

CONNECTED SOUTHAMPTON

Implementation Plan 2022-2025

March 2022



Foreword

Pre-pandemic, Southampton saw a healthy growth in the number of people travelling by public transport into the city.

The pandemic caused a huge shift, not only in the way we physically travel but also in our attitudes towards travelling for work. Many of us have since adopted more efficient and flexible patterns of work that mean we now travel less during busy periods - something that perhaps would have felt unachievable prior to Covid.

Whilst the peak of the situation caused an inevitable drop in the use of public transport, it is important to acknowledge that walking, cycling, scooting and other environmentally friendly modes of travel became a higher priority for many. As we look to the years ahead, we will continue to invest in our transport network to support the recovery and the growth of our city and the City Region and wider Solent area. To achieve this, we will work closely with local, regional and national partners to deliver the exciting projects detailed in this Implementation Plan.

We want to create an attractive and vibrant city centre where people live, work and spend time. This vision is already being realised through the delivery of transformational projects, including investment in Southampton Central Interchange as part of the Transforming Cities programme. We will continue to deliver this vision and support the redevelopment of the city through key projects including the high-quality public spaces connected to Bargate Quarter, Hanover Square and the area around Holyrood.

We have significant growth ambitions for the heart of the city to be connected by a world-class Mass Transit System. This means moving to a metro level of rail services from our local train stations, improving services and connections to districts of Southampton and our neighbouring boroughs. This system would complement walking and cycling routes to encourage completely sustainable journeys.

Our ambitions will be supported by investment in our district centres, starting with Lordshill and Bitterne, and the continued delivery of Active Travel Zones across the city that not only create safe streets for walking and cycling, but better places to live and spend time. The delivery of our 20mph streets programme will be fundamental in creating safer and more inclusive streets.

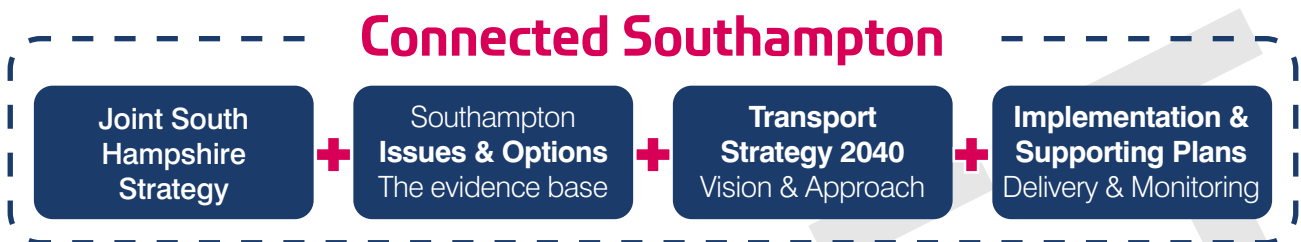
We will also continue to invest in key corridors into the city by rolling our smart technology improvements at major junctions and making junctions safer and more efficient.



Cllr Jeremy Moulton
Deputy Leader and
Cabinet Member for Growth

Introduction

Southampton City Council's (SCC) Local Transport Plan (LTP) - Connected Southampton 2040 – consists of two parts – the long-term transport strategy and this 3-Year Implementation Plan. This is supported by the Joint South Hampshire Strategy and the LTP evidence base.



This Implementation Plan sets out the progress we have made since the conclusion of the last Implementation Plan in 2018, and our proposals for the coming three years to deliver the Connected Southampton vision to:

‘improve the efficiency of transport corridors and places and make it easier for people to get about by a range of different travel choices.’

The plan also sets out the priorities for the next three-year period up to 2025, and how these support the three strategic goals: A Successful Southampton; A System for Everyone and A Better Way to Travel. In the short-term, we will focus on getting Southampton moving following the pandemic and preparing for our medium and longer-term aspirations to transform the City Centre, supporting green growth, and deliver a better well-connected city for future generations. The aspirations set out in Connected Southampton also support Southampton to become a **UNICEF Child-Friendly City**, the next **UK City of Culture 2025**, and as part of the **Solent Freeport**.

To deliver this Implementation Plan, we will work closely with a range of partners to ensure the successful development and delivery of schemes, and to unlock benefits at a local, regional and national level.

Securing additional future funding to develop and deliver the transport schemes set out in this plan is fundamental and will enable the delivery plan to be accelerated.

Funding since 2019:



£1.3m

in **revenue funding** for the MyJourney programme and, planning and developing transport schemes.



£15.2m

in **capital funding** for highway and footway maintenance and, for projects to help traffic flow better, and get more people walking, cycling and using public transport.



+£40 million

is also being invested in the city through the Transforming Cities and Solent Future Transport Zone programmes from 2020 to 2024.

Investment up to 2025 is expected to be at least with potential further funding available:



