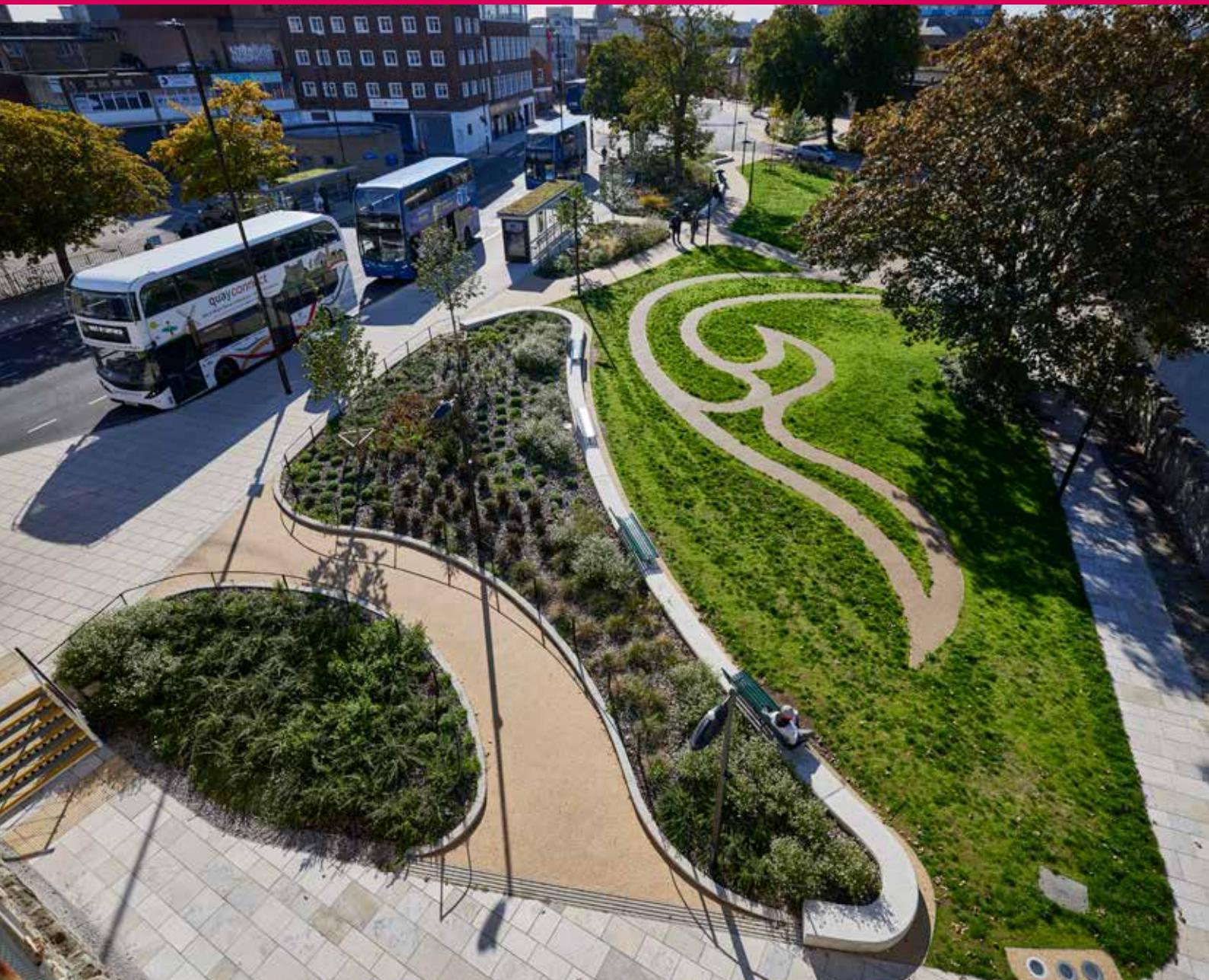


CONNECTED SOUTHAMPTON

Implementation Plan 2025 - 2028

November 2025



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Foreword

This is an exciting time for transport in Southampton.

I am pleased to put forward this Implementation Plan for the period from 2025 to 2028 for Connected Southampton 2040 Transport Strategy (LTP). The LTP is our long-term transport strategy that the Council and its partners have been delivering on since adoption in 2019. This Implementation Plan sets out our priorities from 2025 to 2028 for developing exciting and ambitious plans for the future of transport in Southampton. The schemes that are proposed to be delivered will make a difference to people's lives and how they travel around Southampton.

Our vision is 'to make Southampton a modern, liveable and sustainable place to live, work and visit by investing in better and more innovative transport'.

We are at a place in time where there is a great deal of opportunity for growth – a renaissance of Southampton – that can also make an equal, healthier, safer and greener city. Transport will be front and centre for this.

Over the last three years we have delivered the £57m Transforming Cities programme with Hampshire County Council which has seen significant changes in the City Centre and on routes in that are making bus journeys quicker, safer to walk, cycle and wheel, and creating a greener and welcoming City Centre.



We have innovated across the wider Solent area with the award winning Breeze app and bike and scooter rental scheme providing new ways of getting around the city.

Through our Enhanced Partnership with our local bus operators we have made it affordable to travel by bus through our £1 evening fare and £5 Group fare offers, funding new bus services – the first on Hill Lane for over a decade, and in return there are more new buses in Southampton than most places. More people are using the bus and making more journeys – over 22m in 2024 and growing, and Southampton residents make the 4th highest number of journeys by bus per head outside of London – more than Manchester, Birmingham and Portsmouth.

We want to create an attractive and vibrant City Centre where people live, work and spend time, and do the same in our District Centres.

This approach, started in Arundel Gardens and East Park Terrace, will continue into areas connected to Bargate Quarter, East Street, around the Civic Centre, and developing a better Southampton Central Station.

The growth ambitions of Southampton and the surrounding area mean we need a world-class public transport system that connects people to where they want to go. This includes developing a new Mass Rapid Transit network working with Hampshire and Isle of Wight Councils, and having a ‘metro’ level of service at our local rail stations. This would be alongside our bus network and complementary walking, wheeling and cycling routes to help people make healthier and safer journeys.

Buses are important to supporting our ambitions and with funding, the partnership is planning to deliver more frequent and reliable bus services that are affordable. This includes a Park & Ride for the City Centre and making bus available 24 hours 7 days. We are working towards making buses zero-emission. Along with these large items, the gateways to buses – bus stops – are being improved as safe and accessible places to get on and off a bus.

Making it safer and easier for people to get around by walking, wheeling or cycling – whether that is places to cross the road, safer routes to school, School Streets or improving journeys along main roads are part of the approach.

There will be investment in our roads to make them safer and smoother with continued maintenance. Looking further ahead there are some really exciting major projects being developed – we are seeking funding for the replacement and enhancement of Northam Rail Bridge by St Mary’s Stadium into a gateway structure that is fit for the future and support the renaissance of that part of the city.

The new Mayor for Hampshire & the Solent will mean more decisions about transport are made locally. The plans in this document sets out our vision for transport that through working with the new Mayor on we can deliver a city of opportunity and a place we are all proud of.

I am looking forward to these coming years and working with partners on delivering our ambition and vision.



Councillor Christie Lambert
Cabinet Member for Transport
Deputy Leader of the Council

Introduction

Connected Southampton 2040 Transport Strategy (Local Transport Plan – LTP) sets out the long-term vision and strategy for Southampton over the next two decades.

It consists of two parts – the long-term Transport Strategy and Implementation Plans covering a three-year period.

This Implementation Plan is for the period 2025 to 2028 – it outlines what Southampton City Council (SCC) and partners have been delivering for the LTP over the last three years (2022-2024) and what will be developed and delivered over the coming three-years.

Over the next three-years, and beyond, our priorities are to continue delivering the Big Ideas set out in the LTP and support the recently published Southampton 2035: Our City Plan 2025 – 2035. The LTP's Big Ideas will help us to deliver on the missions of the City Plan and **build a more equal Southampton** that supports:

- A **healthier Southampton** by enabling people to live active and independent lives through sustainable and active travel.
- A **safer Southampton** by reducing accidents and making transport more attractive and accessible for all users.
- A **greener, and more attractive, Southampton** by reducing the impact of transport on the environment by decarbonising the transport network and promoting sustainable travel.
- A **growing Southampton** that benefits from an integrated programme of improvements that supports the transport network, placemaking and regeneration by investing in all transport choices.

