these existing external budgets and programmes to fast track specific projects that directly support the GTRP

Local Transport Plan (LTP)	Capital funding for transport schemes including cycling, walking, public transport, public realm, traffic signals
Developer Contributions	Contributions towards walking, cycling and public transport schemes
Electric Vehicle Action Plan	On-street charging points – grant funding opportunity from DfT being pursued
Transforming Cities Fund	Large scale programme 2020-23 for transformative schemes for active travel, public transport, interchanges and gateways on four corridors between Southampton and Hampshire
Solent Future Transport Zone	Local Mobility Hubs and e-scooter trial
Access Fund	Supporting active travel with activities and training, working with schools and businesses on Travel Planning
Travel Demand Management	Wider travel planning across the Solent in partnership with Highways England, will make use of the Solent wide communications programme
Future High Streets Fund	Bid being prepared but the GTRP is implementing some early elements for Above Bar Street, Portland Terrace and Civic Centre Road-New Road.

The Government has also indicated that they are allocating £2bn to active travel modes, some of this is already committed funding such as TCF. However, an initial £250m is being made available to local authorities for the implementation of Emergency Active Travel

schemes<sup>4</sup>. The indicative allocation for Southampton is £1.225m. This is an initial funding and more may be available later in 2020 as part of the wider Cycling & Walking Investment Plan. The GTRP is set up so Southampton is well placed to utilise this additional funding effectively to achieve rapid delivery in the coming weeks. We await more information from the Government on how this funding will be allocated – as this would be of great help in combination with our existing available budgets.

If the DfT provide a proportionate grant for Emergency Active Travel measures this will offset any LTP and S106 expenditure, plus any other if higher. It is not envisaged that this will require any additional funding from outside of TCF and LTP and/or Emergency Active Travel funding.

The approximate split of funding sources in 2020/21 is:

Source	Amount
EATF	£1.255-1.495m
TCF	£2.16m
LTP ITB	£0.565m
EVAP	£0.1m
FTZ	£0.03m
Access Fund	Staff Time
<b>Total</b>	<b>£4.31m</b>

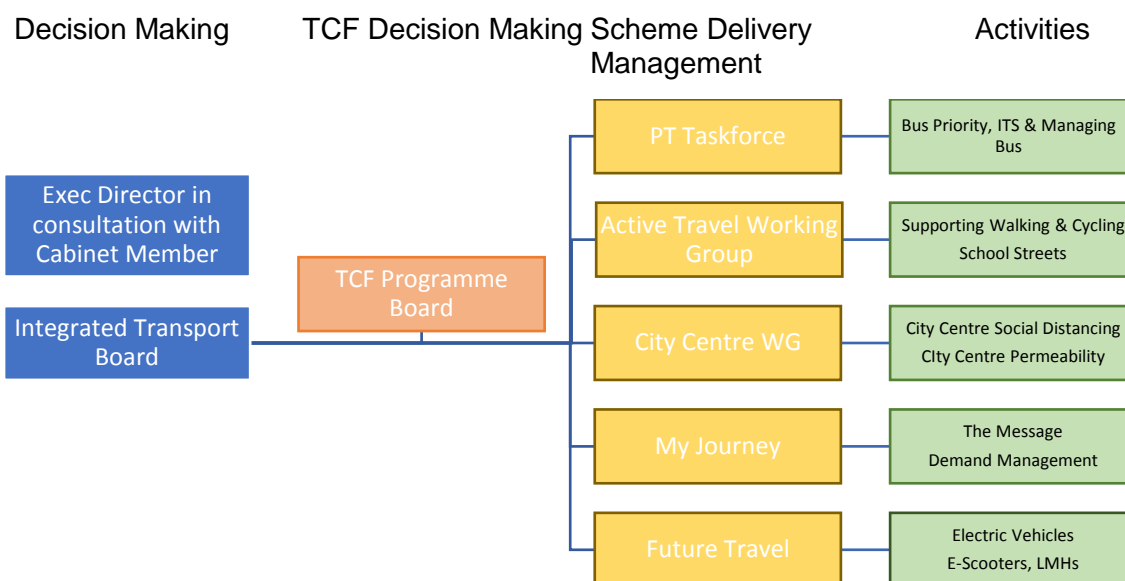
## 10 Governance & Resources

The implementation and oversight of the Southampton Green Transport Recovery Plan will be through the Green City & Infrastructure Team. It will be overseen by the Head of Service for Green City & Infrastructure who will report to the Director of Place and be in consultation with the Cabinet Member for Green City & Transport.

To ensure timely and quick delivery of the schemes the frequency of the Integrated Transport Board (which currently meets monthly) will be increased to weekly and held virtually. This will be the primary focus for the oversight of the project being developed and delivered as part of the GTRP. Membership will be increased to include invites to Service Manager Highway Contracts and Director of Place and Cabinet Member. Decisions will be made through the delegated powers to the Director and/or Head of Service, and in consultation with the Cabinet Member.

However, as most of the schemes are from the TCF Programme the TCF Programme Board (jointly with HCC) will also provide strategic input and approve TCF schemes. This will be also be done virtually and will input into any HCC TCF schemes that are being advanced. Alongside ITB supporting groups will all provide information and recommendations into the final scheme development and delivery, these include PT Taskforce, Active Travel Working Group, My Journey, and City Centre Working Group with Go! Southampton.

<sup>4</sup> <https://www.gov.uk/government/news/2-billion-package-to-create-new-era-for-cycling-and-walking>



A Project Lead in Transport Delivery will lead on the programme with the range of activities will be delivered by teams within SCC – Transport Policy, Transport Delivery, Sustainable City & SmartCities, Highways Service Provider BBLP, and external partners such as the BID and bus operators.

The programme will be monitored and evaluated to assess whether the measures being implemented are working. This will include a comment collection database working with Sustrans through their #spacetomove campaign.

## 11 Roles & Responsibilities

The following sets out the roles and responsibilities of the Boards and Teams for the GTRP.

