

# CONNECTED SOUTHAMPTON

Transport Strategy 2040

## Green Transport Recovery Plan



# Contents

1. Background	3
2. Southampton Green Transport Recover Plan (GTRP)	4
3. Southampton Green Transport Recovery Plan – Overview	7
4. Green Transport Recovery Plan – Approach	9
Supporting Social Distancing	11
Supporting Active Travel	12
Future Travel and Public Transport	13
Monitoring and Evaluation	14
5. Southampton Green Transport Plan – Activities	15
6. Identified Schemes	18
7. Implementation Process	20
Traffic Regulation Orders	20
Communications	21
8. Supporting Programmes	22
Behavioural Change	22
Transforming Cities Fund	22
Electric Vehicle Action Plan	23
Solent Recovery Communications Campaign	23
9. Funding	24
10. Roles and Responsibilities	25
11. Programme	26

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.

# 1. Background

Since being imposed on 23rd March 2020, the UK Covid-19 lockdown has had a significant impact on travel and transport use in Southampton.

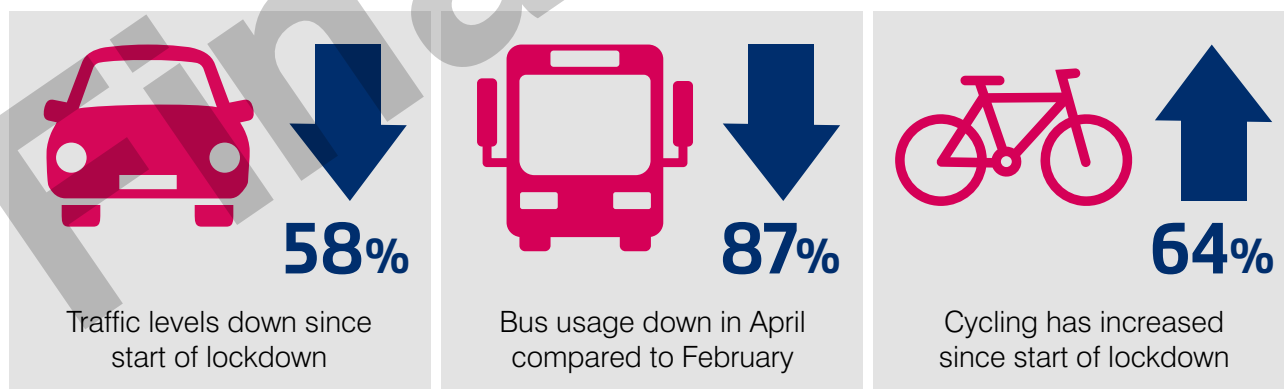
The advice to stay at home and only travel when essential has seen average traffic levels decrease across the city, with levels down 60% on the week before lockdown started<sup>1</sup>.

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.

## Southampton traffic in May 2020



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 health and well-being. This provides a unique moment to reshape the city to support the economic recovery, be more resilient, and influence 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.

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

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

## 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 £4.2m Green Transport Recovery Plan, has been established in line with the Government's recommendations for encouraging safe and active travel as we come out of lockdown.

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



As the lockdown is progressively and incrementally eased, this process of moving 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 and 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 reshape 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 needs to be given to 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>

## Opportunities

### Future Travel

Government advice is that public transport should be avoided as it difficult to maintain social distancing. This may result in increases in car-based traffic, which could 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).

### Enabling Social Distancing

Improving the walkability and accessibility of 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.

### 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.

## Threats

### Managing Demand

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.

### Managing Expectations

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.



# 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 and 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 meeting the 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 do not exceed pre-pandemic levels. The 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, congestion and pollution do not return to pre-pandemic levels;
- Supporting pupils and staff to get to school safely by walking, scooting and cycling;
- Supporting social distancing and active travel to overcome people's anxiety and enhance their overall well-being;
- Continuing to lower air pollution and carbon emissions;
- Supporting people's active and healthy lifestyles; and
- Providing 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.

**1**

### **Lockdown**

Supporting essential workers and active travel in the near-term period

**2**

### **Re-opening**

Managing and influencing travel demand by active travel, public transport and private car during the following weeks as lockdown measures are eased

**3**

### **Lockdown**

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 to get 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 the 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 Universities; 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:

<b>Key Commuting Corridors</b>	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.
<b>City Centre</b>	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.
<b>District Centres</b>	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.
<b>Employment Hubs</b>	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.
<b>Schools</b>	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.
<b>Residential Areas</b>	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 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.



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.

## 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 streets. 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.



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, enable 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.



Temporary measures to support walking –repurposing a traffic lane for additional walking space and queueing.

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.



Temporary measures at schools to create more space at school entrances and timed road closures for pick up and drop off.