The projects and activities set out in this Implementation Plan will be developed and delivered by confirmed funding sources for 2025/26 and likely funding sources in 2026/27 and 2027/28. Funding sources will include Government Grants, private sector contributions, and in some cases Council funding. If additional funding is received, we will use it to deliver transport projects that are consistent with the strategic goals set out in the LTP and with the priorities set out in this Plan.

The coming years will be one of change with the future of Devolution for Southampton and the creation of the Mayoral

In the Southampton City Region Walking and Cycling Index Report 2023, residents said they would like to see more Government spending on:



public transport

68%



cycling

46%



walking and wheeling

53%



driving

34%

Combined County Authority (MCCA) for Hampshire & the Solent. We are setting out Southampton's vision and approach for transport and could form part of a future Mayor's vision.

Between 2022 and 2025 a total of **£36.1M** was received and spent on transport, this excludes the continuation of the Transforming Cities Programme – the £57M grant for this was awarded in 2020 but spend continued to 2025. The total value of the TCF programme was **£66M**, including funding for Hampshire and local contributions.

£mS	2022/23	2023/24	2024/25	Total
External Capital Grant	£7.221	£5.108	£5,980	£18.309
Revenue Grant	£0.694	£0.817	£0.986	£2.497
SCC Transport Budgets	£5.045	£5.297	£4.988	£15.330
Total	£12.960	£11.222	£11.954	£36.136

Table - Southampton Transport Budgets 2022-2025

Overall, all the external grants have accounted for almost 60% of the spend on transport in Southampton. These were from the Department for Transport, National Highways, and Active Travel England for local transport infrastructure, highways maintenance, road safety, enhancing local bus services, and active travel initiatives in schools and workplaces.

The Council has spent £15.3m on transport through the annual budgets for the Concessionary Fare scheme (which gives elderly and disabled people free bus travel after 9am), supporting local bus services, planning for future transport projects, monitoring the Local Transport Plan, Traveline and maintenance of bus stops and real-time information screens.



Approach

The Connected Southampton Transport Strategy sets out the vision for transport in Southampton up to 2040. The seven Big Ideas form the cornerstones of the vision and are formed around policies under three strategic goals.

Vision

To make Southampton a modern, liveable and sustainable place to live, work and visit by investing in better and more innovative transport.



Strategic Goals

A Successful Southampton
improving transport to support the sustainable economic growth of Southampton.

A System for Everyone
making Southampton a safe and attractive place to live to improve quality of life.

A Better Way to Travel
supporting people to change how they move around the city by widening their healthy and clean travel choices by encouraging them to get around actively and healthily, and helping Southampton become a zero-emission city.



Big Ideas for 2040

The Southampton Mass Transit System
Park & Ride
A Liveable City Centre
Active Travel Zones

A Southampton Cycle Network
A Zero Emission City
Better Connections



Outcomes

- A more efficient transport system with reduced congestion and better access to jobs by sustainable transport
- Reliable journey times and better public transport reliability
- Transport is unlocking new homes, jobs and supporting productivity.
- Better roads, cycle and footways
- Improved road safety
- People see Southampton as a good area to visit and invest in
- Ease of access for all
- Transport is affordable for all users.
- More people walking and cycling and taking part in physical activity.
- Reduction in air pollution from transport
- Better availability of alternative fuels

Southampton's Travel and Transport Trends

Over the last three years:



1.6%
increase in people
who walked, wheeled
or cycled on main routes
into the city centre



6.8%
increase in bus passengers
to 22M a year, making
81 journeys per head –
4th highest in England



35%
increase in entries & exits at
all Southampton's stations to
6.4m, Southampton Central
is 7th busiest in South East

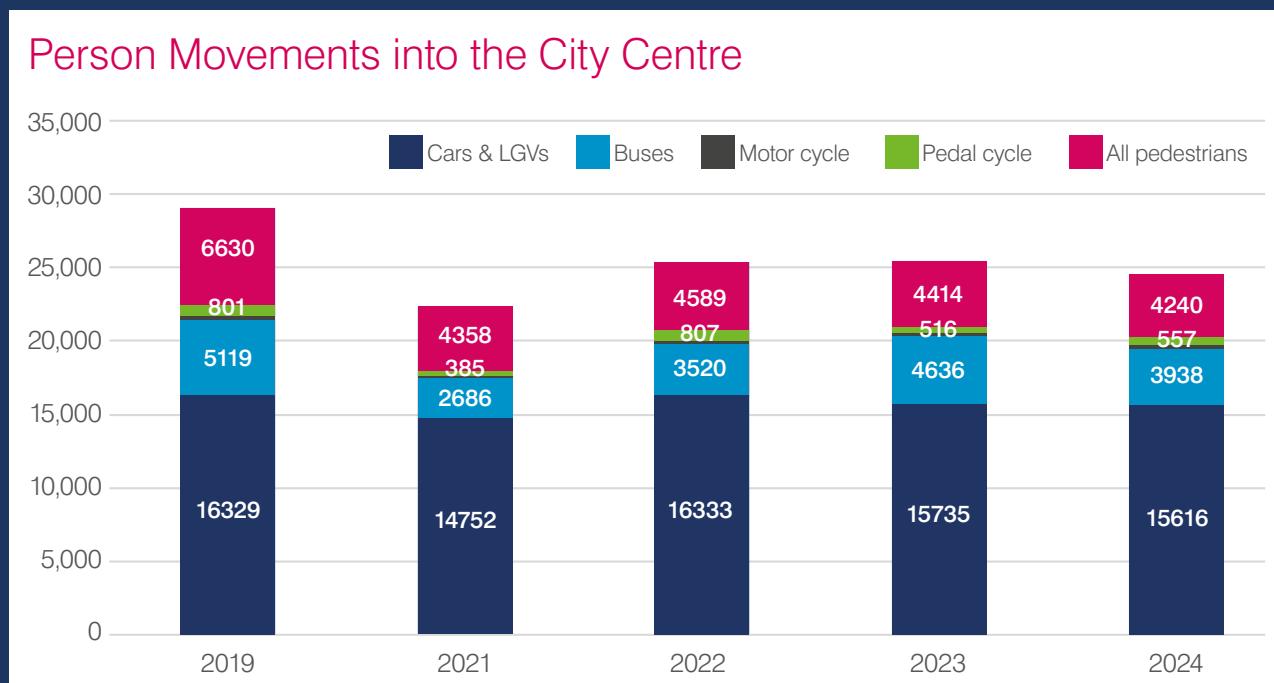


0.7%
increase in overall traffic
levels on Southampton's
main corridors



3.5M
passengers and vehicles travel to the
Isle of Wight through Southampton –
45% of cross-Solent traffic

The below graph shows how people travel into the City Centre in the morning peak (0700-0900) between 2019 and 2024. This is done on a cordon around the City Centre covering all roads, walking routes and counting people walking and cycling at Southampton Central station and Town Quay ferries.



Implementation Plan 2025-2028

This section sets out what we have done over the last three years to deliver the goals and ambitions of the Connected Southampton Transport Strategy, including the seven Big Ideas, and sets out the activities that are planned over the coming three years to 2028 to deliver on both.

Funding

Over the 2025-28 period we expect the funding for transport to come from the following sources – central Government - specific funding for Northam Rail Bridge business case development, active travel, highways maintenance and buses along with core funding known as the Local Transport Grant. Funding sources will also include Developer Contributions, SCC's own funding sources and existing funding like the Leveling Up Fund or for electric vehicle charging.

The expected funding is shown in tables below for revenue and capital funding.