Integrated Transport Board	Decision Making via Executive Director & recommendations to Cabinet Member
TCF Programme Board	Decision making for TCF schemes
Transport Policy & Delivery Teams	Lead Teams - Client management, lead on Active Travel WG & PT Taskforce, budget management, reporting to ITB, monitoring & evaluation
Sustainable City Team	Lead on My Journey and Managing School Run programme administration & liaison with workplaces, Go! Southampton and schools
Smart Cities Team	Support on SmartCities/Solent Go for secure cycle storage and Maas.
My Journey Communications	Overall comms, collating of requests, school engagement, development and implementation of complementary campaigns #keepactive and 'the new norm' campaign. The communications campaigns will dovetail with the short-term network adaptations proposed and the additional capacity on the highway for cycling will be an enabling measure alongside the wide-reaching communications. Liaison with Solent Transport wide programme.
Go! Southampton	Primary support (representing main businesses) for City Centre Working Group and delivery of social distancing measures in City Centre
BBLP	Civil design work, eTRO administration, temporary barrier procurement, construction, safety audit/safety review



## 12 Programme

Emerging	
May	<p>Adoption of GTRP via Exec Director and Cabinet Member            Prioritisation finalised, scheme list approved, BBLP briefs, TROs advertised, increased remote communications with key stakeholders, communications planning and engagement planning, identification of priority parklets.</p> <p>Schemes:</p> <ul style="list-style-type: none"> <li>- Adjusting signalised crossing timings,</li> <li>- First 'pop-up' cycle lanes installed – Weston Shore, Bassett Avenue-The Avenue and Hill Lane</li> <li>- Cycle routes to Southampton General Hospital</li> <li>- City Centre temporary cycle parking</li> <li>- Bus Stop Social Distancing commences</li> <li>- Retail Social Distancing in City Centre</li> </ul>
Restart	
June	<p>Initiation of #keepactive and '#newnorm' campaigns through comms channels.</p> <p>Schemes</p> <ul style="list-style-type: none"> <li>- First temporary School Streets in line with any phased return to school including engagement support,</li> <li>- Roll out of other pop up cycle lanes – Portswood Road Winchester Road,</li> <li>- City Centre Parklets &amp; Cycle Parking</li> <li>- Retail Social Distancing – District Centres</li> <li>- Parklets programme</li> </ul>
June-Aug	<p>Further permanent cycle schemes rolled out –St Mary's Road, Bitterne Road West, New Road-Civic Centre Road, Modal Filters, continued monitoring – decision on Bassett Avenue (Northern section)</p>
Recovery	
Sept-Nov	<p>Larger scale schemes implemented through TCF, monitoring, continuation of '#newnorm' campaign, St Denys' ATZ, Millbrook Road West Bus Lane,</p>
Jan 2021	<p>Decisions on making any temporary schemes permanent</p>

## Appendix 1 - Assessment of Infrastructure Options for Corridors and Destinations

	Corridor/ Area	Project	Priority Area	Risk	Budget	Spare Capacity	Deliverability	Cost	Timeframe Near/ Medium/ Long	Proceed
Supporting Active Travel	City Centre Car Parks	Cycle Parking Hubs for workers	City Centre	Med	LTP	Repurposing existing car parking spaces in SCC car parks (1 space = 10 cycle spaces) – up to 10 car parking spaces. Car park use lower but as more workers return demand could increase.	Assessment of car parks, procurement of fencing, gates and temporary Sheffield stands, with development of secure access via SolentGo/ Smartcities card/ MaaS	£10k per car park – 5 car parks = £50k  Offset car park revenue loss to be assesse d	Near	Y
Supporting Active Travel	District Centre Car Parks & Roads	Additional cycle parking for workers	All District Centres	Med	LTP	Repurposing existing car parking spaces in District Centre car parks or removing/ suspending on- street parking bays	Assessment of car parks, procurement of fencing, gates and temporary Sheffield stands, with development of secure access via SolentGo/ Smartcities card/ MaaS	£5k per site – 5 DC car parks & on-street - £25k	Near- Medium	Y

Supporting Active Travel	Pedestrian crossings	Pedestrian & cycle priority calls by additional detection and retiming of demand	Key Commuting Corridors, City Centre, District Centres	Low	LTP	ITS indicate that some signals have capacity to do this	BBLP ITS to redo timings on identified signals to be responsive to	£10k	Near	Y
Supporting Social Distancing	Bus Stops	Organising space around bus stops and considering other social distancing measures, temporary kerbs	City Centre, District Centres, Other Busy Bus stops (e.g SGH, University)	Low	LTP	Where there is insufficient space may need to use carriageway	Implications of not having level boarding, need to understand levels of use, using chalk paint or equivalent to demarcate	£50k	Near	Y
Supporting Active Travel	Buses	Additional card readers on buses (tap on-tap off)	All	Low	TCF Fast track	Additional reader installed on bus	Procurement via the CBTF	£30k	Near-Medium	Y
Supporting Social Distancing	Parklets	Providing additional space for benches, green space, cycle parking to widen footways – opportunity for public art	City Centre, District Centres		LTP/FTZ	Using spare roadspace for small cycle parking, green spaces etc to provide additional footway space	Procurement via BBLP and short turnaround to install	£5k/parklet – 15 sites = £75k	Near	Y

Supporting Active Travel	A33 Millbrook Road West	Bus Lanes inbound from Millbrook Rndbt to Paynes Road	Key Commuting Corridors	Low	TCF Fast track	3 lanes that could have one converted to bus lane while traffic levels are low to establish bus priority	Experimental eTRO, signs & lines	£980k	Long	Y
Supporting Social Distancing	All	School Street Closures - staggered start/end times	Schools	Low	Access Fund/ LTP	Use road space outside schools for start/end day closures to for social distancing	Supply of materials – cones, barriers etc, assessment of willing schools and available roadspace. Closures driven by schools utilising Community Street Closure order. Comms & engagement required	Approx £15k/school – 30 schools = £450k	Near-Medium	Y