## Future travel and public transport

The DfT have also indicated that e-scooter 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.

In addition to trialling e-scooters, we will also consider the future of transport, such as Mobility as a Service (MaaS) which 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.

## 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 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 (coming 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 and employment hubs

### Supporting Social Distancing

#### The Message:

**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.**

#### Managing the School Run

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

#### Creating More Space

##### City Centre & District Centre Retail Areas

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.

##### Tactical/Temporary Street Closures

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.

#### 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

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.

### Managing Demand

#### 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 Walking & Cycling

##### Cycle Parking Parklets

Identify programme of residential road 'parklets' that could include cycle hangers on-street, pinch points for walking etc

##### Keeping Key Workers Moving

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

##### Trip End

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.

##### Identify Opportunities

Working across the Council and with partners to identify opportunities for infrastructure that supports active travel and better neighbourhoods, building on the TCF & ATZ programme.

##### Priority at Crossings

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.

##### Walkability

Review of walking routes and spaces around District Centres – creating more space, decluttering, space for rest etc.

#### Future Travel

##### Electric Vehicle Charge Points

Review of potential sites for residential EV charging points

##### E-Scooters

Scope trials for e-scooters in local areas

## 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.

### Managing Demand

#### 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 Walking & Cycling

##### 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.

### Managing Demand

#### 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 Walking & Cycling

##### 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, Portsmouth 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

##### Electric Vehicle Charging

Roll out of EV charging points in residential areas.

## 6. Identified Schemes

Existing schemes, such as those developed as part of the first phase of TCF, have been identified and prioritised against the overall aim of the GTRP. 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 infrastructure projects, shown in the below table, have been identified as priority schemes for both themes. The list is not exhaustive and will be kept under review so further schemes can be added to future phases.

Project		Timeframe	Cost
<b>Supporting Social Distancing</b>			
<b>Pedestrian crossing timings</b>	Changing pedestrian and cycle priority detection and removing need to push buttons	May	£
<b>Bus Stop Social Distancing</b>	Organising and creating more space around bus stops for queuing	May-July	£
<b>Retail Social Distancing – City Centre &amp; District Centres</b>	Working with businesses to create queuing areas and support social distancing	May-June	£
<b>Parklets</b>	Providing additional space for footway widening, cycle parking, benches, greening	June-July rolling	££
<b>Managing the School Run</b>	School Street Closures – using the road space outside schools at start/end day for closures to help with social distancing	June-September	£££
<b>Tap-On-Tap Off Buses and Priority</b>	Bus priority in signals and additional card readers on buses	June-July	£
<b>Supporting Active Travel</b>			
<b>Cycle Parking Hubs</b>	Additional cycle parking for workers in car parks, City Centre, District Centres etc	May-June	£
<b>Cycle Permeability</b>	Contraflow cycling on one-way streets, removing right turn bans (where safe)	May-June	£
<b>The Avenue-Bassett Avenue Cycle Lanes</b>	Temporary cycle lane on Bassett Avenue and The Avenue	May	£££
<b>Hill Lane Cycle Lanes</b>	Cycle lanes from Burgess Road to Bellemoor Road	May	££
<b>Cycle access to Southampton General Hospital – Adanac Park, Lordshill District Centre, Dale Road-Belle Moor Road and Outdoor Sports Centre</b>	New cycle lanes and routes to provide access to the Hospital for workers	May-July	££
<b>Portswood Road cycle Lanes</b>	Cycle lanes from Portswood Broadway to Lodge Road	May-June	££

Project		Timeframe	Cost
<b>Supporting Active Travel</b>			
<b>District Centre Walkability</b>	Measures to help people walk to the local shops	May-August	£
<b>New Road-Civic Centre Road &amp; Inner Ring Road - Bellevue/London, Bedford Place &amp; Devonshire Rd</b>	Bus, taxi and cycle only temporary closure of New Road and closures of other junctions	July	£££
<b>Weston Shore Cycle Road</b>	Closure of road except for cycles	May-June	£
<b>Winchester Road Cycle Lane</b>	Cycle lanes between Bassett Avenue and Hill Lane	June	££
<b>St Mary's Road Cycle Path</b>	Cycle path between Onslow Road and Charlotte Place	July-August	£££
<b>Bitterne Road West Bus Lane</b>	Bus and cycle lane from Lances Hill to Northam River Bridge	July-August	££
<b>St Denys' Active Travel Zone</b>	Measures to support walking and cycling in St Denys area	September-December	£££
<b>Millbrook Road West Bus Lanes</b>	Bus lane towards City Centre from Millbrook Roundabout to Paynes Road	Autumn	£££
<b>Electric Vehicle Charging</b>	On-street residential charging points	On going	££
<b>£ - under £50,000, ££ - £50,000-250,000, £££ - over £250,000</b>			



# 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.

<b>Permanent TRO</b>	Notice published and posted, 21-day public consultation period, formal decision on objections and then implementation
<b>Temporary TRO</b>	Notice of making published 7 days before order is made and notice of making published within 14 days. No consultation.
<b>Experimental TRO</b>	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.