	£Ms				
	2025/26	2026/27	2027/28	2028/29	2029/30
Capital Grant					
Local Transport Grant	£2.14	£2.32	£2.98	£4.08	£5.18
Combined Active Travel Fund (CATF)	£0.96	£0.822	£0.822	£0.822	£0.822
LA Bus Grant	£3.54	£2.59	£2.64	£2.70	£2.70
Outdoor Sports Centre Levelling Up Fund	£1.30				
Northam Rail Bridge Business Cases - Outline & Full	£0.97	£1.75			
Low Emission Vehicle Infrastructure (LEVI)	£1.63				
S106 Developer Contributions	£0.42				
Highways Maintenance	£3.24	£3.36	£3.95	£4.27	£4.88
Total Capital	£14.19	£10.84	£10.40	£11.87	£13.58

Anticipated Capital Grant Funding 2025-2030

	£Ms				
	2025/26	2026/27	2027/28	2028/29	2029/30
Revenue Funding					
SCC General Fund - Concessionary Fares, RTI & Bus Stop Maintenance and Studies	£4.14	£4.19	£4.24	£4.29	£4.34
LA Bus Grant	£1.13	£1.41	£1.41	£1.41	
Combined Active Travel Fund (CATF)	£0.30	£0.26	£0.26	£0.26	
Bikeability	£0.14	£0.14	£0.14	£0.14	£0.14
Local Transport Grant	£0.28	£0.28	£0.28	£0.28	
Total Revenue	£5.98	£6.28	£6.33	£6.38	£4.48
Total Capital & Revenue	£20.17	£17.12	£16.73	£18.25	£18.06

Anticipated Revenue Funding 2025-2030

Transport Policy & Study Pipeline

To develop and deliver the transport projects set out in this Implementation Plan, and to prepare for the creation of the Hampshire & the Solent MCCA, we will need to build on the existing policy framework by developing more strategic plans and mode specific plans and strategies for the city. These will set out more detail on our priorities including how we will develop and design transport schemes.

To support the development of future business cases for Major Transport Projects, such as MRT, redevelopment of Southampton Central Station and other rail improvements, we will be undertaking studies to understand the feasibility of delivering these projects, including deliverability, indicative costs and risks.

A list of transport policies and studies that are expected to be developed over the next three years are outlined below:

	2025/26	2026/27	2027/28
Southampton MRT Development Phase 2	✓	✓	
City Centre Movement, Access & Public Realm Strategy	✓	✓	
Active Travel Plan (LCWIP)	✓		
Parking Standards SPD (with Local Plan)		✓	✓
Parking Strategy	✓	✓	
Travel Plan Guidance	✓		
Central Station Strategic Plan & Interchange (with Network Rail)	✓	✓	
Solent Rail Study	✓	✓	
Public Transport Plan	✓	✓	
Bus Service Improvement Plan (BSIP)	✓	✓	✓
Local Transport Plan (LTP) 2050		✓	✓
School Streets Policy	✓		
Hospital Access Plan	✓	✓	
Southampton City Region Infrastructure		✓	
TfSE Transport Strategy & Strategic Investment Plan	✓	✓	
Southampton Local Plan Transport Vision		✓	✓

A Successful Southampton



Southampton Mass Transit System (SMTS)

The Southampton Mass Transit System is our future vision for public transport in Southampton – it is an integrated system of public transport modes (buses, Mass Rapid Transit, rail and ferries) that will enable people to travel in and around Southampton and the wider area by public transport more easily with high-quality vehicles, tickets, interchange, and reliable public transport corridors.

The ambition for buses is set out in our Bus Service Improvement Plan (BSIP) which is the first stage in the journey towards the SMTS. The work has started on this now where we have worked with Hampshire County Council, Solent Transport, Network Rail, South Western Railway, and bus operators to deliver these activities.

53 signalised junctions now have bus priority; up by 29 locations

2022-2025 Delivery



- New bus hub at Albion Place Bus Hub along with the first new urban park in the City Centre for 60 years at Arundel Gardens creating a new space in the heart of the City Centre.
- Created a gateway and better interchange at Southampton Central Station.
- Developed the concept for Mass Rapid Transit (MRT) in Southampton.
- Introduced bus, cycle and taxi only streets on East Park Terrace and Portland Terrace.
- Rolled out 29 more signalised junctions with bus priority.
- Upgraded 155 bus shelters and 37 real time passenger information displays.
- Launched the integrated ticketing app 'Breeze'.
- Funded fares and ticketing offers, including £1 evening bus fare and 5 for £5 group travel.
- Provided funding to deliver a new bus service on Hill Lane and supporting socially necessary bus services.
- Pump-primed increases in frequencies, hours of operation and days of week for bus services.
- Established the Enhanced Bus Partnership.
- Worked with partners to develop the business case for improved connectivity across the Solent by rail through increased train frequencies.

2025-2028 Proposals



- Delivering the first Bus Route Improvement Plan corridor along Shirley Road.
- Developing proposals for further bus improvements in the City Centre such as Above Bar Street and New Road.
- Continuing to upgrade bus shelters and real time information displays across the city.
- Upgrading the interchange facilities at Vincents Walk.
- Rolling out further bus priority at signalised traffic junctions.
- Further fare and ticketing offers to make travelling by bus more affordable.
- Pump-priming more services to extend hours of service, launch Southampton's first 24/7 bus services, and develop new routes.
- Continue to investigate and secure funding for electric buses.
- Further developing proposals for Mass Rapid Transit, a new Interchange at Southampton Central Station, and increase train frequencies across the Solent.



Albion Place Bus Hub & Arundel Gardens – Completed

Why	To create a gateway in the City Centre for people travelling by bus with a safe and attractive place where people want to wait, visit and walk through. Highlighting the historic Town Walls and Castle Bailey as some of Southampton's heritage gems.
When	January-November 2024
Funding	£4.9m from Transforming Cities Fund
Outputs	A six stop bus hub on the site of the Albion Place Car Park with green-roof shelters, real-time information, cycle and escooter parking, planting and seating; and Arundel Gardens a 1,630m ² new public park – the first in the Old Town for 60 years – on the site of the Castle Way Car Park.

Park & Ride

Park & Ride forms part of the Southampton Mass Transit System and is a long-term aspiration for Southampton with a network of sites on the edge of the city and within at key interchanges that serve the places people work and go for leisure or retail.

We have started to develop Park & Ride working with others to support and develop suitable sites and to get a service running. The first is the development of the Southampton West Park & Ride from Adanac Park working with University Hospital Southampton NHS Trust on their new staff Park & Ride car park. This benefits public buses operating through the interchange and for a new City Centre Weekends Park & Ride service commenced in 2025.

There are plans for more to follow north and potentially east of the city in coming years depending on funding.

2022-2025

Delivery



- Worked in partnership with University Hospital Southampton NHS Trust to support the delivery Southampton West Park and Ride site including a new bus interchange, cycle parking and connections, so the NHS can run a staff-only Park & Ride from the site to the main hospital campus.
- Junction improvements along Coxford Road and Frogmore Lane, including bus lanes, traffic signals with bus priority and new bus stop facilities with real time information.
- Developed Local Travel Hubs in Portswood and Woolston that provide onward connections for people travelling by bus, escooters and ebikes.

2025-2028

Proposals



- Launch a weekend Park & Ride service between Southampton West and the city centre.
- Explore the potential for further park and ride sites across the city to support future mass transit.



Southampton West Park & Ride at Adanac Park – Completed

Why	To support the operation of the University Hospital Southampton's staff Park & Ride and the City Centre Weekends Park & Ride
When	Constructed – 2021-2022; City Centre P&R Bus Service starts Autumn 2025
Funding	£6.2m from Transforming Cities and S106 Developer Contributions; £0.2m from Bus Service Improvement Plan
Outputs	Upgrades to the junctions of Frogmore Lane/Brownhill Way and Coxford Road/Lords Hill Way, improvements to bus stops, and a P&R bus from the site to Southampton Central station and Albion Place in the City Centre.

Better Connections

To support growth and productivity in Southampton and the wider Solent area, it is important that we have reliable transport connections, particularly to the Port, Hospitals, Universities, and industrial areas, so people and goods can move around efficiently. These connections can be by rail or road – covering upgrades to traffic signals, resurfacing roads so they are smooth and comfortable for all to use, seeking funding to replace major assets that are at risk of serious deterioration or closure, and managing roads so that traffic and buses flow freely and reliably.

**16.1 miles
of road
resurfaced**

We are seeking funding to deliver the major renewal and enhancement of Northam Rail Bridge working with Network Rail, and works to the Itchen Bridge in preparation of its 50th birthday in 2027. The annual road maintenance programme is agreed annually and will continue to focus on resurfacing, renewing and repairing roads and footways.

2022-2025

Delivery



- Delivered improvements at the southern side of Southampton Central Station to create a better interchange and gateway including the provision of a new passenger lounge for bus, taxi and cruise passengers, additional bus stop capacity, art work showcasing Southampton, new taxi rank, and disabled parking spaces.
- Resurfaced 16.7 miles of road as part of the annual resurfacing programme.
- Introduced smart technology improvements, including the upgrade of 23 traffic signalised junctions including Civic Centre Road, Havelock Road, London Road and East Park Terrace on the Northern Inner Ring Road, and junctions along Thomas Lewis Way.
- Started to enforce Moving Traffic Offences, such as Portland Terrace Bus Gate and Cantell (Violet Road) and Bassett Green (Honeysuckle Road) School Streets.
- Working with Network Rail to develop the Business Case for Government funding for the replacement and enhancement of the ageing Northam Rail Bridge.
- Consulted on the proposal to introduce a Lane Rental scheme to better manage road works on our major roads.

