

2021/22 Capital Funding Proforma

1. Introduction

1. What is the name of your local transport authority? *

Southampton City Council

2. Are you completing this proforma for the first time, or are you providing the information for additional schemes? *

This is my first response

I have already provided the main proforma return - this is to provide information on additional schemes

2. Funding Amounts

3. How much total capital funding is your authority seeking from the DfT Active Travel Fund for 21/22? *

£2,125,000

4. What is the total contribution being provided from the following sources (please enter "0" if no contribution is being provided). *

Contributions from your own local/combined authority £255,000

Third party contributions

*

5. Where relevant, please set out how you intend to use this funding to build on funding being received from other government funding sources (including any capital or revenue funding sources, such as the Transforming Cities Fund, Levelling Up Fund, Getting Building Fund) (enter n/a if this is not applicable). *

Our proposed ATF3 programme builds on our funded Transforming Cities programme and building on the existing ATF2 programme. It looks to continue to deliver active travel schemes across the wider city area, including:

- Two cycle route improvements, located in Bassett and Bitterne, that formed part of

the TCF high-package;

- Continuation of our Active Travel Zone (ATZ) programme in St Mark's (Shirley) – this builds on previous delivery of revenue programmes for school travel planning funded through Access & Local Capability Funds;
- A package of smaller supporting measures that provides additionality to the TCF programme with cycle parking, mobility options and accessibility improvements in the city centre and residential areas; and
- Active travel monitoring platform working with CATAPULT.

Further investment through the Future Transport Zone programme, including e-scooters, Mobility as a Service, and cycle hire scheme will also complement the ATF3 delivery.

3. Key Bid Requirements

6. As outlined in the bid invitation letter, to be eligible for funding, all bids must be accompanied by a letter from the leader of the authority submitting the bid, confirming long term commitment to delivery of your active travel schemes. Are you able to confirm that this letter will be included with your bid? *

Yes

No

7. All schemes must be developed in consultation with local communities, in line with the requirements, attached at [Annex A] to the bid invitation letter. This does not mean that the bid itself needs to be put out to consultation. This is a condition of funding and if not delivered funding may be clawed back. Are you able to confirm your authority's commitment to the consultation requirements outlined at [Annex A]? (NOTE: this is required for all bids) *

Yes

No

8. Are you able to confirm that you will give due regard to the needs of protected groups defined by The Equality Act 2010, and your commitment to undertaking an equality impact assessment of the measures outlined in your bid (required for all bids). *

Yes

No

9. Please identify below the protected groups who may be impacted by the schemes outlined in your bid, and how you intend to consult and implement feedback from these groups. How will you ensure that you have fully assessed the impact of the scheme on protected groups, and that accessibility requirements (throughout the scheme and its surrounding

area) will be met? (max 400 words): *

The Southampton ATF3 proposal are consistent with policies adopted (2019) in Connected Southampton 2040 – which is the current long-term transport strategy. The LTP was adopted in 2019 following a full public consultation. The consultation included engagement with a wider range of different user groups, including those with mobility constraints, and an Equalities Impact Assessment (EQIA) was undertaken on the strategy.

Through existing funding programmes (ATF1 & 2 and TCF), we have developed a communications and engagement plan to ensure consultation is carried out with a range of groups including local residents, stakeholders, schools, local businesses, public & freight transport operators and disability groups. More detailed EQIA's and Access Audits will be undertaken as part of the development of the schemes.

Channels of communication used included social media campaigns via MyJourney, Commonplace mapping and via external partners Sustrans. Engagement activities through social media and websites have and will continue to enable SCC to expand the reach of engagement. This includes working with hard to reach groups and in detail with accessibility groups such as SPECTRUM Southampton and Southampton Sight.

This bid includes a specific project that looks to deliver a programme of access improvements across the city in addition to improvements delivered as part of other ATF3 schemes. For this we will work with local disability groups, to identify their top priorities for improving disabled access in the city. This bid includes a specific project that looks to deliver a programme of access improvements across the city in addition to improvements delivered as part of other ATF3 schemes.

4. Schemes seeking funding in 2021/22

We would now like to know about the schemes you are seeking to deliver using this funding.

A scheme is defined here as a single measure or group of related measures with the same objectives, for example to encourage more cycling/walking trips, reducing traffic flows, and shifting trips away from public transport whilst social distancing is in force. For example, a corridor scheme might be a series of investments along a given route to promote cycling and walking such as a new segregated cycle lane, junction improvements and new signage. Alternatively, an area-wide scheme might represent a programme of similar investments over a wider geographic area to achieve a given objective; for example, a programme of junction safety improvements to reduce cyclist casualties at collision hotspots.