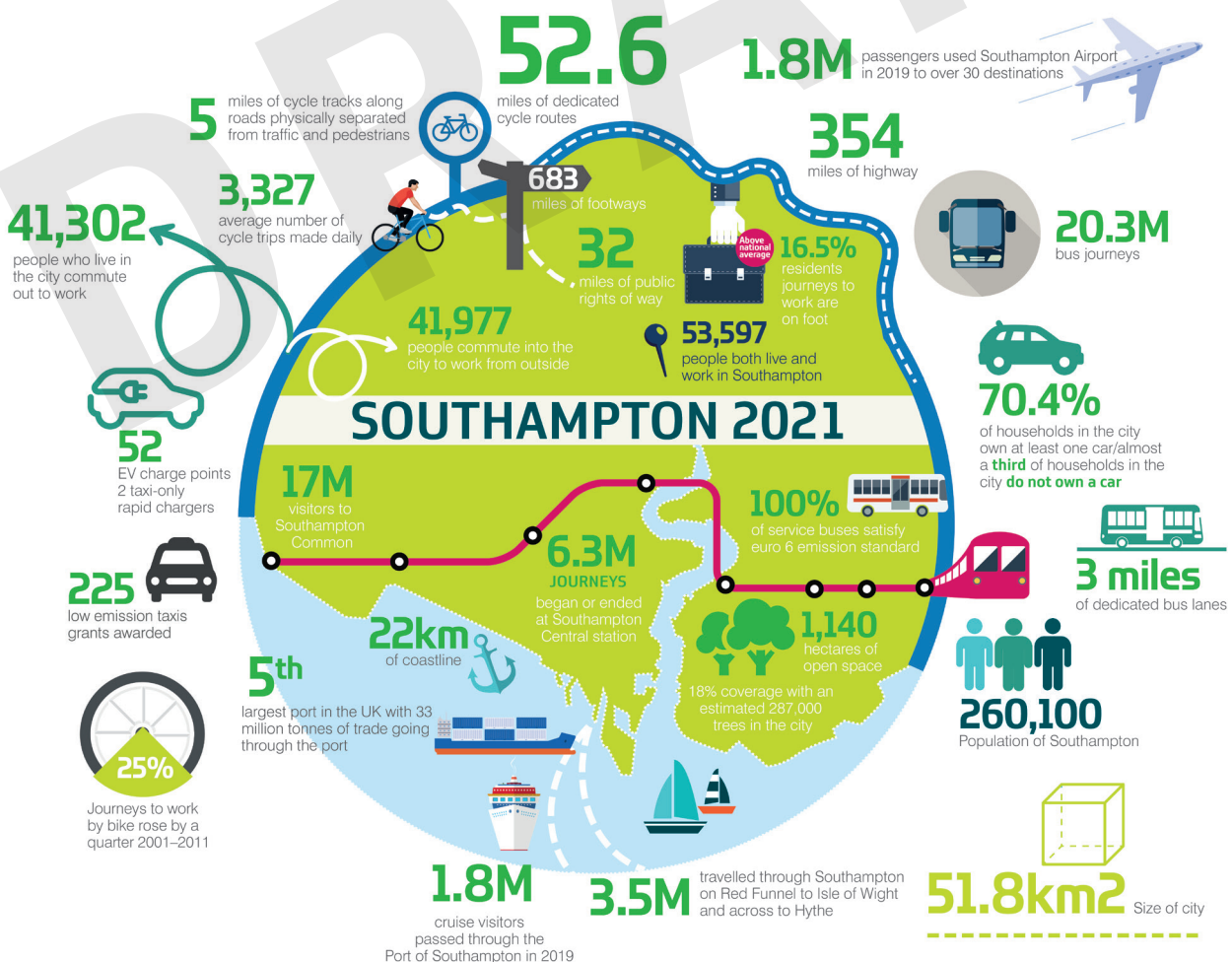
£1m

in **revenue funding**



£31.6m

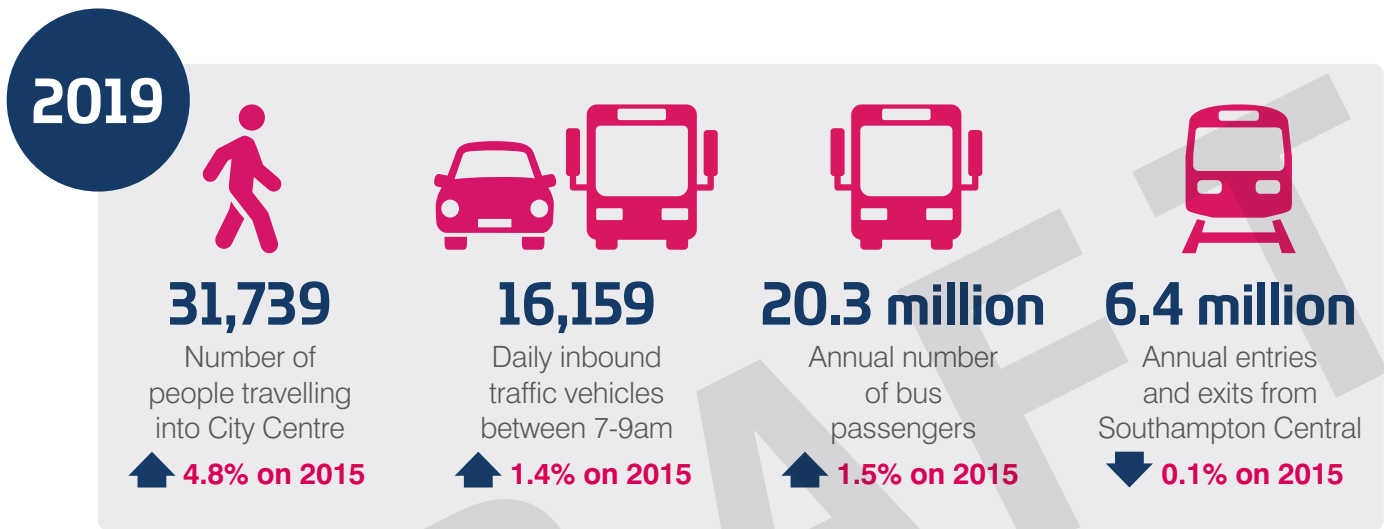
including £1 million for 20mph and road safety improvements and £15m for road and footway maintenance



Travel and Transport Trends to 2021

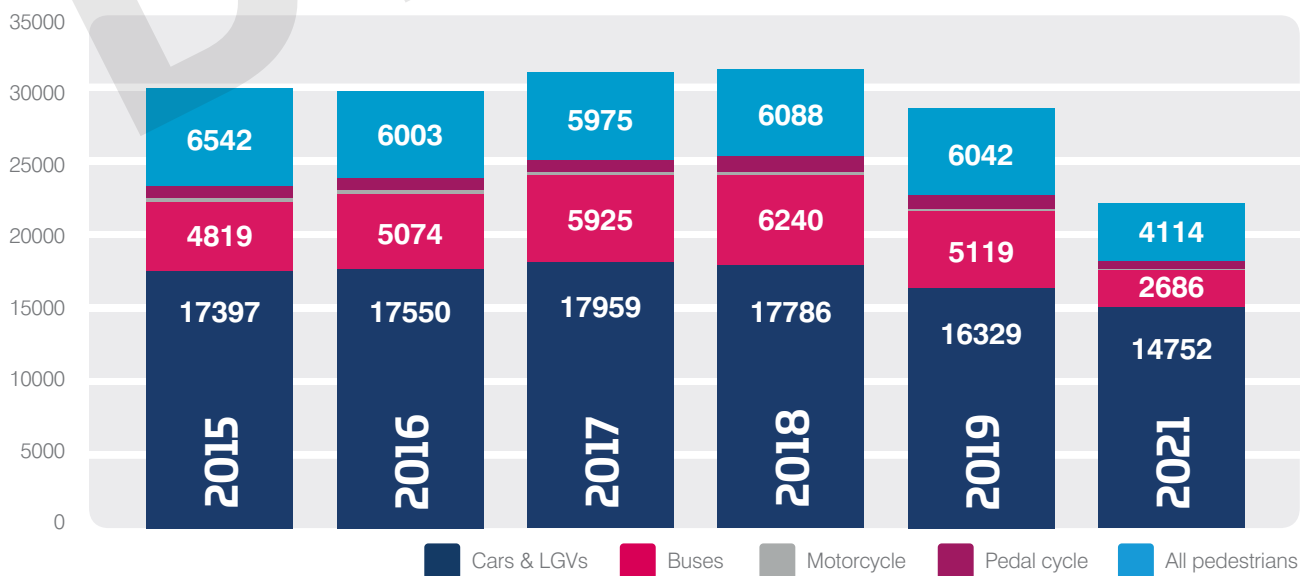
Travel and transport trends have changed significantly over the seven years between 2015 and 2021.