2025-2028

Proposals



- Continue to deliver the annual roads and footway resurfacing programme.
- Upgrading our most vulnerable traffic signals so they do not fail.
- Junction improvements on Burgess Road at Broadlands Road associated with University development.
- Enforcement of moving traffic offences including School Streets, School Zigzags, Bus Lanes and Bus Stops to keep the roads moving and helping make them safer.
- Deliver maintenance improvements to Itchen Bridge, including resurfacing and installing new kerbs and parapets, and projects to celebrate its 50th Birthday in 2027.
- Submit the Outline Business Case for Northam Rail Bridge replacement to the Department for Transport for a funding decision, and if approved work on Full Business Case in preparation to start in 2028
- Develop the Business Case for the realignment of West Quay Road.
- Consult on the proposal to deliver a Red Route along the Ring Road and St Mary's Road.
- Further develop the business case for the Lane Rental Scheme.



Southampton Central Station – Southside Interchange – Completed

Why	To provide a transformed gateway to Southampton that provides ease of accessing the City Centre, Port and cruise terminals, and as a calling point for Park & Ride
When	Constructed – March 2023-March 2024
Funding	£5.5m from Transforming Cities Fund and contribution from South Western Railway
Outputs	Improved bus facilities with dedicated bus stops and improve accessibility, access to micromobility (escooters and ebikes), cycle parking, improved taxi rank and drop off and waiting facilities, better crossing across Western Esplanade and new paving with cruise waiting lounge.

Solent Future Transport Zone

With £28m of funding from Department for Transport, since 2021 the Solent Future Transport Zone (Solent FTZ) has been innovatively trialling new and better ways of providing public transport and logistics. Some of these activities are unique in the country and have placed Southampton and the surrounding area at the forefront of innovation.

The Solent FTZ programme was jointly done on behalf of partners Hampshire County Council, the Isle of Wight Council, Portsmouth City Council and Southampton City Council, it aims to help make transporting people and goods easier, smarter and greener for everyone. The Solent FTZ programme will continue to develop and deliver innovative tests and trials until at least December 2025.

Over the last three years, the Solent Future Transport Zone programme has created:

Breeze – transport and travel super app

Launched the first multi-city Mobility-as-a-Service (MaaS) app in the UK – the Breeze app which provides people across the Solent area a new way to plan, book and pay for journeys across different transport providers - buses, trains, ferries, e-scooters and e-bikes, walking routes, car clubs and hovercraft.

The Breeze app has been downloaded more than 40,000 times with around 2,000 new users joining every month. Each month, purchases totalling over £30,000 are being made through Breeze.

Micromobility – e-bike and e-scooters

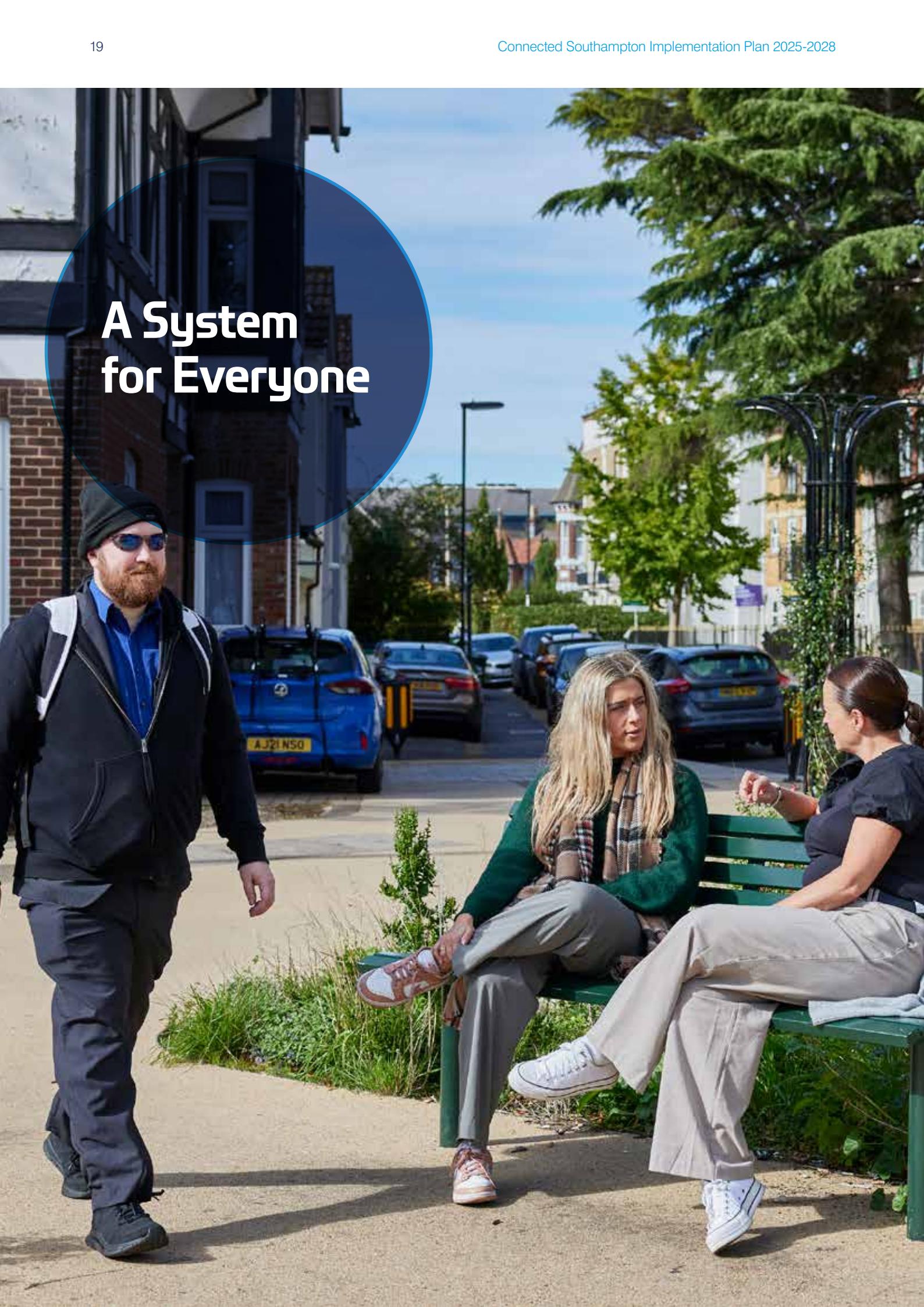
Voi launched in July 2024 as the sole operator for e-scooters and e-bikes in the Solent area. Voi has been steadily increasing the number of e-bikes available. There are now 470 e-bikes in operation across Southampton, Portsmouth and the Isle of Wight and a further 120 will be roll-out in early 2025.

Voi broke their record for most successful month in terms of ridership in the Solent, first in September 2024, and then again in October when 19,000 people completed over 143,000 journeys, travelling more than 306,000 km – almost as far as travelling to the Moon!

Mobility Credits

The Solent FTZ is delivering the largest mobility credits trial in the UK. Using ringfenced DfT grant funding, the award-winning Mobility Credits project aims to provide people from low-income backgrounds, many of whom are in transport poverty, the chance to access local services, leisure, education and employment.

The trial is running across four areas (Havant, Southampton, Portsmouth and Isle of Wight). 760 residents started in the trial for the first six months, all of whom were aged under 30 years old and met carefully selected low-income criteria. Participants receive a £50 Mobility Credit voucher every month for 12 months (a total value of £600). They can use the vouchers to buy tickets for nearly all types of transport available in the Breeze app.



A System for Everyone

Liveable City Centre

Southampton City Centre is the engine for the growth and economy of the city and is a primary focus for new housing, employment and leisure development and regeneration.

To support this growth and regeneration, we have set out bold and ambitious plans to make the city centre a more attractive place where people want to live, work and spend time. We have already delivered incremental measures that are starting to create the Liveable City Centre through investment in new or better public spaces as well as walking, cycling and bus improvements.