Supporting Active Travel	Access to Southampton General Hospital	Cycle routes (e.g. lanes) and priority (e.g. modal filters) on Dale Road, through Lordshill from Adanac Park, Bellemoor Road, Hollybrook Cemetery. Support school street closures e.g. Upper Shirley High/ Shirley Infants.	Key Employment Area	Med	LTP	Removing 6 spaces on Dale Road, off-road routes through Lordshill via District Centre, modal filters restricting vehicle access at Bellemoor.	eTRO for Dale Road & Bellemoor, signs & lines, temporary modal filter. Restricting vehicle movements some residential distributor roads e.g. Bellemoor Road.	£75k	Near	Y
Supporting Active Travel	Hill Lane	Cycle lanes on Hill Lane from Burgess Road to Archers Road (connecting to existing)	Key Commuting Corridor, Access to Leisure	Low	LTP	Mandatory cycle lanes in both directions	eTRO, signs and lines	£100k	Near	Y
Supporting Active Travel	Shirley High Street	Removing on-street parking and converting footways to shared use	Key Commuting Corridor, District Centre	High	LTP	None on carriageway and in places footway narrow	eTRO, but a busy bus corridor affecting public transport	£250k	Long	N

Supporting Active Travel	Bassett Avenue	Remove one lane in each direction to make temporary segregated cycle lanes from Chilworth to Bassett Avenue	Key Commuting Corridor	Med	TCF Fastrack	Current traffic levels are low so one lane could be taken. Winchester Rd-Bassett Ave planned for reallocation	eTRO, signs/temporary barriers, connectivity at either end	£150k	Near	Y
Supporting Active Travel	The Avenue	Mandatory/segregated cycle lane between Winn Rd and Burgess Road	Key Commuting Corridor	Low / Med	TCF Fastrack	Wide 2 lanes that can accommodate cycle & traffic lanes	BBLP done TCF design, eTRO, signs, lines or temporary barriers in advance of permanent scheme (Oct)	£100k	Near	Y
Supporting Active Travel	Portswood Road	Mandatory cycle lane between Portswood Broadway and Lodge Road	Key Commuting Corridor, District Centre	Low / Med	TCF Fastrack	Space in carriageway with some parking reallocate to side streets	BBLP done TCF design, eTRO, signs, lines, parking bay removal	£150k	Near	Y
Supporting Active Travel	St Mary's Road	Create segregated 2-way route between Onslow Road and Charlotte PI	Key Commuting Corridor	Low	TCF Fastrack	Wide carriageway that could be reallocated	BBLP done TCF design for widened footway for seg route, eTRO, signs, lines	£300k	Medium	Y

Supporting Active Travel	Bitterne Road West Cycle Lane	Option 1 Mandatory cycle lane on Bitterne Rd W from Bitterne Village (Lances Hill) to Northam River Bridge	Key Commuting Corridor	High	LTP	Dual carriageway would reduce capacity while flows are low, space once lane is taken away for cycle – be a wide single. As traffic flows increase would need to be removed	eTRO, signs, lines/temporary barrier required – speeds and safety, acceptability	£500k?	Long	N
Supporting Active Travel	Bitterne Road West Bus Lane	Bus lanes with cycles & taxis permitted, in each direction from Bitterne to Northam Road, cycle lane across Bitterne Bridge	Key Commuting Corridor	Med	LTP	Dual carriageway, flows are low to take away one lane in each direction for bus lane to help buses	eTRO, signs, lines, acceptability, using EVMS and a comms plan for engagement	£150k	Medium	Y
Supporting Active Travel	Bitterne Road East	On road mandatory cycle lane from Upper Deacon Road to Maybray King Way	Key Commuting Corridor	Low / Med	LTP	Design for SCN2 has with direction cycle lanes on wide single carriageway road	Would require removal of right turn pockets and left turn filter at Bath Road, eTRO, signs, lines/ temporary barrier	£250k	Long	N

Supporting Active Travel	Portsmouth Road	On road cycle lane from Itchen Bridge to Botley Road	Key Commuting Corridor	High	TCF Fastrack	Space is limited between Itchen Bridge and Weston Lane, more space from this point to city boundary	eTRO, signs, lines/ temporary barrier	£250k	Long	N
Supporting Active Travel	St Denys ATZ	Identified items from St Denys' ATZ engagement	Residential Area	Med	TCF Fastrack	Targeted road closures, priority changes, cycle parking		£900k	Long	Y
Supporting Active Travel	Winchester Road (Bassett Ave -Hill Lane)	Make cycle lanes mandatory and reallocate parking	Key Commuting Corridor	Med	LTP	Cycle lanes already in situ but parked on	Limited alternative places to park	£100k	Medium	Y
Supporting Active Travel	New Road-Civic Centre Road	Closure of New Road-Civic Centre Road to all traffic except buses, taxis & cycles	City Centre	Med	TCF Fastrack	Excess road space that can be reallocated, closure to through traffic would reduce volumes	Assessment of what to do with access traffic and messaging, eTRO, signs, temporary barriers, enforcement	£300k	Medium	Y



Supporting Active Travel	Above Bar Street	Make Above Bar Street (south) one-way for buses, taxis & cycles only from New Road to Pound Tree Road. Cycle contraflow. Remove bus stops outside Bella Italia-Yates to allow footway widening	City Centre	Med	TCF, FHSF	Excess road space that can be reallocated either through temporary barriers to widen the footway, would require one lane for traffic and space for bus stops s/b close to precinct	Consultation with bus operators on potential routing changes for buses going in opposite direction to the one-way. Relocation of taxi rank. Removal/repositioning of bus stops towards precinct, eTRO, temporary widening to become permanent	£100-300k	Medium-Long	N
Supporting Active Travel	City Centre Pedestrianisation	Expanding the pedestrian and cycle core of the City Centre – Guildhall Square, East Street, High Street & Bargate, remainder 20mph limit	City Centre	High	TCF, FHSF	Closing road to be reallocated to all traffic except cycles and people walking.	Consultation with bus and taxi operators, BID and businesses regarding loading and deliveries, disabled abys, upgrades to surfacing	£1m	Long	Y – Future Phase