These are continually monitored through a network of traffic and cycle counters, Bluetooth and pollution sensors, CCTV, real time information, and partnership agreements with transport operators. This information is used to understand how people travel around Southampton and to do future planning.



The number of people coming into the City Centre and the proportion of them travelling by foot, bike, bus and train was increasing before 2020. Figure 1 shows the number of people movements into the City Centre in the morning peak between 07:30 and 09:30.

Figure 1 – Person Movements into the City Centre



2020



29,079

Number of people travelling into City Centre

↓ **4% on 2015**



13,594

Daily inbound traffic vehicles between 7-9am

↓ **17% on 2015**



7.4 million

Annual number of bus passengers

↓ **63% on 2015**



1.4 million

Annual entries and exits from Southampton Central

↓ **77% on 2015**

The restrictions introduced to manage the pandemic had a significant impact on how often people travelled and types of trips that they could take. There was a significant decline in the number of people travelling into the city, particularly by bus and train, as schools and Universities were closed and people worked from home or were furloughed. Whilst there were less people travelling into Southampton for work, people made different types of journeys – in 2020 there was a 29% sharp increase in the number of people cycling on routes that went to leisure destinations such as SCN1 into the New Forest or SCN7 through Riverside Park.

2021



22,334

Number of people travelling into City Centre

↓ **26% on 2015**



13,185

Daily inbound traffic vehicles between 7-9am

↑ **19.5% on 2015**



10.5 million

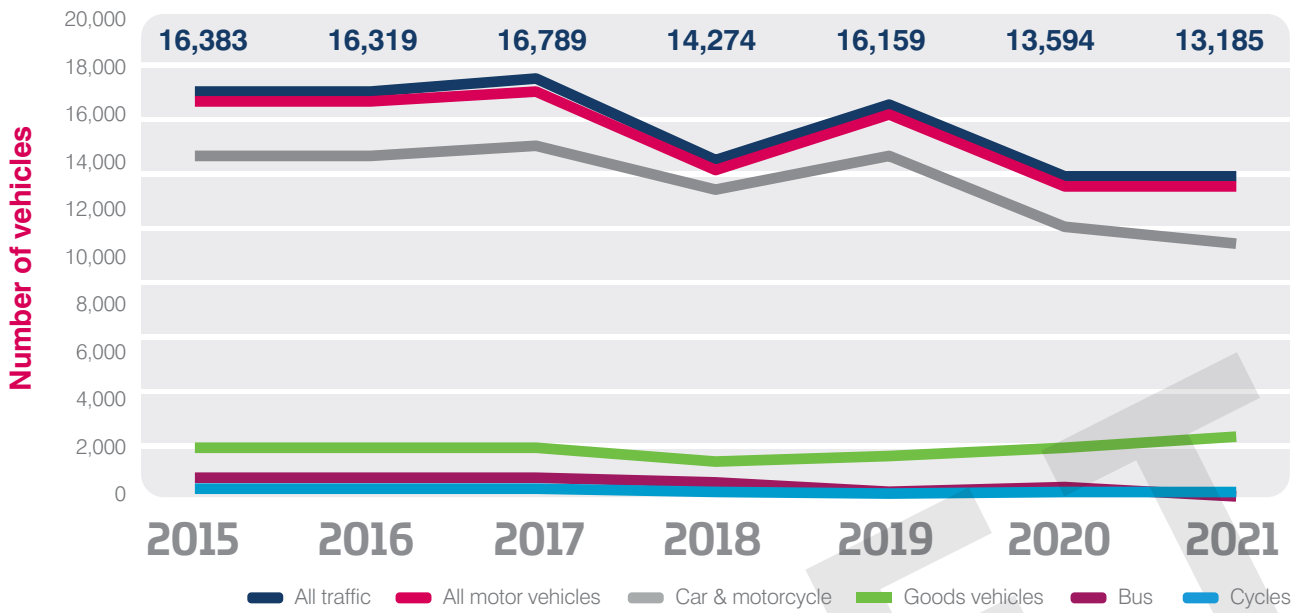
Annual number of bus passengers

* estimates based on April 2021 to December 2021

Rail stats for 2021 will not be available until the Autumn.

As the city continues to recover from the pandemic, the number of trips has steadily increased as restrictions have eased. Despite this, trips into the city remain below pre-pandemic levels, with the morning peak period much reduced with a combination of flexible working and changes in leisure travel.

Figure 2 - Number of Vehicles Entering the City Centre in the Morning Peak



Travel and transport during the pandemic

Throughout 2020 and 2021, we received funding to help deliver a series of transport measures and initiatives to support people access employment and key services whilst restrictions and social distancing measures were in place, and to encourage people to be active and safe as part of their daily lives.

- Support to help bus operators keep their networks running so key workers could get to work, and to work with them on providing additional hand sanitisers and enhanced cleaning of bus shelters, and on new ticket offers to support the night-time economy
- Temporary School Street schemes at nine schools where roads outside schools were closed to traffic at the start and end of the day to help with social distancing. These School Street schemes are now going to be made permanent
- Support for businesses who needed outdoor space when they needed it most and working with them to on plans to make it permanent
- Working with businesses to help people get to work by bike, walk or public transport
- New, temporary cycle and walking schemes to help people cycle and walk more
- Changes to traffic signals to make pedestrian crossings automatic so there was no need to touch buttons.



Temporary School Street Schemes

Why	To support social distancing and promoting a cleaner and greener school run		
When	Ongoing	Funding	£31,000

Key outcomes

Nine new temporary School Street schemes were trialled during the pandemic to support the reopening of schools and encourage walking and cycling. The 2021 pupil survey showed that 63% of pupils walked, scooted or cycled to school. A School Street survey undertaken in May 2021 found that 82% of residents in Southampton were supportive of the schemes.

Consultation on making the nine temporary School Street schemes permanent will take place in Spring 2022 and further schools are being invited to submit requests for new School Street schemes.



**MyJourney
to Work or
Employment**

Why	To support sustainable access to employment during the pandemic		
When	Ongoing	Funding	Part of MyJourney programme

Key outcomes

17 Workplace Travel Grants awarded, including 11 workplaces employing keyworkers

The MyJourney programme was adapted during the pandemic to support people in accessing employment and work. This resulted in engagement from around 61 workplaces and eight Workplace Travel Network events, with an average attendance of 40 business contacts. 44 bikes were loaned or donated to keyworkers and 886 bikes across the city were serviced at Bike Doctor events. 75 people also received cycle confidence or learn to ride training. The Canny Commuting webinars were also launched to support people in commuting in an active or sustainable way.

What have we delivered?

Over the past three years we have delivered a wide variety of transport schemes from minor improvements at bus stops to major corridor schemes that benefit everyone – walking, cycling, riding on the bus, or driving.

This section highlights some of the key projects and their outputs that have been delivered over the last three years mapped against the three Connected Southampton strategic goals.