The collective vision for the regeneration of the City Centre is set out in the recently published Renaissance Vision and City Plan. As development comes forward in the City Centre, such as potentially Town Quay and Debenhams, we will work with the developers to implement schemes agreed through the planning process that contribute to making a Liveable City Centre.

2022-2025 Delivery



- Transformed Carlton Place into a pedestrianised street so that businesses can expand out onto the street and hold events, new planting and changes to Bedford Place to slow traffic.
- Junction improvements on the Northern Ring Road to make it safer and easier for people cycling, walking and wheeling to cross the road.
- Changed East Park Terrace so it has no through traffic and connects Solent University's campus with East Park.
- Created a new pocket park at Devonshire Square by closing Devonshire Road junction.
- Opened Arundel Gardens as part of the Albion Place Bus Hub.

2025-2028 Proposals



- Deliver incremental steps that enable the closure of Bargate Street to all traffic, creating Bargate Square as a space around the Bargate that provides it with a setting reflecting its iconic status to Southampton and connecting into the new Bargate Quarter development.
- Develop proposals to improve East Street to support local businesses including new space for markets, changes associated with Bargate (including on Queensway), public realm and access arrangements. Linking to works associated with the former Debenhams.
- Develop proposals for the route between Southampton Central Station and St Mary's Stadium, known as Saints Mile, as an axis connecting them with public realm, active travel, bus and wayfinding improvements. Building on the projects at the station, Kingsbridge Lane and East Park Terrace the next phase will be New Road.
- Work with the developers of Town Quay Pier to implement the transport proposals connecting across Town Quay road and others as they come forward through the planning process.
- Work with partners including Network Rail to develop future proposals for Southampton Central Station including more capacity for trains and passengers moving around and through the station, comprehensive redevelopment around the station and integration of other transport including Mass Rapid Transit, buses, coaches, cycles and taxis.



Northern Ring Road – Completed

Why	Ring Road project aims to make it more reliable and quicker for traffic using the Ring Road between Charlotte Place and the Civic Centre, and easier and safer for people walking, wheeling and cycling across the junctions. To help traffic moving along the Ring Road the junction at Devonshire Road was closed, a new pedestrian crossing and a new pocket park created. Along with the new traffic signals changes were made at Grosvenor Place making it one-way and closing Devonshire Road junction to help traffic to move along the Ring Road more efficiently.
When	Constructed – July 2023-October 2024
Funding	£4.6m from Transforming Cities Fund
Outputs	Upgrades to six junctions with new traffic signals and controllers, new crossing facilities, making Grosvenor Place one-way with a contraflow cycle route, electric vehicle charging points and a new pocket park and crossing at Devonshire Road.

Safety & Inclusion

The transport network needs to be safe and inclusive for all to reduce the number and severity of people injured in accidents and ensure that it is accessible and provides realistic alternatives to the private car.

We will achieve this by creating safer places and streets through continued delivery of junction improvements, new crossings, safer routes to schools and 20mph speed limits. We will also continue to work alongside partners to offer people alternative and accessible travel options, including buses, ebikes, escooters and trains.

**8 Safer
Routes to
Schools projects
& 4 new school
streets**

2022-2025 Delivery

- Safer Routes to Schools schemes at Springfield, Glenfield & Beechwood, Fairisle, Bassett Green and Hightown Schools to make it easier to walk, wheel, cycle and use buses to travel to school with mixture of new zebra crossings, cycle routes, and crossing points.
- Expanded the number of permanent School Streets to 19 schools across Southampton.
- Worked with our Bikeability provider to deliver cycle training to over 4,000 children.
- Safer Roads Fund project on Portsmouth Road with three new crossing points and other safety measures.
- Targeted Road Safety programme at sites with significant casualty rates.
- Rolled out more 20mph speed limits on local residential streets that now cover 261 miles, including new areas across Bassett, Shirley, Freemantle and Woolston.



2025-2028 Proposals

- Continue to deliver a programme of Safer Routes to School, including St Monica Primary, Tanner's Brook Primary and Foundry Lane Primary Schools and more School Streets.
- Continue with targeted road safety schemes.
- Continue to deliver more Bikeability training including in SEND schools.
- Future phases of 20mph speed limits including Peartree-Sholing and City Centre.



A Better Way to Travel



Working with Communities – Travel Planning, Active Travel Zones and Walking

Active Travel Zones are in neighbourhoods across Southampton and see minor works delivered to help people walk, wheel and cycle safely by working with the community to come up with solutions. These range from small-scale crossings to larger area wide traffic or speed management initiatives.

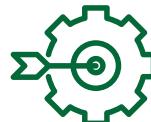
Almost half of respondents to the Southampton Walking and Cycling Index would like to cycle, walk and wheel more. 56% of the respondents who reported having a disability would also like to walk and wheel more.

Part of this approach is working with schools, communities and workplaces on a range of activities that support pupils, residents and staff in making active or sustainable journeys a daily norm where they can. This covers training, health advice, fun activities, travel planning and producing materials to promote and engage people with new infrastructure.

**3 new
Active Travel
Zones and first
Travel Hub in
Woolston**

2022-2025 Delivery

- Worked with local communities to co-design a new Active Travel Zones in St Denys and Woolston, including crossing and junction improvements and the installation of new planting and drainage features.
- Introduced the first Travel Hub in Woolston, including escooter and cycle hire, car club spaces, electric vehicle charging points and walking, wheeling and cycling improvements connecting to the Travel Hub.
- Worked with school communities to develop Travel Plans including carrying out competitions, training, events and campaigns. As a result, Southampton has the highest level of ModeShift accredited school travel plans in the country for a small-medium city.
- Worked with SEND individuals on Independent Travel Training to help them travel to school independently.
- Collaborated with the biggest employers across the Solent on workplace travel planning including running campaigns such as Love2Ride, Car Share and bespoke individualised travel planning.



2025-2028 Proposals

- Deliver a package of walking and cycling improvements for safer access supporting the redevelopment of the Outdoor Sports Centre.
- Develop future proposals for expansion of the Polygon Active Travel Zone.
- Continue to work with workplaces and schools on their Travel Planning needs and supporting more to become accredited.
- Continue training more children so they can travel independently to school.
- Deliver a programme of small-scale walking improvements in targeted locations such as Portswood, Lordshill or Shirley.





Woolston & Itchen Active Travel Zone – Completed

Why	Working with local communities and businesses in Woolston and Itchen to encourage active travel through a range of measures that calm or discourage traffic to prioritise people walking, wheeling and cycling
When	Constructed – March 2023-February 2024
Funding	£2.131m from Transforming Cities Fund and S106 Developer Contributions
Outputs	Across the area cycle facilities, 9 new crossing points – zebra, parallel and uncontrolled, 1 improved crossing, traffic filter on Sea Lane, area wide 20mph speed limit, cycle parking, and landscaping.

Southampton Cycle Network

The Southampton Cycle Network (SCN) was set out in our ambitious ten year cycling strategy aiming to make Southampton a true cycling city.

Alongside the ATZs we are developing a network of high-quality cycle routes, ranging from Cycle Freeways to 'Quietways', so that people can choose to cycle wherever they want to go from their front door to their destination.

45% of Walking and Cycling Index respondents would like to cycle more, and 37% of those with a disability would like to cycle more.

Nearly 9 miles of segregated cycle route

2022-2025 Delivery

- Created a safer route on Bitterne Road East (part of SCN2 between the city centre and Hedge End) for people walking, wheeling and cycling, including the installation of new cycle lanes and crossings, and widening the footway so people can get to Bitterne, school and colleges.
- Delivered improvements to SCN6 between Bevois Valley and Portswood by providing better facilities at Lodge Road and Bevois Valley Road junctions and installing new or improved cycle lanes.
- Installed segregated cycle lanes and improved crossings on Hill Lane (SCN4) to provide important links to schools, Southampton Common and leisure facilities (SCN4) and extended cycle lanes on St Denys Road (SCN8) connecting Bitterne Park Triangle with Portswood.
- Provided quietway routes alongside Portsmouth Road (SCN5), Wessex Lane (SCN7) and Glen Eyre Road (SCN8).
- Deliver safer crossings for cycles across the Ring Road, Western Esplanade, Thomas Lewis Way, The Avenue and Portsmouth Road.