There is a limit of 15 schemes that can be included in an individual proforma response. If your authority has more than 15 schemes you will need to complete another questionnaire, however there is an option on the first page to ensure you are only required to provide the details of the additional schemes if you have already completed the main body of the proforma.

5. Scheme 1 – Monk’s Brook Footpath

10. What is the name of the scheme? *

Monk’s Brook Footpath Improvements

11. How much will the scheme cost? *

£67,500

12. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation. *

£62,500

13. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words) *

Monk’s Brook footpath is situated in the north of Southampton and is accessible from Wide Lane east of The Fleming Arms (SO18 2QN). The footpath connects to the Itchen Way (a long-distance recreational route) and Monk’s Brook Greenway. The footpath provides a traffic free link between residential areas, including University Halls on Wessex Lane and development in South Stoneham, and leisure and recreational facilities.

The Monk's Brook is recognised as a Site of Importance in Nature Conservation due to its population of salmon and otters.

The proposed works make this footpath resilient and accessible on foot and to undertake **repair works to both the riverbank and existing footpath**, which have collapsed into the watercourse. Improvements to this route will also enable an existing pedestrian only level-crossing on the South Western Main Line to be closed. This would improve safety by removing foot crossing of the railway and improve conditions for local residents affected by trains needing to sound their horns on approach to warn people using the crossing. This would also remove a line speed restriction for trains. This scheme is also supported by Network Rail, South Western Railway, and members of Hampshire Access Forum.

14. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered. *

New on-road segregated cycleway (permanent) (answer with miles to be constructed)	<input type="text"/> <input type="text"/>
	*
New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)	<input type="text"/> <input type="text"/>
	*
New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)	<input type="text"/> <input type="text"/>
	*
New permanent footway (answer with miles to be constructed)	<input type="text"/> <input type="text"/>
	*
New trial temporary footway (answer with miles to be constructed)	<input type="text"/> <input type="text"/>
	*
Widening existing footway (answer with miles to be constructed)	<input type="text"/> <input type="text"/>
	*
Installing segregation to make an existing cycle route safer (answer with miles to be constructed)	<input type="text"/> <input type="text"/>
	*
Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)	<input type="text"/> <input type="text"/>
	*
Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)	<input type="text"/> <input type="text"/>
	*
Park and cycle/stride facilities (answer with number to be constructed)	<input type="text"/> <input type="text"/>
	*
Provision of secure cycle parking facilities (answer with number to be constructed)	<input type="text"/> <input type="text"/>
	*
	<input type="text"/>

New road crossings (answer with number to be constructed)

*

Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)

0.06

*

Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)

*

Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar) (answer with number to be constructed)

*

Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)

*

School streets (answer with number to be constructed)

*

Other (please specify below)

*

Other:

15. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20. *

This scheme is aiming improve a key local walking route between Southampton and Eastleigh (that has been designated The Itchen Way & Monk's Brook Greenway). It will improve the existing right of way footpath alongside the Monk's Brook watercourse. The footpath is constrained by the watercourse and residential property and railway boundary fences and can't be widened to permit cycles. It is not appropriate for this to be LTN1/20 standards however we'll use LTN1/20 approach to make sure that the footpath is accessible. The scheme will remove the foot level crossing of the railway which has stepped access and will make access to the Greenway available for all.

16. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent? *

- Scheme prioritised via LCWIP
- Scheme prioritised through equivalent local network plan
- Scheme not supported by LCWIP or equivalent

17. If the scheme has been prioritised, please name the relevant plan and provide a

weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below. *

Improvements to crossings on PROW are recognised in our Rights of Way Improvement Plan: [Microsoft Word - A03 - Rights of Way - Appendix 1.doc \(southampton.gov.uk\)](#)

18. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words) *

The [Southampton Corporate Plan 2021-2025](#) sets out the vision to become a City of Opportunity that is ambitious, vibrant and healthy. The Plan recognises the importance of improving the highway for all users to create a vibrant, entrepreneurial city that delivers growth and is at the forefront of the journey to net zero carbon.

[Connected Southampton 2040](#) (LTP4) sets out aspirations developed around three strategic goals, including 'A Better Way to Travel' where walking and cycling are the natural choice. The Plan recognises the importance of delivering a safer and more attractive network of walking and cycling routes, alongside the delivery of our successful, and targeted, behavioural change programme – My Journey. The [Cycling Strategy 2017-2027](#) builds on the LTP by setting out our plans to develop the Southampton Cycle Network (SCN).

The [Green City Plan 2030](#) expands on the Corporate Plan themes by setting out a clear commitment to encourage active and sustainable travel, reduce carbon emissions, decarbonise the network, and to protect and enhance the natural environment.

Active travel is also embedded with our [Health and Wellbeing Strategy](#), [Economic & Green Growth Strategy](#) and our emerging Local Plan and pipeline of LTP4 sub-strategies, including a Walking Plan and Inclusive Transport Strategy.