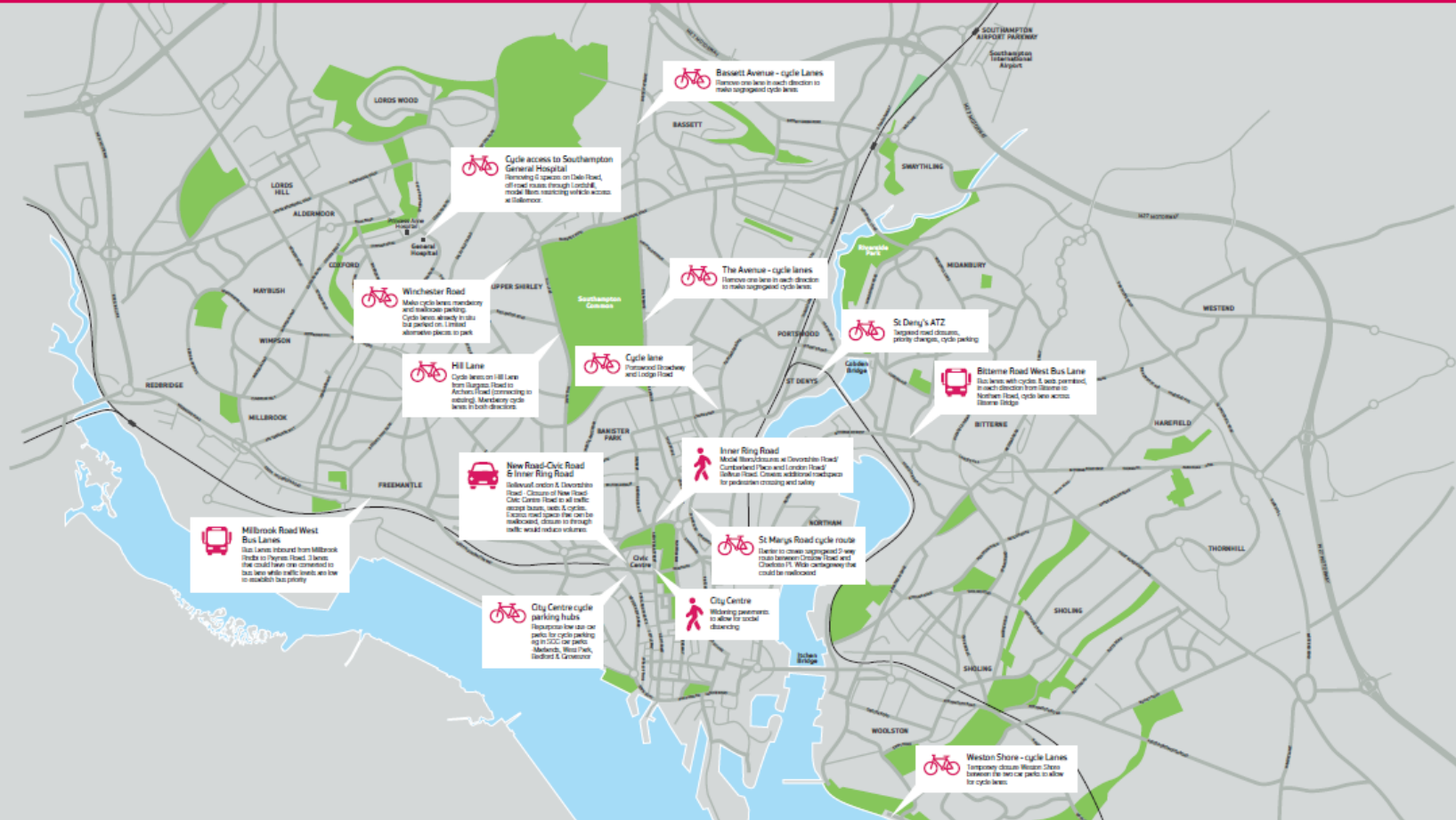
Supporting Active Travel	Queensway-Palmerston Road	Reallocation of road space to on road cycle lanes	City Centre	Low	LTP	Enough width that can be reallocated on western side of Palmerston Road without impacting on P&D bays	eTRO, signs, lines/ temporary barrier	£50k	Medium	N
Supporting Active Travel	Weston Shore	Closure of Weston Parade to traffic for temporary cycle route	Woolston, City Centre	Low	LTP	Reallocate road space	Re-routing of traffic assessment, eTRO, signs, temporary barriers, enforcement, acceptability	£40k	Near	Y
Supporting Active Travel	Cycling Permeability	Removal of right turn bans for cycles, contra flow cycling on one-way streets	City Centre, District Centres, ATZs	Low	LTP	Reallocating priority at signals	eTRO, signs	£50k	Medium	Y
Supporting Active Travel	Inner Ring Road	Modal filters/closures at Devonshire Road/ Cumberland Place and London Road/ Bellvue Road	City Centre	Low	TCF Fastrack	Creates additional roadspace for pedestrian crossing and safety	eTRO, signs, bagging of lights at Devonshire, temporary modal filters on Bedford Place	£100k	Medium	Y

Supporting Social Distancing	Lordshill District Centre	Additional queuing space for shops and additional parklets	District Centre	Med	LTP	Creates additional space outside Sainsbury's, need to suspend some parking bays.	Off-Street Parking TRO, barriers, stencil markings	£20k	Near-Medium	
Supporting Social Distancing	Shirley District Centre	Additional space for people walking around Shirley High Street - Widening bus stops at Precinct, relocate parking bays, pedestrian crossing timing changes, parklets, temporary footway widening	District Centre	Med	LTP	Use bus laybys on Shirley High Street, parking bays would need to be suspended to widen footways	eTRO, community & business consultation, temporary barriers for footway widening	£100k	Medium	Y – bus stops Phase 1, rest Phase 2
Supporting Social Distancing	Portswold District Centre	Widening bus stops in Broadway, pedestrian crossing timing changes, parklets, temporary footway widening, bus & cycle only road	District Centre	Med	LTP	Parking and disabled bays would need to be suspended or relocated to widen footways	eTRO, community & business consultation, temporary barriers for footway widening, longer term elements linked to TCF	£100k	Medium	Y – bus stops Phase 1, rest Phase 2