2025-2028 Proposals

- Develop and implement further improvements to create safe cycle routes across Southampton including Western Approach (SCN1), Winchester Road (SCN8), Portswood Road (SCN6), Lovers Walk, and in the City Centre.
- New and upgraded crossings for cycles across Southampton.
- Cycle wayfinding signage and updated cycle map.
- A programme of small-scale cycle improvements to remove barriers and changes to make it safer to cycle.





SCN2 Bitterne Road East – Completed

Why	Improvements in the facilities for people walking, wheeling and cycling along Bitterne Road East between Somerset Avenue and Bitterne. This provides an active travel option for local communities connecting them with the shops, buses, local schools and colleges and services.
When	Constructed – February-April 2025
Funding	£0.9m from Active Travel Funding
Outputs	Along the route a new signalised crossing on Bitterne Road East at Somerset Avenue, 100m of new segregated cycle route linking to a 500m quietway, upgraded crossing at Commercial Street, better bus stops, 20mph speed limit and landscaping.

A Zero Emission City

Southampton has a target to be a net-zero city by 2035, and transport is a major player in achieving this. Currently, transport accounts for 30% of all carbon emissions in Southampton.

The LTP aspires to create a clean, healthy and Zero Emission City by reducing transport emissions by supporting the use of alternative fuels and intelligent management of traffic. There has been a start with some zero-emission buses on services to Fareham and Portsmouth, roll out of on-street and off-street charging points in car parks, new planning permissions requiring charging points, and electrification of the Council's own fleet.

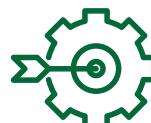
We have also worked on projects to provide advice on NO₂ pollutants to local GPs and healthcare professionals and developed tools that give people options on the best routes to walk, wheel and cycle away from roads with high levels of pollutants.

Along with helping the transition to net-zero, the LTP seeks to mitigate the impact of the changing climate on our assets and people living in the city.

59 electric vehicle charging points

2022-2025 Delivery

- Southampton's first Travel Hub in Woolston as a place where multiple shared mobility options are in one place – e-car club, micromobility, charging points, improved walking, wheeling and cycling links, and integration with existing bus stops and Woolston Station.
- Installed new electric vehicle charging points taking the total to 59 public chargers.
- Encouraged businesses to promote carsharing through the LiftnGo platform.
- Working with schools on Clean Air Campaigns and the next generation of Clean Air Champions.
- Published an online Clean Air Mapping Tool helping people to make more informed choices about their journeys on the cleanest air routes.
- Working with local GP practices to provide air quality and clean air advice to vulnerable patients.
- Increased planting in schemes to improve biodiversity.



2025-2028 Proposals

- Continue to work with bus operators and other stakeholders to make the case for investment in the city's energy grid to deliver a fully electric bus fleet by 2030.
- Deliver over 100 new electric vehicle charging points in residential areas.
- Continue to promote and work with communities on alternative travel.
- Work with other partners on innovative green transport options such as waterborne transport particularly to the Isle of Wight.





Woolston Travel Hub – Completed

Why	To provide people with a range of zero emission mobility options so they do not need to use or own a car if they want. These are located in places that are in heart of communities close to services and public transport routes.
When	Constructed – February-July 2024
Funding	£0.5m from Transforming Cities Fund
Outputs	Changes to the Colonnade Car Park so it has two car club spaces, micromobility (scooter and bike) docks, two electric vehicle charging points, upgrades to the walking and cycle routes to Woolston bus stops and Woolston Station, and a real-time bus and rail departures screen at the bus stops.

How Are We Doing?

The LTP sets out 25 overall outcomes to understand if the Council and partners are having the right effect and helping to deliver our transport vision.

We collect a variety of transport data through our 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 shape future transport projects.

We have also partnered with Walk, Wheel & Cycle Trust (formerly Sustrans) on the Walking & Cycling Index (WACI) – a biennial report that captures people's views and attitudes about walking, cycling and wheeling in and around Southampton. The first WACI was published in 2020, and the next report will be published in early 2026.

For each of the three strategic goals there are Outcomes we want to see and measurements for assessing how we are doing. These all have a baseline of 2019 – the year the LTP was adopted by the Council. Where possible we are reporting to 2024 (either to March or December of that year depending on the data source). However, where there is a delay in obtaining some data publications at a national level, we use 2023 data, and this is noted.



Aim to Achieve	ID	Outcome	Measure	2019	2020	2021	2022	2023	2024	Trend*	Data Source
A Successful Southampton											
Increase access to jobs, skills and markets	S1	Increase growth in Southampton without increase in vehicles	Traffic flows on main corridors (A33, Shirley, Bassett Ave, Bevois Valley, Northam, Itchen)	232,024	159,741	201,466	227,950	222,606	229,552		SCC Annual 12hr counts (Spring). Total traffic on main corridors 7am-7pm.
	S2	Better access to jobs by sustainable transport	Sustainable transport catchment - population of City Centre and Economic Drivers	74%	73%	75%	73%	75%	Not Available		NHT survey - accessibility to where you work (ABI01)
Increase in access to services	S3	Better access to services by sustainable transport	Sustainable transport catchment - District Centres	75%	79%	76%	80%	83%	N/A		NHT survey - accessibility to local shops/supermarkets (ABI03)
Efficient and sustainable movement of people	S4	Reliable journey times	Journey speed on A Roads (mph)	13.9	15.8	14.9	14.4	13.6	13.5		DfT Congestion and Traffic - Average speed, delay and reliability CGN0503d
	S5	Increase the number of people using public transport	Public transport patronage levels	20,268,876	7,352,267	14,580,252	18,563,200	20,979,163	22,002,690		DfT BUS001f and Bus Operator Patronage to March of that year
	S6		Rail Station usage	9,172,132	8,591,232	1,940,179	5,676,207	7,074,944	7,271,855		ORR Station Entries & Exits to March of that year
Economic Growth	S7	Transport unlocking new homes and jobs	Number of new homes completed	910	110	390	320	330	80		MCHLG data - Housing Supply permanent dwellings completed Table 253
	S8	Transport unlocking productivity	Weekly Wage	£553.00	£561.00	£608.00	£643.00	£652.00	£716.00		ONS
Increase in employment	S9	More people employed in Southampton	Number of employees	113,687	107,925	113,467	112,424	115,269	N/A		ONS Business Register & Employment Survey (BRES)/SCC Data Observatory

* Trend is based on progress made against the 2019 baseline and shows if the metric has increased (up) or decreased (down) and is positive (green) or negative (red) progress.

Aim to Achieve	ID	Outcome	Measure	2019	2020	2021	2022	2023	2024	Trend	Data Source
Increase community linkages	S10	Better public transport reliability	Journey times reliability for public transport (% bus services on time)	N/A	89%	87%	81%	75%	77%		Bus operator data/ BODS Data
Resilient and well-maintained network	S11	Better roads, cycles and footways	% unclassified roads in need of structural maintenance	14%	8%	15%	13%	11%	11%		DfT Highway Condition Data - RDC0130
	S13		% of A roads in need of structural maintenance	5%	5%	4%	4%	4%	4%		DfT Highway Condition Data - RDC0120

A System for Everyone

Increase in perception of attractiveness and quality of urban environment	E1	People see Southampton as a good area to visit and invest	Perceptions around the public realm - quality of pavements, footpaths and pedestrian areas	51%	52%	49%	50%	52%	Not Available		NHT Survey - Key Benchmark Indicator KBI11 Pavements & Footpaths
An increase in road safety	E2	Improved road safety	Number of people killed or seriously injured (KSI casualties)	145	81	99	101	93	Not Available		DfT Road Safety data - RAS0403
			Collision rates per billion motor miles (all severities)	500	369	433	481	424	Not Available		DfT Road Safety data - RAS0403

Aim to Achieve	ID	Outcome	Measure	2019	2020	2021	2022	2023	2024	Trend	Data Source
A System for Everyone											
A fair and equal transport system	E3a	Ease of access for people with disabilities	Perceptions around how easy it is to get around Southampton	65%	69%		65%	64%	Not Available		NHT Survey - Key Benchmark Indicator KBI04 Ease of access (disabilities)
	E3b	Transport is affordable for users	Perceptions around affordability of transport	No data collected	53%	53%	51%	61%	Not Available		NHT survey - public transport - bus fares (PTBI07)