Successful Southampton



24
new or upgraded traffic signals installed



25
miles of carriageway resurfaced



25
signals that detect and give buses priority



18
Enhanced Variable Messaging Signs for real-time traffic information



61
Bluetooth sensors to monitor journey times and **5** pollution sensors

A System for Everyone



11
new crossings so now **81%** of signalised junctions now have a pedestrian crossing phase



5
road safety schemes delivered



+250
bus stops out of 961 have received access improvements



228
on-board 'next stop' screens and audio announcements installed on buses out of 231 buses



+11,000
plants installed as part of Living Wall

A Better Way to Travel



2
Permanent School Streets, and trialled **9** further temporary schemes



25
miles of footway resurfaced



3
miles of new segregated cycle way created



52
electric vehicle charging points installed, including 2 rapid chargers for taxis and 155 Low Emission Taxi Grants awarded



145
buses upgraded – making all buses in Southampton Euro 6 emissions standards

**Southampton
West Park
and Ride**



To support University Hospital Southampton a new staff Park and Ride car park is being built by the NHS at Adanac Park (opening Summer 2022), and through TCF we are supporting it with improvements along the route to the Hospital at junctions at Brownhill Way and Frogmore Lane, and Coxford Road and Lords Hill Way, connecting Adanac Park to the Hospital. Bus stops and walking facilities are also being upgraded. These will also benefit public buses operating through those junctions and bus stops. The Park and Ride car park will also provide ability for weekend bus services to the City Centre in the future.

Why	To support the delivery of the University Hospital Park and Ride and a future Park and Ride offer to the city centre at weekends
Strategic goal	Successful Southampton - Connected City
When	Ongoing
Funding	£6.2m from TCF programme
Outputs	Bus priority measures, improvements to nine bus stops, and improved signing, including a new Variable Messaging Sign



**Northern
Ring Road**

The scheme consists of junction improvements, traffic signal upgrades, electric vehicle charging at Brunswick Place and improved walking and cycling connectivity, including Grosvenor Square.

Why	To improve traffic flows and facilitate more reliable journey times, bus priority, improved connections for pedestrians and cyclists across the ring road
Strategic goal	Successful Southampton - Connected City
When	Ongoing
Funding	£4.5m (Part of TCF programme)
Outputs	Traffic signal improvements including bus priority, cycle and pedestrian crossings at signalised junctions, contraflow cycle lane on Grosvenor Square, 10 new electric vehicle charging points, and 7 new trees planted



**M271
Redbridge
Roundabout**

Joint project with National Highways to provide a new free flow 'jet' lane from M271 to Redbridge Road. The works also support plans to deliver a new Rapid Bus Corridor between the Waterside, Totton and Southampton, and any future Park and Rides.

Why	Enhance journey times, increase capacity on this key route to the Port and City Centre
Strategic goal	Successful Southampton - Connected City
When	Completed December 2020
Funding	£20m
Outputs	New 'jet lane' from M271 to A33 Redbridge Road, traffic signal technology upgrade, widening on southern side of roundabout, new foot-cycle bridge, and new pedestrian and cycle crossings and routes

A photograph of the Millbrook Roundabout Living Wall in Southampton. The image shows several tall, rectangular green columns made of plants, installed on concrete support posts under a flyover. The background shows a clear sky and some buildings in the distance. A large, semi-transparent 'DRAFT' watermark is overlaid diagonally across the image.

**Millbrook
Roundabout
Living Wall**

The first living wall on a major road in Southampton was installed at Millbrook Roundabout as part of the major maintenance scheme. In addition to the living wall, the maintenance scheme included full resurfacing of the roundabout and new traffic signals and lighting.

Why	Reduce local air pollution and improve environment
Strategic goal	A System for Everyone – An Attractive City
When	Completed October 2019
Funding	Part of £8.3m Millbrook Roundabout Reconstruction
Outputs	Ten green columns on flyover support posts made up of over 11,000 plants and 17 plant species



Accessibility Improvements to Buses & Bus Stops

Bus infrastructure has been upgraded to make it more accessible, including raised and lengthened kerbs and 'next stop' audio and visual announcements.

Why	To improve accessibility to bus services through bus stop enhancements and real-time passenger information
Strategic goal	A System for Everyone – An Inclusive City
When	Ongoing
Funding	£0.24m a year
Outputs	Over 250 bus stops out of 961 have been made more accessible, including raised and lengthened kerbs to allow step-free boarding and alighting, and all 228 buses have been fitted with 'next stop' audio & visual announcements.



**St Denys
Active Travel
Zone**

Working with the community to develop and deliver an Active Travel Zone. Measures include continuous crossings, planting and modal filters on Kent and North Road.

Why	To create a better environment for everyone by delivering small changes to the streets and roads to improve walking and cycling
Strategic goal	A Better Way to Travel – A Healthy and Active City
When	Ongoing
Funding	£0.9m (Part of TCF programme)
Outputs	6 junction improvements, 2 modal filters and 10 plant beds



**SCN1 West
Quay Road**

Walking and cycling improvements to West Quay Road linking the City Centre to the New Forest via SCN1.

Why	To make it safer and easier to walk and cycle along West Quay Road
Strategic goal	A Better Way to Travel – A Healthy and Active City
When	November 2020
Funding	£0.49m (Part of TCF programme)
Outputs	500m of upgraded foot and cycleway and 5 junction improvements, including 3 continuous crossings.



SCN5
The Avenue
 (Inner Avenue to Southampton Common)

A new 'Copenhagen' style cycle freeway between London Road and the Common and 'light' segregated cycle lanes to the subway north of Highfield Road. New crossings have also been installed to provide safe access to the Common.

Why	To provide a direct, safe, and comfortable cycling facility linking City Centre, the Common and University of Southampton
Strategic goal	A Better Way to Travel – A Healthy and Active City
When	Completed in 2019 and 2021
Funding	£2.671m
Outputs	2.25 miles of new segregated cycle freeway, 3 new bus stop islands, 8 new continuous footways, and 3 new parallel and toucan crossings



Our Plans to 2025

Our Implementation Plan for the next three-years focuses on emerging from the pandemic to get Southampton moving, and preparing for the future.

We will be supporting the development and growth of the City Centre as a great place to live, work and spend time served by a world-class transport system that is moving to be a zero-emission. This includes starting to **transform the City Centre** with new public spaces around the Bargate, Civic Centre, developing plans for Holyrood Quarter building on the redevelopment of the Bargate Centre and former Debenhams site, and a transport hub at Albion Place overlooking West Quay. New developments will be well connected by high-quality walking, cycling and public transport routes that enable the city to grow as a social, economic and cultural hub. A new gateway will be created at Southampton Central Station connecting to these emerging high quality City Centre developments. This will create the stage for Southampton as **City of Culture 2025**.

To help people get around safely and easily we will be investing an additional £27.8 million between 2022 and 2025 that will see **over 150 roads and footways resurfaced** to help improve them for everyone.