Supporting Social Distancing	Bitterne District Centre	Managing space around shops, cycle routes to Bitterne, additional space at bus stops	District Centre	Med	LTP	Precinct is pedestrianised, narrow space around West End Road bus stops on footway	eTRO, community & business consultation, temporary barriers or planters for shop queuing	£50k	Medium	Y – Phase 2
Supporting Social Distancing	Woolston District Centre	Pedestrian crossing timing changes, Local Mobility Hub and Active Travel Zone	District Centre	Low	LTP	Lesser scope to carry out widening works	Woolston ATZ TCF scheme due to start engagement in October	£25k	Long	N
Supporting Future Travel	Electric Vehicle Action Plan	On-street charging points in residential areas	Residential Area	Med	EVAP	Uses on-street charge point bollards	eTRO, signs, preferred supplier	£100k	Medium-Long	Y

# CONNECTING SOUTHAMPTON

## GREEN TRANSPORT RECOVERY PLAN



## Appendix 2 - Visual examples of highway measures

### Supporting Social Distancing

Street stencils + chalk for marking out social distancing as opposed to tape (can be pressure washed off):



Example of temporary build out for bus stop at Brixton - Rediweld kerb with new asphalt pad.  
Potential for Bassett Avenue, The Avenue, City Centre bus stops



Example of Temporary Cycle Build out at a bus stop in Paris



## Temporary Cycle Parking Parklets, Netherlands



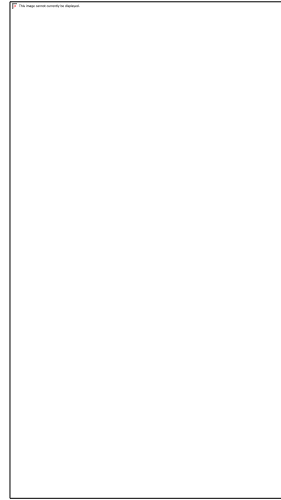
## Creating additional footway space



Widening of pavements in Centro, Sorocaba

Link here for more examples [https://www.itdp.org/wp-content/uploads/2020/02/DHoppe\\_TacticalUrb\\_11032020-1.pdf](https://www.itdp.org/wp-content/uploads/2020/02/DHoppe_TacticalUrb_11032020-1.pdf)





Secure Cycle Parking in London



## Supporting Active Travel

Leicester - Taking out a lane and creating a cycling



Temporary modal filter planter boxes used in Tower Hamlets, London:



Blocking a right turn at a junction:



Two lanes of Old Shoreham Road (A Road) in Hove in both directions have been turned into cycle lanes:





Further example of painted cycle lane:



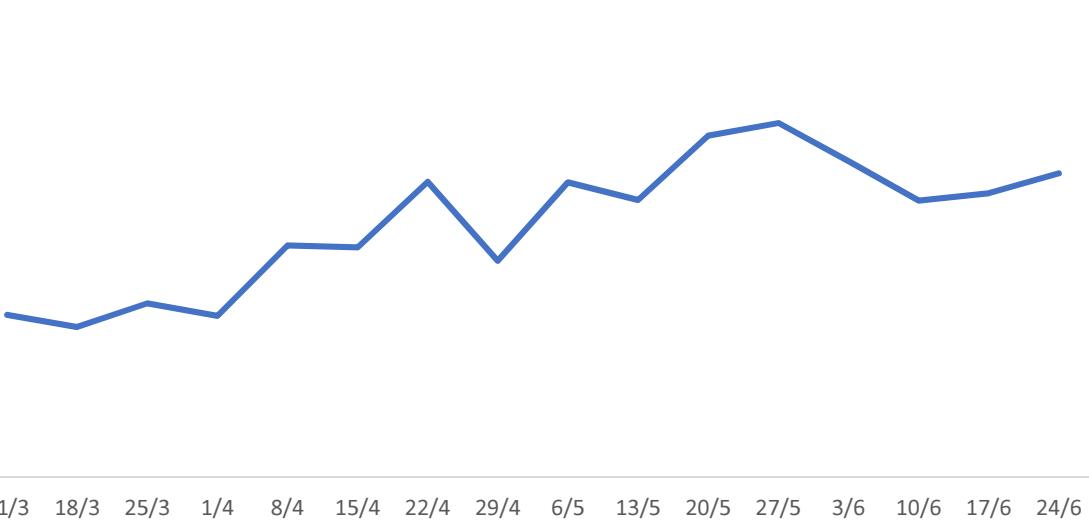
Example from City of Jersey of paint to expand pavement widths



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# Southampton Traffic & Transport

Average Weekday Cycling Levels March-June 2020



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Average weekly cycling numbers this week are 102% higher compared to the week before lockdown

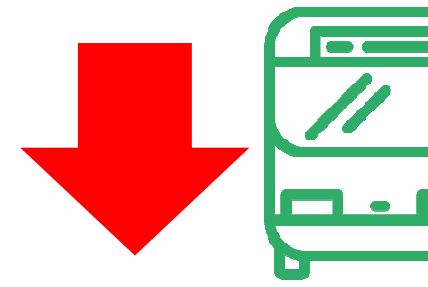
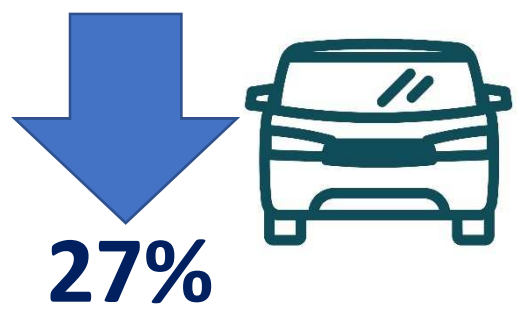
Average cycle levels this week are 27% higher than last week