A Better Way to Travel

Increase in physical activity	B1	More people taking part in physical activity	%age of physically active adults (at least 150mins moderate intensity/week)	65.1%	62.4%	64.8%	65.9%	66.9%	Not Available		Fingertips Public Health Data - Obesity Profile
More people travelling by active modes	B2a	More people cycling	Number of cycling trips - average weekday usage	2,941	3,102	3,218	3,345	3,295	3,186		SCC Permanent Cycle Counters
	B2b	More people walking	Total footfall in City & District Centres - Average daily visits	No data collected	No data collected	50,041	39,204	37,893	31,695		SCC Footfall Counters - City & District Centres
More people using active modes for short trips	B3	More people walking and cycling for trips under 3 miles	Proportion of adults walking or cycling at least once a week (for any purpose)	77.3%	68.7%	69.4%	74.2%	70.5%	Not Available		DfT Cycling & Walking Statistics - Table CW0301.
Next publication Summer 2025.	B1	More people taking part in physical activity	%age of physically active adults (at least 150mins moderate intensity/week)	65.1%	62.4%	64.8%	65.9%	66.9%	Not Available		Fingertips Public Health Data - Obesity Profile
More people travelling by non-car modes	B5	Reduction in air pollution from transport	Recorded levels of NO2 (highest mean concentration in μm^3)	44.9	34.2	36.9	35.9	34.5	Not Available		SCC Annual Air Quality Assessment Report
Increase in physical activity	B6	Better availability of alternative fuels	Number of Charging Points available						59		NEW

Beyond 2028

The future for transport in Southampton is set to be exciting and there are some large projects and initiatives coming forward in that timeframe. These will continue to deliver on the Big Ideas and vision set out in the LTP.

The picture for transport will also change through devolution and potential local government reorganisation which could see more opportunities and local decision making about the priorities for Hampshire & the Solent. This Implementation Plan is setting the direction of travel for Southampton and beyond 2028 there are projects that will need to align with any Transport Strategy developed by the Mayor.

Subject to funding, the replacement and enhancement of **Northam Rail Bridge** will be coming forward towards the end of the 2020s. This will replace the existing life-expired bridge with a new dual carriageway bridge that allows for potential public transport priority and new cycle and walking facilities. This is being worked on now in partnership with Network Rail, with consultation in late 2025, as a major project that will be a catalyst for the renaissance of the Northam and Itchen Riverside areas. If approved this could start construction in 2028.

The Renaissance of Southampton will continue and forming part of that will be the development and implementation of the **Southampton Mass Transit System (SMTS)**. This will be a combined approach with neighbouring authorities in Hampshire and Isle of Wight, transport operators, and Network Rail. The SMTS will seek to improve connectivity in and around Southampton by rail, MRT and bus with interchange at stations, ferries, port and airport. As we develop the ideas and concepts for the **Mass Rapid Transit (MRT)** over the coming year this will be consulted on.



MRT is the next phase in the development of public transport for Southampton with high quality unique vehicles running frequently on corridors radiating from Southampton to Romsey, Eastleigh, Hedge End and onto the Newport on the Isle of Wight via ferry and interchanges. The offer is to improve connectivity to our main places of work, the areas where new housing is going and reduce transport emissions. It is needed to allow Southampton to grow by increasing the number of people moving about without increasing the number of vehicles.

Along with MRT the Renaissance will develop and deliver transport improvements that enable the creation of a **Liveable City Centre** where people want to live, work and spend time. This includes a **focus on Southampton Central Station** to create a new and better station with regeneration and a multi-modal transport interchange between rail, bus, coach, taxi, cycles and micromobility.

Within the City Centre the preparation work being done now for around the Bargate monument, East Street and Saints Mile a route between Southampton Central Station and St Mary's Stadium. Further scheme development done on West Quay Road realignment is shaping how the West Bay area of the City Centre will be accessed as part of the major plans there.

Our BSIP sets the ambition that all buses in Southampton should be **zero-emission by 2030** and depending on electrical supply constraints this should be achieved. To meet our ambitions for buses there will be continued investment in ways of making buses affordable, easy to use making most of new technology, inclusive, reliable with bus priority, and accessible from the bus stop to on board and at the destination.

There is a continuation of the improvements that make streets and neighbourhoods more attractive and walking, wheeling and cycling easier through **Active Travel Zones**, Safer Routes to School, Bikeability, School Travel Planning and delivering the **Southampton Cycle Network**, including new crossings, expanded routes and improved signing and wayfinding.

Devolution

The Mayoral Combined County Authority for Hampshire and the Solent is expected to be fully established in 2028. The details of this, and what it means for each authority is still being decided. However, the Devolution and Community Empowerment Bill sets out the transfer of powers from Whitehall to new Mayoral Authorities, including powers set out in Legislation, the allocation of funding for transport to Local Authorities and the production of Local Transport Plans.

Partnerships

We will continue to work closely with partners across the city, Solent and wider south-east to develop and deliver the aspirations set out in this Implementation Plan and to support the delivery of wider Council objectives. The aspirations of the Connected Southampton Transport Strategy are also integrated into plans developed by our partners, including the **Solent Transport Strategy** for Hampshire, Isle of Wight, Portsmouth and Southampton, and the **Transport for the South East Transport Strategy**. These plans set out bold and ambitious plans to transform how people move and to enable future growth and prosperity across the city, wider Solent and south-east.

In addition to the above, we will also continue to work with other transport operators and infrastructure providers, including **the Enhanced Bus Partnership**, Network Rail and National Highways.

Appendix

Implementation Plan 2025 – 2028 Scheme Detail

Value - £ = >£100k, ££ £100k-£1M, £££ - £1M-£5M, ££££ - £5M+

Funding sources – Bus Grant Fund (BGF), Combined Active Travel Fund (CATF), Department for Environment, Farming and Rural Affairs (DEFRA), Future Transport Zone (FTZ), Highways Maintenance Block (HMB), Levelling Up Fund (LUF), Low Emission Vehicle Infrastructure (LEVI), Local Transport Plan (LTP), Major Road Network (MRN), private sector / developers contributions (S106), Southampton City Council (SCC), Transport for the South East (TfSE)

Scheme Name	Description	Value	Funding Source	2025/26	2026/27	2027/28
A Successful Southampton						
A Connected City: Southampton Mass Transit System						
Solent Rail	Development of 'metro level' of service on routes to/from Southampton and beyond in partnership with Network Rail, SWR, Hampshire CC, and Solent Transport	£	SCC, TfSE	✓	✓	✓
Southampton Mass Rapid Transit (MRT)	Further development studies of the Southampton Mass Rapid Transit network	££	BGF, TfSE	✓	✓	✓
Southampton Central Station Interchange	Scheme development - feasibility work into a new multi-modal public transport (coach, MRT, bus, rail, taxi, cycle, micromobility, parking) at Southampton Central - linked to Southampton Central Station Masterplan (NR led)	£	LTP Rev		✓	✓
Bus Route Improvement Plan (BRIP) Corridors	Comprehensive improvements to bus stops - shelters, RTI etc, bus priority, parking etc on various corridor	££	BGF	✓	✓	✓
Bus Stop Enhancements	Annual programme of bus shelter upgrades, new/replacement Real Time Information, security, accessibility, flag & timetable new and upgrades etc	££	BGF, S106	✓	✓	✓
Eastleigh to Southampton Corridor	Measures to support buses along the corridor	£££	BGF, S106	✓	✓	
Park & Ride	Weekend Park & Ride bus from Southampton West (Adanac Park) to City Centre	££	BGF	✓	✓	✓
Park & Travel	Development of Park & Travel solutions from District Centres to City Centre	££	BGF		✓	✓