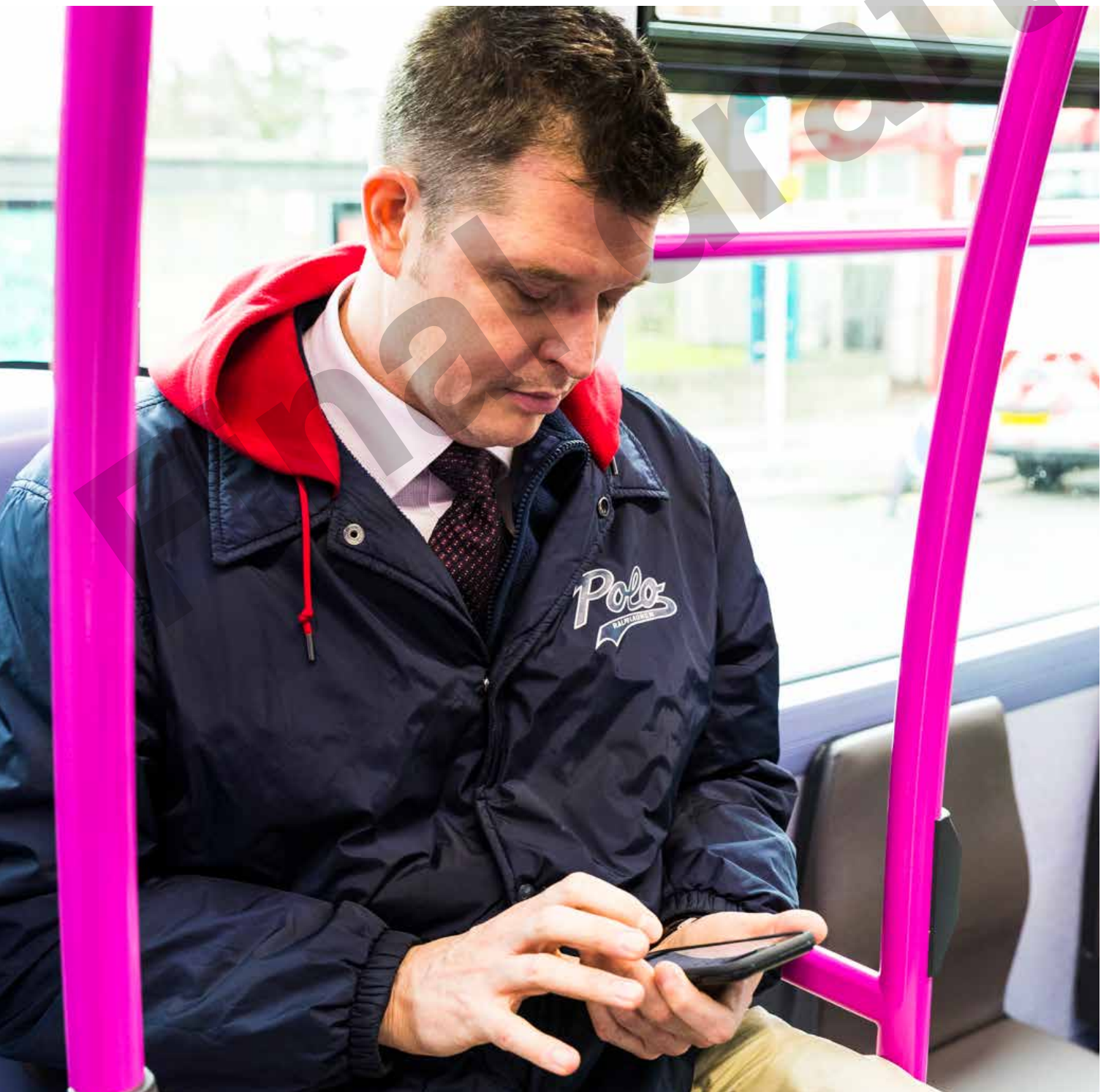
For the Managing School Run programme there is a separate application process. This process is already established through SCC's School Streets Community Order. Engagement with Headteachers of all schools in Southampton has started.