Cycling levels up 37% this May compared to May 2019



Sources – SCC Traffic Counters, bus operator data  
Week to 25/6/20

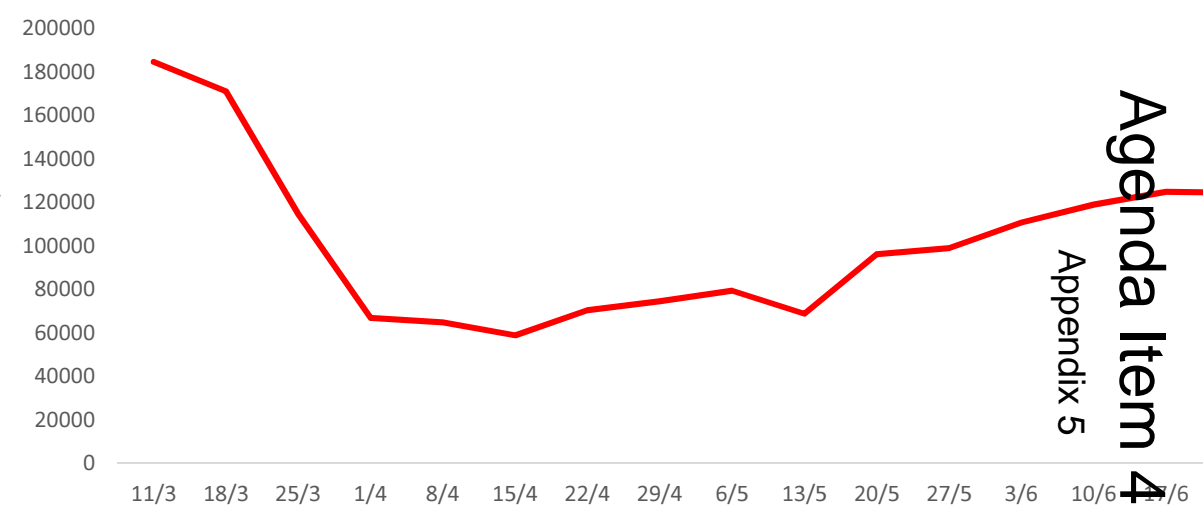
Traffic levels down 27% since week before lockdown



Bus travel down 85% compared to February 2020  
23% higher than in April

Traffic this week is 7% higher than last week

Average Weekday Traffic Levels March-June 2020

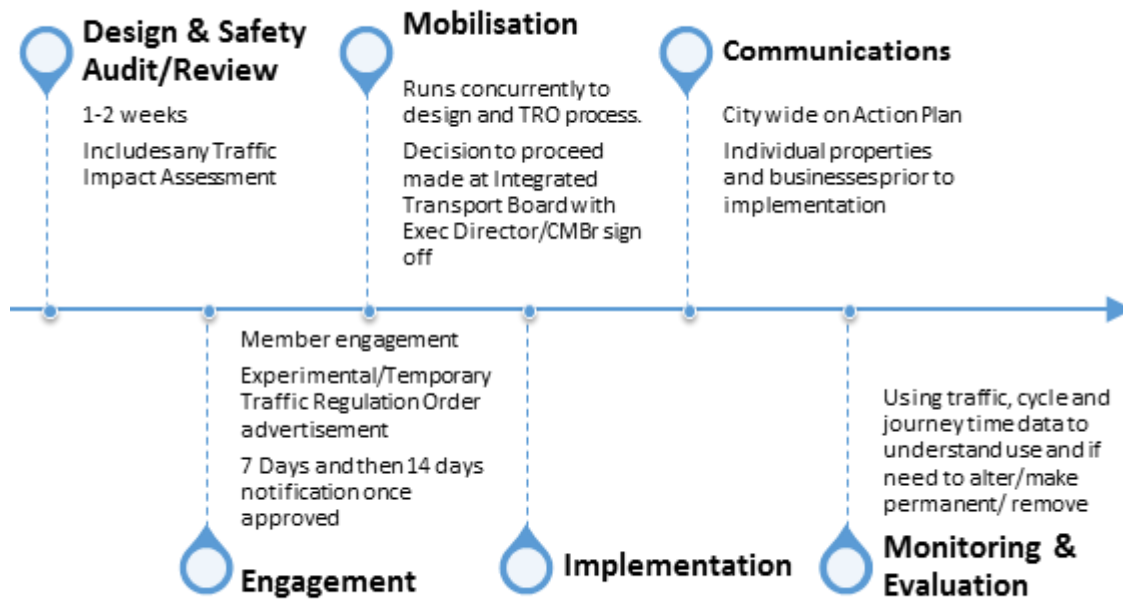


Agenda Item 4  
Appendix 5

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### Appendix 3 – GTRP Programme & TRO Process



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### Appendix 4 - Summary of Transport Funding 2020/21

Summary of funding available for Transport Improvements within Southampton

**Grant Funding** - where an annual allocation is given by Government (as part of Roads Funding Information Pack)

Funding Stream	2020/21 Allocation (Capital)	Prescribed use and type of funding
LTP Integrated Transport Block	£2,124,000	To deliver programmes of local transport improvements at discretion of Council
Highways Maintenance Block - Needs Element	£1,371,000	To deliver programmes of highway maintenance
Highways Maintenance Block Incentive Element	£286,000	Top up to HMB based on performance.
Highway Challenge Fund and Pothole Fund works (combined)	£1,345,000	To repair potholes and deliver highway maintenance (SCC Eols for Itchen Bridge £5.25m and Millbrook Rd. West £5.7m Challenge Fund bids were not successful). A further share of £650m of Maintenance Funding is expected to be confirmed in coming weeks
<b>TOTAL</b>	<b>£5,126,000</b>	

### New 'One-off' Covid-19 Government Grants awarded by formula

Funding Stream	2020/21 Allocation (& £ Capital or Revenue)	Prescribed use and type of funding
Supported Services Fund	£55,726 (R)	To support the provision of bus services that are socially necessary but that can't be provided on a commercial basis (as part of Recovery process)
Covid-19 Supported Services Fund	£39,988 (R) - required to be used by mid-June	To support tendered bus services or adjustments to buses required by the local transport authority
Emergency Active Travel Fund	£ tbc (C) in coming weeks - is a share of a £250m pot	Part of £2bn fund available over 5-years allocated in February for cycling & walking. To support implementation of pop-up bike lanes, widened pavements, and cycle and bus-only corridors on a temporary basis.
<b>TOTAL</b>	<b>£95,714 (R)</b>	