Scheme Name	Description	Value	Funding Source	2025/26	2026/27	2027/28
A Connected City: Investing in Road & Rail Connections						
City Centre Bus Priority	Bus priority on Commercial Road, London Road, Above Bar Street, New Road and Civic Centre Road	££	BGF, S106	✓	✓	
Bus Lane Enforcement	Additional bus lane enforcement sites, line refreshing and red surfacing	££	BGF	✓	✓	
Bus Service Enhancements	Funding and support for bus services identified through the BSIP Delivery Plan – including support for socially necessary/marginally commercial services, pump-priming enhancements in frequencies, earlier/later buses or additional days so they become commercial after 12-24mths; new bus services including Hill Lane	£££	BGF, S106	✓	✓	✓
Bus Fare Offers	Various Fare Offers to provide affordable bus travel in Southampton identified in the BSIP Delivery Plan - £5 Group Fare, £1 Evening Fare, Youth Travel, multi-operator ticketing	££	BGF	✓	✓	✓
Public Transport Information	Public transport maps, Traveline, Real Time Information Screens and Totems in interchanges and at local railway stations	£££	BGF	✓	✓	✓
Concessionary Travel Scheme	Statutory Southampton Concessionary Travel Scheme	£££	SCC	✓	✓	✓
An Innovative City: Smart City Infrastructure						
Burgess Road/ Broadlands Road	Upgrade to junctions with new pedestrian crossings, upgraded traffic signal technology, new Coach & Bus stop and realigned cycle lanes on Burgess Road (light segregation)	££	S106	✓	✓	
Six Dials	Changes to Six Dials – traffic signals, better pedestrian crossings closing subways - linked to Northam Rail Bridge	£££	LTP			✓
ITS Network - Junction Improvements (Tech)	Programme of improvements to junction to upgrade signal technology, improve the walking & cycling crossings introduce bus priority	££	LTP		✓	✓
LTP Monitoring	Annual monitoring and reporting on LTP targets	£	LTP	✓	✓	✓

Scheme Name	Description	Value	Funding Source	2025/26	2026/27	2027/28
A Connected City: Freight, Servicing & Logistics						
Drone Trials	Trial drone medical deliveries between the Solent and Isle of Wight	££	FTZ	✓		
Breeze App (Mobility as a Service)	Continuation of Breeze Mobility as a Service app to better integrate different forms of travel and to support scheme activation.	££	FTZ	✓		
Micromobility	Ongoing trials of cycle and escooter hire scheme and scheme monitoring	££	FTZ	✓	✓	✓
A Connected City: Smarter Parking						
Red Routes	Introduction of Red Routes on main bus corridors and Ring Road	£££	LTP	✓	✓	✓
Lane Rental	Introduction of a Lane Rental Permit scheme for roadworks to manage the network	££	LTP		✓	✓
Car Park Review	Review car parking facilities and consolidation programme	££	SCC		✓	
A Resilient City						
Highway Resurfacing	Annual programme of roads maintenance (carriageway, lighting, draining) covering resurfacing, repairs and potholes.	££££	HMB, SCC	✓	✓	✓
Footway Resurfacing	Annual programme of footway maintenance covering resurfacing and repairs.	£££	HMB, SCC	✓	✓	✓
Itchen Bridge Maintenance	Targeted maintenance of the Itchen Bridge including drainage, resurfacing and parapet extensions, and projects to celebrate its 50th birthday in 2027.	££££	SCC	✓	✓	

Scheme Name	Description	Value	Funding Source	2025/26	2026/27	2027/28
A System for Everyone						
An Attractive City: Liveable City Centre						
East Street	Scheme development of public realm, streetscape and access changes on East Street between High Street & Queensway	£	LTP		✓	
Bargate Square	Scheme development of major public realm scheme for Bargate Square around the Bargate monument to connect Old Town, Above Bar, West Quay and East Street areas with the Albion Place & Vincents Walk Bus Hubs	£	LTP	✓		
Portland Terrace	Develop options for a public realm scheme with improved walking routes in all directions, improved crossings and greening.	£	BGF, LTP, S106	✓	✓	
Saints Mile	Scheme development of public realm and wayfinding axis between Southampton Central Station and St Mary's Stadium	£	LTP			✓
An Attractive City: Environment						
Sustainable Urban Drainage (SUDS) Programme	Development of a programme of SUDS works in areas prone to flooding and around schools	££	Southern Water		✓	✓
A Safer City						
Residential 20mph Streets	Continued roll out of 20mph programme in City Centre and Requested areas	££	LTP		✓	✓
Road Safety	Annual programme of road safety improvements and campaigns	££	LTP	✓	✓	✓
Safer Routes to School – Foundry Lane School	Crossing improvements and footway widening at Foundry Lane School	££	CATF	✓	✓	
Safer Routes to School - St Monica's School	Changes to St Monicas/South East Road junction for a zebra crossing, School Street, 20mph, and one-way streets	££	CATF	✓		
Safer Routes to School	Next priority schools in Programme of creating safer routes for walking, cycling and wheeling to school and School Streets – including schools such as Tanners Brook, Ludlow and Holy Family.	££	CATF		✓	✓
An Inclusive City						
Mobility Credits (Breeze)	Year 2 of Trial into Mobility Credits for those on lower incomes/receiving Council Tax support	£	FTZ	✓		

Scheme Name	Description	Value	Funding Source	2025/26	2026/27	2027/28
A Better Way to Travel						
A Healthy & Active City: Active Travel Zones						
Outdoor Sports Centre Active Travel Access	Schemes that support access to the Outdoor Sports Centre <ul style="list-style-type: none"> • Dunkirk ATZ - Package of walking measures around Dunkirk Road • Bus Stops, Access & Signage • Crossings on Hill Lane North & Lordswood Road Junction 	££	LUF	✓	✓	✓
Polygon Active Travel Zone Phase 2	Additional measures from Polygon Co-Design - link between Hill Lane and Rockstone Place	££	TBC		✓	✓
Future Active Travel Zones	Develop and deliver future packages of active travel measures to improve walking and cycling and create better and safer streets.	££	TBC			✓
A Healthy & Active City: Southampton Cycle Network						
SCN1 Western Approach	Remedial measures to SCN1 between Millbrook Road East and Redbridge Causeway to improve cycle facilities at junctions and, crossing points	££	LTP		✓	
SCN1 Terminus Terrace	Junction improvements and cycle facilities at Bernard Street/Terminus Terrace	£££	TBC			✓
SCN1 Garton Road	Segregated cycle route and SUDS on Garton Road between Woolston Station and Bridge Road	££	TBC			✓
SCN3 Bitterne Road West/Bullar Road	Development of a scheme for improving pedestrian and cycle crossings at the junction	£	LTP			✓
SCN5 The Avenue	Delivery of off-road shared cycle-walking route on The Avenue between Winn Road and Westwood Road to fill in gap (Lovers Walk)	££	LTP	✓		
SCN5 The Avenue/ Lodge Road	Pedestrian and cycle crossing (toucan) on northern arm of junction	£	S106	✓		
SCN6 Portswood Road	Development of SCN6 from Portswood Broadway to Woodmill Lane	£	LTP		✓	✓
SCN6 City Centre	Development of north-south cycle route in City Centre from New Road to Town Quay via Queensway	£	LTP		✓	✓
SCN7: Itchen Boardwalk	Development of scheme to replace and enhance the Itchen Boardwalk	££	Sustrans		✓	✓
SCN8 Winchester Road	Safe walking and cycling facilities on Winchester Road to provide better access to the Outdoor Sports Centre	££	LUF, CATF	✓	✓	
SCN9 Highfield Road	Cycle route on Highfield Road from Lovers Walk (South) to The Avenue, calming measures	££	LTP, S106			✓

Scheme Name	Description	Value	Funding Source	2025/26	2026/27	2027/28
A Healthy & Active City: Walking						
Lovers Walk	Delivery of Lovers Walk between Highfield Lane and Burgess Road	££	LTP	✓		✓
Cycle Minor Works	Minor works identified through LCWIP & S106 Contributions, Cycle Hangers	£	S106	✓	✓	✓
A Healthy & Active City: Smarter Travel Behaviour						
Workplace & Schools Grants	Match funding grants to businesses to support small-scale works for cycling and walking	£	CATF	✓	✓	✓
School Travel Planning Activities	Activate projects post-completion via comms and marketing activities and packages of incentives to encouraging sustainable travel using new infrastructure.	££	CATF	✓	✓	✓
Clean Air Projects in Schools	Project to support clean air awareness and reduce pollution exposure at schools	£	DEFRA	✓		
Bikeability	Level 2 and 3 Bikeability training across all schools and SEND provision	£	Bikeability	✓	✓	✓
School Streets	Continued roll out of School Streets	££	CATF	✓	✓	✓
Station Travel Plans	Deliver improvements highlighted in Station Travel Plans	££	CATF	✓	✓	✓
A Zero Emission City						
On-Street Electric Vehicle Charing Points	Roll out of the LEVI funded network of public EV charge points citywide	£££	LEVI	✓	✓	✓
Decarbonisation of Buses	Investigation of zero-emission buses and power supply options	£	LTP	✓	✓	✓



For more information on the Connected Southampton Transport Strategy 2040, visit: <https://transport.southampton.gov.uk/ltp>