We'll be delivering the final stages of the **Southampton TCF programme** in Woolston, Portswood and the City Centre by 2023.

In parallel, we are developing the **Southampton Mass Transit System** seeking to create a world-class public transport system. This includes exploring options for **Mass Rapid Transit**, meeting the ambitions set out in our Bus Service Improvement Plan working with bus operators through **Enhanced Partnership**, including the **roll-out of Electric Buses**. We will also look at Park & Ride, how to **improve local rail**, and ways of utilising **water transport** to support sustainable growth. This will be further supported by the new **Solent Mobility as a Service App** and planned **cycle hire and e-bike trials**, coming as part of the Solent Future Transport Zone in 2022.

Along with electric buses we will be looking at further **electric vehicle charging points** and other measures to support people changing to zero emission vehicles.

To support people's health and aspiration to become a UNICEF Child-Friendly City and Accessible City we will look to make **walking safer and more attractive** with improvements from dropped kerbs and signage, to the refurbishment of the footbridge across Millbrook Road West between Foundry Lane and Millbrook Station. This will be further supported by the introduction of new **Active Travel Zones, residential 20mph streets, road safety programme**, and the creation of **Local Mobility Hubs**, including Portswood and Woolston, offering a range of travel option such as the e-scooters, bikes, electric vehicles, and local freight consolidation points. The **Southampton Cycle Network** will continue to be developed, including quieter routes and on corridors.

MyJourney will continue to complement the delivery of transport schemes by encouraging people to consider how and when they travel through supporting campaigns, incentives and initiatives targeted at workplaces, schools and community hubs. This includes formalising existing temporary **School Street schemes** and rolling out more schemes to all schools.

We will be developing further plans that support Connected Southampton, and the emerging new Local Plan 'Southampton City Vision', including:

- Local Cycling & Walking Investment Plan (LCWIP),
- Local Metro Rail Plan,
- Parking Policies – residential, new developments and footway,
- Inclusive Transport Strategy,
- Freight & HGV Movements & Access Plan,
- Local Decarbonisation Plan,
- Intelligent Transport Systems, and
- City Centre Movement & Access Plan

We will also work with partners across the Solent and South-East to develop business cases for strategic transport schemes that support growth and investment, including **Solent Freeport**. Potential schemes include **Northam Rail Bridge Replacement** and longer-term aspirations for improvements to the local rail service and network to achieve a **Southampton Metro Rail**. Collectively, we will lobby Central Government for investment to unlock growth and deliver shared ambitions - both now and beyond 2025.

What	Bus Service Improvement Plan and Enhanced Partnership
Why	To improve bus journey times and reliability to increase passenger numbers.
When	October 2021 – ongoing
Funding	Bid for share of £1.7billion from National Bus Strategy
Outputs	Enhanced Bus Partnership in 2022

The government published its National Bus Strategy for England '**Bus Back Better**' in March 2021. The strategy requires Local Authorities to work in partnership with bus operators to create plans for improving their local bus services and encouraging more people to use them.

We published our **Bus Service Improvement Plan (BSIP) for Southampton**, in October 2021, in collaboration with the City's bus operators, and other stakeholders. This was shaped by a public survey focusing on peoples' priorities for improved bus services. An Enhanced Partnership is now being developed and looking to be agreed in 2022.

The Southampton BSIP covers the period up until 2030. It is a 'live' document and will be reviewed annually to ensure that there is an updated delivery plan and that the ambition for buses in Southampton remains.

To help accelerate the delivery this ambitious programme, the Council has funding bid to the **Zero Emission Bus Regional Areas** (ZEBRA) Fund to support the introduction of electric buses in the city and the supporting infrastructure. An announcement on successful bids is expected in Spring 2022.

CONNECTING SOUTHAMPTON

Bus Service Improvement Plan Survey Results

Bus Service Improvement Plan Survey

To support the development of our Bus Service Improvement Plan (BSIP) we carried out an online survey asking for people's views on how they use buses, the current state of local buses in Southampton and what improvements would make them use buses more.



2,260
responses to the survey

They told us....



Just over Half
had access to a private motor vehicle
(car, van or motorcycle)



58%
of respondents were
female



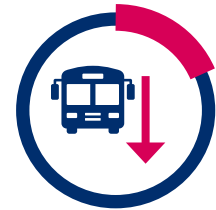
73%
use the bus on a
regular basis



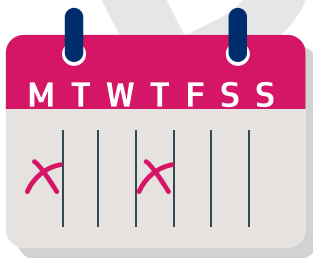
61%
walk on a regular
basis



51%
drive on a regular
basis



20%
expected to use the
bus less post-Covid



48% of respondents
used the bus 2 or more
times a week



Prior to Covid, respondents took the bus for shopping, leisure, health appointments or getting to work. Post-Covid, 24% would travel less and work from home more.

- Convenience
- Travel time
- Lack of access to bus
- Poor frequency of service

Reasons why people
use car over bus



Chris Fletcher, Ministry of Defence

Solent Future Transport Zone

Solent Transport (partnership of Hampshire County, Southampton City, Portsmouth City and Isle of Wight Councils) were awarded £29million from the DfT's Future Transport Zone programme. The funding is delivering focused research and numerous tests and trials of innovative approaches to transport across the Solent area.

The programme, which runs to March 2024, is based around two themes:

Theme 1 - Personal Mobility

- E-Scooter trials
- Mobility as a Service (MaaS)
- Solent Go enhancements
- Cycle/E-Bike hire
- Mobility Hubs

Theme 2 - Urban Logistics

- Using drones for medical deliveries
- Macro consolidation – Southampton Sustainable Distribution Centre
- Micro consolidation – Last mile deliveries
- Dynamic Demand Responsive Transport

What has happened?

- Launch of Southampton VOI e-scooter trial has seen over 30,000 users travel more than 919,949 km and make over 344,772 rides
- Development of Local Mobility Hub guidance
- Drone trials were undertaken between August and November from Apian in Thorney Island and NHS sites.
- Collaboration between partners, including a new consortium to support delivery of Mobility as a Service (MaaS) app for the Solent which integrates the Solent Go smartcard for bus and ferry, offering tailor-made transport options based on individual needs. This will be launched in 2022.

What next?

The Future Transport Zone Programme will focus on the following activities as it enters the second year:

- Extension of e-scooter trials in Southampton to November 2022.
- Introduction of cycle hire scheme, including e-bikes, to support network of Local Mobility Hubs and MaaS offer.
- Micro and macro freight consolidation trials across the Solent, including the development of Delivery and Servicing Plans.