### Secured Competitive Funding Bids for 2020/21-2022/23

Funding Stream	Allocation (& £ Capital or Revenue)	Prescribed use and type of funding
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Access Fund 2020-21 Extension	£760,000 (R)	Joint programme with Hampshire County Council to engage with major employers and business groups and schools on the Totton-Southampton, Chandlers Ford/Eastleigh-Southampton and Hedge End-Southampton corridors to seek to spread transport demand across peak periods and promote active travel.
Transforming Cities Fund (TCF)	£56,900,000 (C) £39.6m for SCC, £17.3m HCC	Joint bid with Hampshire County Council to deliver rapid bus, cycle, interchange, and public realm infrastructure on 4 corridors into Southampton city centre – TCF team re re-programming/ bringing forward cycle and bus lanes - Capital (SCC awaiting to formally add to programme)
Solent Future Transport Zone (FTZ)	£28m (C) across Solent Transport area as whole over 4 years – held by SCC	Led by Solent Transport to pilot innovations in sustainable urban logistics (drones/ freight consolidation), e-scooter trials, Mobility as a Service and improvements to Solent Go smartcard. TO be added to SCC programme
Travel Demand Management (TDM) funding from Highways England	£1,340,000 (R) and £360,000 (C)	To engage with major employers and business groups in vicinity of M27 corridor to seek to spread transport demand across peak periods and promote active travel.
<b>TOTAL</b>	<b>Capital = £40.94m &amp; Revenue = £2.1m</b>	

#### Other funding announced but not available

Highways England Junction 7 works	£380,000 (Capital)	To upgrade traffic signal technology at Thornhill Park Road/Hinkler Road junction, and new Enhanced VMS on A3024 at Bitterne
Major Road Network	Capital	SCC has submitted a Strategic Outline Business Case (SOBC) to DfT for £60m+ for replacement and enhancement of A3024 Northam Rail Bridge – awaiting decision
Local Large Major Fund	Capital	SCC has submitted and had approved a pre-SOBC for realignment of West Quay Road, now moving to the next phase of SOBC.
Roads Investment Strategy 1, 2 & 3	Capital	Improvements to Strategic Road Network (M271, M27 &

	M3). Including Redbridge Roundabout, M27 Smart Motorways, M27 Southampton Junctions (J8 & Windhover Roundabout)
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**Appendix E – Traffic Regulation Orders – Process Overview**

Measure	Options	Legislation	Consultation - Legal Requirements	Consultation - Standard Practice	Consultation - COVID Suggestion	Notes
Widening footways	N/A	Highways Act 1980 (section 66)	None	If major impact notice with 21 days to comments > formal decision on objections	No notification unless major impact on frontage in which case consider individual circumstances	Duty to provide a proper and sufficient footway as necessary or desirable for the safety or accommodation of pedestrians includes Power to provide... raised paving, pillars, walls, rails or fences
Installing/extending cycle track (on footway segregated or shared-use)	N/A	Higways Act 1980 (section 66)	None	If major impact notice with 21 days to comments > formal decision on objections	No notification unless major impact on frontage in which case consider individual circumstances	
Installing cycle lanes	Advisory	TSRGD 2016	None	Notice published + posted > 21-day public consultation > formal decision on objections	No notification unless removing parking or other major impact on frontage – 7-day notice of intent in these cases	Does not include suspension of any existing restrictions or provision of any waiting restrictions
	Mandatory	TSRGD 2016	None	Notice published + posted > 21-day public consultation > formal decision on objections	No notification unless removing parking or other major impact on frontager – 7-day notice of intent in these cases	Does not include suspension of any existing restrictions or provision of any waiting restrictions
School Streets	TTRO	Road Traffic Regulation Act 1984	Notice published + posted 7 days before order made and notice of making published within 14 days of order being made - no consultation	as per legal requirements	as per legal requirements	Can only be used because of the likelihood of danger to the public, or of serious damage to the road TTRO last up to 18 months There is a TTRN process which can be used to bring into effect immediately

	ETRO	Road Traffic Regulation Act 1984	Notice of making published 7 days before implementation > 6 month consultation > formal decision on making permanent within 18 months	as per legal requirements	as per legal requirements	
	TRO	Road Traffic Regulation Act 1984	Notice published + posted > 21 day public consultation > formal decision on objections>implementation	as per legal requirements	as per legal requirements	
Speed limits	TTRO	Road Traffic Regulation Act 1984	Notice published 7 days before order made and notice of making published within 14 days of order being made - no consultation	as per legal requirements	Possible use of TTRN process?	Can only be used because of the likelihood of danger to the public, or of serious damage to the road TTRO last up to 18 months There is a TTRN process which can be used to bring into effect immediately
	TRO	Road Traffic Regulation Act 1984	Notice published + posted > 21 day public consultation > formal decision on objections>implementation	as per legal requirements	as per legal requirements	
Movement restrictions (bus lanes, modal filter, banned turns)	TTRO	Road Traffic Regulation Act 1984	Notice published + posted 7 days before order made and notice of making published within 14 days of order being made - no consultation	as per legal requirements	as per legal requirements	Can only be used because of the likelihood of danger to the public, or of serious damage to the road TTRO last up to 18 months There is a TTRN process which can be used to bring into effect immediately



	ETRO	Road Traffic Regulation Act 1984	Notice of making published 7 days before implementation > 6 month consultation while in force > formal decision on making permanent within 18 months	as per legal requirements	as per legal requirements	
	TRO	Road Traffic Regulation Act 1984	Notice published + posted > 21 day public consultation > formal decision on objections>implementation	as per legal requirements	as per legal requirements	
On-street parking (creation, modification or suspension)	TTRO	Road Traffic Regulation Act 1984	Notice published + posted 7 days before order made and notice of making published within 14 days of order being made - no consultation	as per legal requirements	Possible use of TTRN process?	Can only be used because of the likelihood of danger to the public, or of serious damage to the road TTRO last up to 18 months There is a TTRN process which can be used to bring into effect immediately
	TRO	Road Traffic Regulation Act 1984	Notice published + posted > 21 day public consultation > formal decision on objections>implementation	as per legal requirements	as per legal requirements	
Amending off-street parking (see note)	TRO	Road Traffic Regulation Act 1984	Notice published + posted > 21 day public consultation > formal decision on objections>implementation	as per legal requirements	as per legal requirements	Can use existing TRO provisions to suspend part or whole or car park and reserve spaces for type of vehicle as per signing/lining
Bus stops	N/A	TSRGD 2016	None	Notice published + posted > 21 day public consultation > formal decision on objections	No notification unless removing parking or other major impact on frontager - 7 day notice of intent in these cases	