- **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

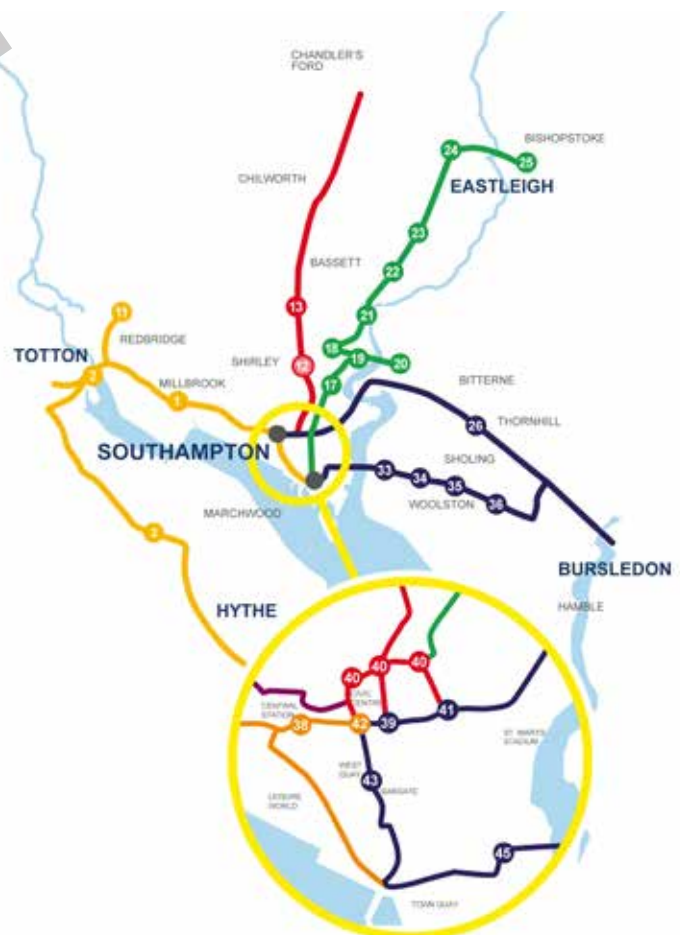
The DfT funded Access Fund programme is focused on demand management and supporting people to walk and cycle with travel planning and engagement with businesses and schools on three travel corridors from Hampshire into the City (from Totton, Chandlers Ford and Eastleigh and from Hedge End and Bursledon). 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 and Waterside, to Chilworth and Chandlers Ford, Portswood, Eastleigh and Fair Oak, and Woolston and 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 refining 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 initial cost is £4.2m, funding for GTRP is coming from existing sources set out below. We recognise 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).

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. However, initially we look to utilise these existing external budgets and programmes to fast track specific projects that directly support the GTRP.

<b>Local Transport Plan (LTP)</b>	Capital funding for transport schemes including cycling, walking, public transport, public realm, traffic signals
<b>Developer Contributions</b>	Contributions towards walking, cycling and public transport schemes
<b>Electric Vehicle Action Plan</b>	On-street charging points – grant funding opportunity from DfT being pursued
<b>Transforming Cities Fund</b>	Large scale programme 2020-23 for transformative schemes for active travel, public transport, interchanges and gateways on four corridors between Southampton and Hampshire
<b>Solent Future Transport Zone</b>	Local Mobility Hubs and e-scooter trial
<b>Access Fund</b>	Supporting active travel with activities and training, working with schools and businesses on Travel Planning
<b>Travel Demand Management</b>	Wider travel planning across the Solent in partnership with Highways England, will make use of the Solent wide communications programme
<b>Future High Streets Fund</b>	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. This is an initial funding and more may be available later in 2020 as part of the wider Cycling and 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.



# 10. Roles and Responsibilities

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

<b>Integrated Transport Board</b>	Decision Making via Executive Director and recommendations to Cabinet Member
<b>TCF Programme Board</b>	Decision making for TCF schemes
<b>Transport Policy and Delivery Teams</b>	Lead Teams – Client management, lead on Active Travel WG and PT Taskforce, budget management, reporting to ITB, monitoring and evaluation
<b>Sustainable City Team</b>	Lead on My Journey and Managing School Run programme administration and liaison with workplaces, GO! Southampton and schools
<b>Smart Cities Team</b>	Support on SmartCities/Solent Go for secure cycle storage and Maas
<b>My Journey Communications</b>	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
<b>GO! Southampton</b>	Primary support (representing main businesses) for City Centre Working Group and delivery of social distancing measures in City Centre
<b>BBLP</b>	Civil design work, eTRO administration, temporary barrier procurement, construction, safety audit/safety review



# 11. Programme

Emerging	
May	<p><b>Adoption of GTRP following Cabinet approval</b></p> <p>Prioritisation finalised, scheme list approved, commission schemes, 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 on Bassett Avenue and The Avenue</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>• 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> <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 – Weston Shore, Portswood Road, Hill Lane</li> <li>• City Centre Parklets and 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>