Implementation Plan 2022-2025

Sch No.	Scheme Name	Scheme Description	A Successful Southampton	A System for Everyone	A Better Way to Travel	Status	Budget Range	2022/2023	2023/2024	2024/2025
City Centre Transformation										
1	Northern Ring Road	Road layout changes, including junction improvements and traffic signal upgrades, to support redevelopment of city centre	✓			Committed	££			
2	Southampton Central Interchange	Gateway improvements to the southside of Central Station to support increase use of rail interchange with buses, gateway public space, onwards connections to City Centre and Port	✓			Committed	£££			
3	Civic Centre Place	Improved public space, and new cycle lanes and crossings		✓	✓	Committed	££			
4	Six Dials Junction (A33/A3034)	Traffic signal upgrades with bus priority, enhancements to the subways between New Road and St Mary's	✓			Committed	££			
5	Albion Place & Castle Way	New public transport facilities on Albion Place car park and new park space on Castle Way car park, improving walking connections between Old Town, High Street and West Quay	✓			Committed	££			
6	East Park Terrace	Accessibility and walking, cycling and bus improvements to East Park Terrace to support redevelopment of Solent University, including changes to junction with Charlotte Place, connections across Parks to the Cultural Quarter from Solent University.		✓	✓	Aspiration	££			
7	Hanover Square-Queensway	Public realm and new cycle and bus access to link Debenhams, Bargate and access to Houndwell Park together with new public space at Hanover Square		✓		Aspiration	££			
8	Holyrood & East Street	Transport & accessibility improvements to support the regeneration of the city centre, including East Street, Holyrood Estate, Queensway, Bernard Street, Briton Street and Orchard Place.		✓	✓	Aspiration	£££			
9	Western Esplanade (north)	Road layout changes to support redevelopment of city centre including former Toys R Us site	✓	✓	✓	Aspiration	££			
10	Western Esplanade (south), Mayflower Park and Town Quay	Major public realm improvements on Western Esplanade linking West Quay with Mayflower Park, and along Town Quay as part of creating a world-class waterfront at Mayflower Park-Town Quay		✓	✓	Aspiration	£££			
11	Vincents Walk	Improved public transport interchange at Vincents Walk to support City Centre	✓			Aspiration	££			
12	Bargate Square	New public space at Bargate Square linking into Bargate Centre redevelopment and connecting to West Quay		✓	✓	Planned	££			

Feasibility Study / Business Case / Scheme Design / Consultation
 Trials
 Delivery

Sch No.	Scheme Name	Scheme Description	A Successful Southampton	A System for Everyone	A Better Way to Travel	Status	Budget Range	2022/2023	2023/2024	2024/2025
Southampton Mass Transit System										
13	Southampton Mass Rapid Transit Study	Undertake a feasibility study to support the creation of a world-class Mass Rapid Transit for the city, including a review of the existing systems, identifying options for Southampton and proposing a potential network	✓			Committed	£			
14	Southampton Metro Rail Study	Integrate various rail studies into a Joint Rail Plan for Southampton / Solent	✓			Aspiration	£			
15	Station Access Plans	Developing Station Access Plans identifying existing routes and infrastructure and future improvements			✓	Planned	£			
16	Enhanced Bus Partnership	Delivery of Enhanced Partnership with Bus Operators	✓			Planned	£££			
17	Southampton West Park and Ride	Delivery of Southampton West Park and Ride site at Adanac Park supported by future weekend services (commercial) into the city centre	✓			Committed	££			
18	Southampton North Park and Rail	Feasibility into Park & Rail options from Southampton Airport Parkway station	✓			Aspiration	£			
19	Bus Priority Measures	Introduce bus priority measures at key junctions across the city, such as bus lanes and bus detection at traffic signals.	✓			Planned	££			
20	Bus Accessibility Improvements	Annual programme of bus measures improving accessibility, including bus stop upgrades, shelters, lighting, CCTV, real-time passenger information, etc	✓			Committed	££			
21	Water Transport	Investigate Water Taxi services and infrastructure	✓			Aspiration	£			
22	Mobility as a Service App	Launch trial of Mobility as a Service app to inform future plans and integrate with Solent Go and other new mobility services.	✓			Committed	££			
23	Portswood Local Mobility Hub	Introduce a Local Mobility Hubs in Portswood District Centre consisting of bikes, ebikes, scooters and other mobility services.			✓	Committed	£			
24	Woolston Interchange & Local Mobility Hub	Walking, cycling and bus improvements connecting to the new Woolston Interchange, including the introduction of a Local Mobility Hub, crossing improvements and new or upgraded bus and cycle facilities.	✓		✓	Committed	££			

Feasibility Study / Business Case / Scheme Design / Consultation
 Trials
 Delivery

Sch No.	Scheme Name	Scheme Description	A Successful Southampton	A System for Everyone	A Better Way to Travel	Status	Budget Range	2022/2023	2023/2024	2024/2025
Transport decarbonisation										
25	Electric Buses	Upgrade bus fleet to electric vehicles			✓	Aspiration	£££			
26	e-Scooter Trials	Extension of e-Scooter trial and continued monitoring and evaluation			✓	Committed	£			
27	Electric Vehicle Charging Point Network	Increase the number of public EV charge points available in the city			✓	Committed	££			
Smart & Multi-Modal Transport Corridors										
28	Thomas Lewis Way (A335) Smart Technology Improvements	Smart technology improvements along A335 to make the signals more effective, better walking and cycling crossings and provide traffic information	✓			Committed	££			
29	St Denys Road (A3035) Corridor Improvements	Pedestrian crossing, cycle facilities, bus stops and traffic signal improvements, including smart technology, along St Denys Road. Improvements will also be made at the junction of St Denys Road and Thomas Lewis Way	✓			Committed	££			
30	Portwood Road and High Road Corridor Improvements	Deliver walking, cycling and bus improvements on Portwood Road and High Road as well as smart technology improvements at junctions. Improvements will also be extended to Eastleigh and Bishopstoke.	✓		✓	Committed	££			
31	Millbrook Road West (A33) Smart Technology Improvements	Smart technology improvements along A33 and A35 to support bus priority and traffic information	✓			Committed	££			
32	Shirley Road Corridor Improvements	Pedestrian crossing, cycle facilities, bus stop and traffic signal improvements, including smart technology, along Shirley Road.	✓			Aspiration	££			
33	Tebourba Way to Winchester Road (A35) Corridor Improvements	Pedestrian crossing, cycle facilities, bus stop and traffic signal improvements, including smart technology, along Tebourba Way and Winchester Road	✓			Aspiration	££			
Traffic Management & Road Safety										
34	Road Safety Programme	Annual programme of road safety improvements and campaigns		✓		Committed	££			
35	Traffic Management - Moving Violations	Consultation on new Legislation giving Local Highway Authorities the power to enforce Moving Traffic Violations		✓		Planned	£			
36	Freight Delivery and Servicing Plans	Working with businesses to develop Delivery and Servicing Plans to reduce the number of delivery vehicles entering the city	✓			Committed	£			
37	Drone Trials	Trial drone medical deliveries between the Solent and Isle of Wight	✓			Committed	£			
38	Freight Consolidation Trials	Increasing the use of Southampton Sustainable Distribution Centre to reduce the number of delivery vehicles entering the city	✓			Committed	£			