Disabled bays	N/A	Road Traffic Regulation Act 1984	None	Input from applicant on location of bay and notification to any frontagers	If minor change to location then only notification to bay 'owner' - <b>Equalities Act considerations would apply.</b>
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## Equality and Safety Impact Assessment

The **public sector Equality Duty** (Section 149 of the Equality Act) requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people carrying out their activities.

The Equality Duty supports good decision making – it encourages public bodies to be more efficient and effective by understanding how different people will be affected by their activities, so that their policies and services are appropriate and accessible to all and meet different people’s needs. The Council’s Equality and Safety Impact Assessment (ESIA) includes an assessment of the community safety impact assessment to comply with section 17 of the Crime and Disorder Act and will enable the council to better understand the potential impact of the budget proposals and consider mitigating action.

<b>Name or Brief Description of Proposal</b>	Southampton Green Transport Recovery Plan
<b>Brief Service Profile (including number of customers)</b>	Delivery of short-term targeted programme of temporary ‘pop-up’ infrastructure measures to support safe travel by bus, cycling and walking within Southampton. The schemes will help enable social distancing and the reopening of businesses as the Coronavirus Pandemic restrictions on social interaction, sectors of the economy and travel are incrementally eased. The planned investment will benefit most residents of the city to some extent.
<b>Summary of Impact and Issues</b>	Enabling pedestrian and cyclists to practice social distancing more easily by providing wider pavements at pinchpoints, reallocate roadspace for cycle lanes and helping ensure journey time reliability by bus through installing modal filters at targeted locations within the city centre.
<b>Potential Positive Impacts</b>	Improved access to jobs and services in the city centre and in district centres for residents, including those living in deprived wards and households without access to a car. More reliable journey times by bus. Improved health from increase in active travel, lower level of vehicle congestion than would otherwise be the case as commuter and shopping trips begin to increase again. Improved air quality.
<b>Responsible Service Manager</b>	Pete Boustred
<b>Date</b>	25/06/2020

<b>Approved by Senior Manager</b>	Pete Boustred
<b>Signature</b>	
<b>Date</b>	25/06/2020

## Potential Impact

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
<b>Age</b>	Positive impact on those under 30 and over 65 who are more vulnerable road users, and who are less likely to be able to drive to access services or opportunities. More reliable journey times for trips by bus. Delivery of pop-up cycle lanes will help young people to access education, services and job opportunities and help free up space on shared use paths for pedestrians (benefiting older people walking to access services and retail) Cycle routes would help carers of older people get around without the need to travel by private car.	N/A
<b>Disability</b>	Positive, improved pedestrian environment, by widening pavements, improved safer waiting environment at bus stops and at interchanges.  Negative, Reallocating road space to create pop-up cycle lanes could see a reduction of on-street parking spaces in residential areas, district centres and near to parks and open spaces. Modal filters will make it more difficult for disabled drivers to access some parts of the city centre.	Improvements at bus stops and wider pavements/ fewer cyclists on shared use paths will counteract this.
<b>Gender Reassignment</b>	None	N/A
<b>Marriage and Civil Partnership</b>	None	N/A
<b>Pregnancy and Maternity</b>	Positive, improved pedestrian environment, by improved wider pavements and improved safer waiting environment at busier bus stops.	N/A
<b>Race</b>	None	N/A
<b>Religion or Belief</b>	None	N/A
<b>Sex</b>	Positive, as around 60% of bus passengers are female, so investment journey time reliability will enable access	New pop-up cycle lanes will remove barriers to cycling,

	<p>to employment opportunities, shops and local services, reduce wait times for all trip purposes. Active travel investment and bus stop infill improvements will make carrying out caring responsibilities/ shopping easier and quicker, helping improve quality of life for women. Women are more likely to undertake walking trips so improvements to pedestrian environment will be of greater benefit to them. Currently the majority of cycle trips are made by men. Part of this is due to perceptions around safety and risk. Pop-up cycle lanes will offer improved provision on corridors such as Hill Lane/ Portswood Road. This will help improve the mobility options of women who will feel safer when cycling.</p> <p>Negative, reallocation of road space away from general traffic to sustainable modes is more likely to impact on men, who are more likely to be travelling to work by private car.</p>	<p>enabling faster, easier and more reliable journeys to be made by bike for all parts of the local population, making cycling a more attractive and appealing alternative to travelling by car.</p>
<b>Sexual Orientation</b>	None	N/A
<b>Community Safety</b>	<p>Positive, by improving safety for pedestrians and those cycling through pop-up cycle lanes and wider pavements at busy bus stops, will provide safer waiting environment at bus stops. The modal filters will reduce traffic volumes on Portland Terrace/ Civic Centre Road enhancing the quality of the public realm, helping people to feel safer.</p>	N/A
<b>Poverty</b>	<p>Positive, 33% of households living in Southampton do not have access to a car (most of whom are in deprived wards). Improving active travel and improving journey time reliability by bus (by bus lanes and modal filters) will help improve quality of life for residents living in more deprived wards. Those living in deprived wards are more likely to suffer from poor health and poor air quality. More walking and cycling will help address health inequalities and support cleaner air.</p>	N/A

<b>Other Significant Impacts</b>	Positive, safer use of bus services and active travel modes of walking and cycling is expected to improve health (through increased physical activity) and enable cleaner air through mode shift from the private car. Modal filters and investment in pop-up cycling routes linking to the city centre and district centres will help support traders and local businesses based in these parts of the city as they reopen.	N/A
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