Feasibility Study / Business Case / Scheme Design / Consultation
 Trials
 Delivery

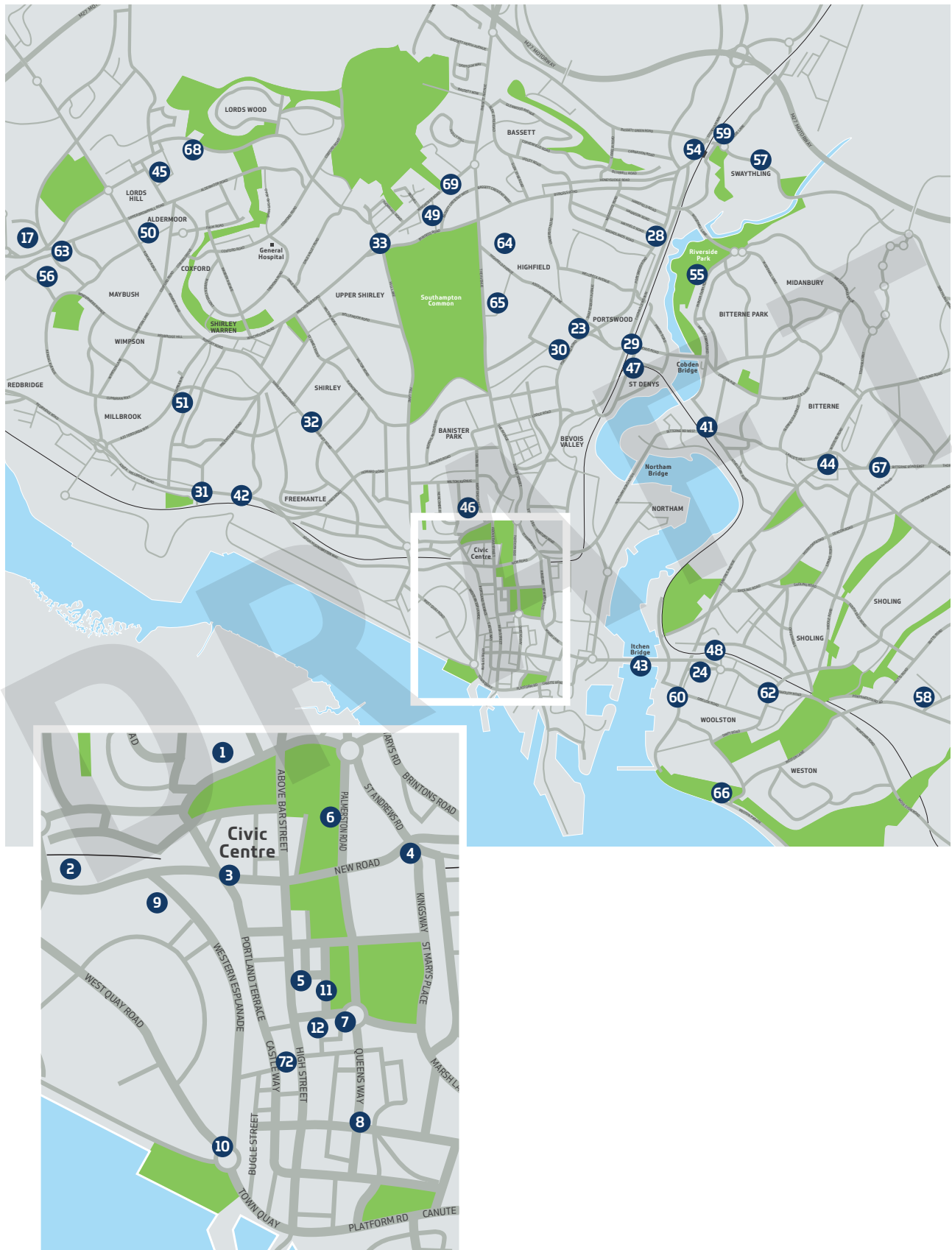
Sch No.	Scheme Name	Scheme Description	A Successful Southampton	A System for Everyone	A Better Way to Travel	Status	Budget Range	2022/2023	2023/2024	2024/2025
Highway Maintenance & Structures										
39	Road Resurfacing Programme	Expand and deliver annual road resurfacing programme	✓			Committed	£££			
40	Footway Resurfacing Programme	Expand and deliver footway resurfacing programme			✓	Committed	£££			
41	Northam Rail Bridge	Develop and submit business case for replacement and enhancement to Northam Rail Bridge - to be constructed from 2025	✓			Aspiration	££			
42	Millbrook Footbridge	Refurbish Millbrook footbridge and deliver access improvements		✓		Planned	££			
43	Itchen Bridge Enhancements	Improve the existing Itchen Bridge through the delivery of maintenance works, greening, suicide prevention measures and better connectivity to Woolston and Itchen Riverside	✓			Planned	££			
District Centre Improvements										
44	Bitterne District Centre Improvements	Develop and deliver a package of transport improvements in and connecting to Bitterne District Centre		✓		Planned	££			
45	Lordshill District Centre Improvements	Develop and deliver a package of transport improvements in and connecting to Lordshill District Centre		✓		Planned	££			
Active Travel Zones										
46	Polygon and Banister Park Active Travel Zone	Deliver package of Active Travel Zone improvements within Polygon and investigate additional measures for Banister Park			✓	Committed	£			
47	St Denys Active Travel Zone	Formalise temporary measures delivered as part of St Denys Active Travel Zone			✓	Committed	£			
48	Woolston & Itchen Active Travel Zone	Deliver improvements identified for Woolston Active Travel Zone and develop and deliver additional proposals for the Itchen area			✓	Committed	£			
49	Bassett West Active Travel Zone	Develop and deliver Active Travel Zone around Butterfield Road			✓	Planned	£			
50	Maybush Active Travel Zone	Develop and deliver Active Travel Zone around Maybush, including Lancaster Road			✓	Aspiration	£			
51	Regents Park Active Travel Zone	Develop and deliver Active Travel Zone around Regents Park, including King George Avenue and Oakley Road			✓	Aspiration	£			
52	Future Active Travel Zone Schemes	Develop and deliver future Active Travel Zone schemes			✓	Aspiration	££			
53	Active Travel Monitoring Platform	Develop a public-facing tool to monitor active travel outcomes			✓	Committed	£			

Feasibility Study / Business Case / Scheme Design / Consultation
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Sch No.	Scheme Name	Scheme Description	A Successful Southampton	A System for Everyone	A Better Way to Travel	Status	Budget Range	2022/2023	2023/2024	2024/2025
Walking Route Enhancements										
54	Wessex Lane	Active travel and public space improvements between Woodmill Lane and Wide Lane			✓	Committed	£			
55	Residential 20mph Streets	Introduce 20mph in residential areas and City Centre		✓		Committed	££			
56	Accessibility Improvements	Accessibility improvements, including dropped kerbs, tactile paving, footway surfacing and signing		✓		Planned	££			
57	School Streets	Expansion of school streets programme and making temporary schemes permanent, improving routes to schools (e.g. new crossings)			✓	Committed	£			
58	School Crossing Improvements	Implement a programme of school crossing improvements focused on schools with vacant school crossing patrol roles.		✓		Planned	££			
59	Monk's Brook Improvements	Footpath improvements and riverbank stability works along Monk's Brook in Swaythling			✓	Planned	£			
60	Coastal Walking Path Signing	Improved signing along Coastal Walking Path			✓	Planned	£			
61	MyJourney Programme	Package of incentives, initiatives, events and campaigns promoting and encouraging sustainable travel			✓	Committed	£			
Southampton Cycle Network										
62	SCN3 Ports-mouth Road	Cycle route improvements along Portsmouth Road connecting Woolston to Sholing			✓	Committed	££			
63	SCN4 Adanac Park to Southampton General Hospital	Cycle route improvements connecting Adanac Park to Southampton General Hospital via Lordshill and Hill Lane			✓	Committed	£			
64	SCN5 Chilworth to City Centre	Continuation of cycle route improvements along Glen Eyre Road connecting to traffic signal and crossing improvements at Bassett Ave (Lovers Walk)			✓	Committed	££			
65	SCN5 Lovers Walk	Walking and cycling improvements along Lovers Walk linking to Bassett Avenue and The Avenue			✓	Committed	£			
66	SCN1 Weston Shore - Cycle Route	Cycle route improvements along Weston Shore as part of flood defence			✓	Planned	£			
67	SCN2 Bitterne Road East	Bitterne Road East - cycle lanes between Bitterne Library and Somerset Ave and quietways route to Woodlands Community College			✓	Planned	£			
68	Cycle Quietways Network Improvements	Develop and deliver programme of quietway improvements, including Bassett East and West, Lordshill, Adanac Park-Hospital			✓	Planned	£			
69	Cycle Lane Upgrades	Upgrade existing cycle lanes to light segregation, including Winchester Road.			✓	Planned	£			
70	Residential Mobility Hub Trial	Deliver Residential Mobility Hubs consisting of electric vehicle charging points, cycle stands, and other features.			✓	Planned	£			
71	Cycle Hire Trials	Launch and monitoring of cycle hire scheme			✓	Committed	££			
72	City Centre Cycle Parking Hub	Installation of a new cycle parking hub within the city centre			✓	Planned	£			

Feasibility Study / Business Case / Scheme Design / Consultation
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Scheme Locations

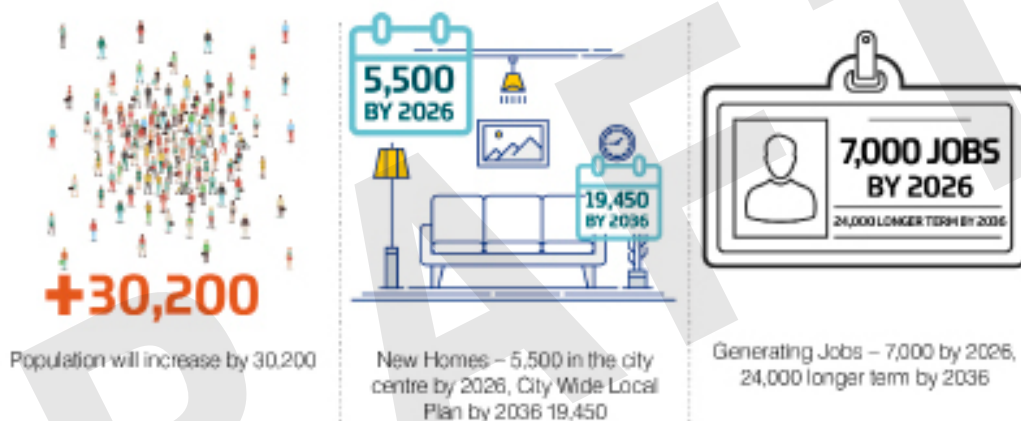


Preparing for the Future – Beyond 2025

The Connected Southampton Transport Strategy sets out a longer-term vision for a gradual transformation of transport in Southampton to 2040.

To prepare for the future and keep the city moving, we need to plan and invest in a range of attractive and sustainable transport options and infrastructure, a transition to zero-emission, and on improving connectivity to the city, particularly to the Solent Freeport and growth areas. These need to be in partnership with other stakeholders.

Southampton is set to grow



The delivery of Government housing targets will see the population of the city increase by over 30,000 people and will be supported by over 19,000 new homes and 24,000 new jobs delivered by 2036. Over 8,086 new homes have already been delivered, however more needs to be done to support up to 74,000 additional people trips that could be made daily – 11% more than now. To keep traffic levels the same as pre-pandemic levels, almost 40,000 of the additional trips will need to be made by other forms of transport – primarily rail, bus, walking, and cycling.

To develop and deliver the transport infrastructure and services, new funding opportunities will be sought in addition to our usual Local Transport funding provided by central Government. We will continue to seek funding to deliver the ambitious plans for the Southampton Mass Transit System, including Metro Rail, and buses to make them as good as London's. Projects such as Northam Rail Bridge, if funded, could be delivered in this period.

We will also continue to work alongside partners, including the Partnership for South Hampshire and Solent Transport, to shape plans up to 2040. Opportunities to fund transport improvements through the planning process will be maximised, including the redevelopment of the City Centre, Itchen Riverside, Waterside and key sites in Eastleigh Borough.

Collaboration with local and regional partners will be crucial to secure investment in strategic transport schemes that unlock benefits for the City and the wider South-East region. We will continue to input and shape these plans and to collectively lobby Central Government as 'One Voice' for investment to accelerate and deliver shared ambitions.

Our Medium and Long-Term Plans

Scheme name	Medium-term	Long-term
	2025-2029	2030-2040
A Successful Southampton		
Southampton Mass Transit System		
- Rapid Bus Improvements		
- Park and Ride facilities		
- Smart and integrated ticketing		
- Enhanced rail infrastructure and services		
- Local Mobility Hubs		
- Water transport infrastructure and services		
Intelligent Transport Signals (ITS) upgrades		
Freight access and consolidation		
Annual road surfacing programme		
Bridges and structures maintenance programme		
A System for Everyone		
Public realm improvements		
Annual footway resurfacing programme		
Annual road safety programme		
Electric vehicle charging points		
Smarter Choices programme (MyJourney)		
A Better Way to Travel		
Walking route improvements		
Southampton Cycle Network improvements		
Active Travel Zones		