19. What is the expected start date for construction? *

01/02/2022

20. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023 *

01/05/2022

21. What is the current status of this scheme? *

Concept – Designs have been produced and an initial site meeting has taken place with the Council's contractor to discuss the required works.

Given the environmental status of Monk's Brook and the adjoining River Itchen, which are habitats for otters and salmon, we are currently seeking advice on what environmental assessments are needed prior to any works being undertaken.

22. What is the consultation status of this scheme? *

Consultation on the temporary footpath diversion order has taken place and initial discussions with local representatives of Hampshire Access Forum and Network Rail show they are supportive of the route being made permanent and the existing level crossing being permanently closed.

The permanent diversion of the existing PROW to the footpath alongside Monk's Brook would be subject to formal consultation.

23. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below. *

Estimated Benefit-Cost Ratio (BCR)

* n/a

Value for Money category or range

* n/a

24. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words). For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance). *

The estimated costs for footpath resurfacing improvements and riverbank stabilisation are significantly below the costs evidenced in CWIS Appendix 6 for a resurfaced canal side cycle route, which estimates costs to be in the range of £140,000 to £190,000 per kilometre. The lower costs are likely to be due to the works being along a short section of the path.

The estimated costs of this project are based on a quote from the Council's preferred contractor following a site visit with officers in Summer 2021.

25. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost over £2m, please state "not applicable")

To support the development of this scheme, we will undertake a light-touch perception survey with user groups and residents living in close proximity to the existing footpath and level crossings. We will also undertake pedestrian surveys to understand existing usage and future changes following improvements to the route.

Additional monitoring and evaluation will be considered in accordance with DfT guidance and our monitoring and evaluation framework, which has been developed to assess investment in active travel.

26. Do you have any further schemes to add to your submission? *

Yes

No

6. Scheme 2 – St Mark’s (Shirley) & Polygon ATZ Expansions

27. What is the name of the scheme? *

St Mark’s (Shirley) & Polygon ATZ Expansions

28. How much will the scheme cost? *

£488,000

29. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation. *

£438,000

30. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words) *

We are developing a series of ATZ’s to encourage and enable people to travel healthily and sustainably in their local communities by creating environments where people can make local trips on foot or by bike. ATZs are also focused on reducing or removing through traffic and creating attractive places in the heart of communities – often designed around a focal point.

St Mark’s and Polygon ATZs form part of our ATF2 programme, which are currently being implemented. These are located adjacent to Shirley Road and Shirley District Centre (St Mark’s) and the retail area round Bedford Place (Polygon). St Mark’s has a population of around 12,000 residents centred around the school, which is expanding to cater for an additional 900 pupils. The Polygon has a resident population of around 15,000 residents, three schools (1x Secondary School) and links to Central Station.

The ATF2 scheme includes new crossings, continuous footways and a School Street. The ATF3 proposal will expand the ATZ areas to cover the wider residential areas (see accompanying plan). The expanded scheme will include further crossings, LTN measures, 20mph speed limits and local environmental works - improving access to Shirley district centre, the city centre, schools and Southampton Common.

31. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered. *

New on-road segregated cycleway (permanent) (answer with miles to be constructed)

*

New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)

*

New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)

*

New permanent footway (answer with miles to be constructed)

*

New trial temporary footway (answer with miles to be constructed)

*

Widening existing footway (answer with miles to be constructed)

*

Installing segregation to make an existing cycle route safer (answer with miles to be constructed)

*

Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)

*

Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)

*

Park and cycle/stride facilities (answer with number to be constructed)

*

Provision of secure cycle parking facilities (answer with number to be constructed)

*

New road crossings (answer with number to be constructed)

*

Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)

*

Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)

*

Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar) (answer with number to be constructed)

*

Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)

*

School streets (answer with number to be constructed)

*

Other (please specify below)

2

2

*

Other:

32. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20. *

This scheme will be designed in accordance with LTN 1/20.

33. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent? *

- Scheme prioritised via LCWIP
- Scheme prioritised through equivalent local network plan
- Scheme not supported by LCWIP or equivalent

34. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below. *

The [Southampton: City of Opportunity - 2021-2025 Corporate Plan](#) highlights the St Mark's School expansion programme as a key priority to address a shortage of secondary school places across the city. ATZs are identified in the Connected Southampton 2040 transport strategy.

To develop the ATZ programme an assessment of neighbourhoods suitable for interventions was done in 2019. This showed that the area to the east of Shirley Road, including the area around St Mark's, was ranked as 42nd out of 85 cells. With the expansion programme at the school it was deemed that this should have a higher priority to support the increase in pupil numbers and potential increase in trips. Similarly, Polygon and Banister Park ATZ were ranked 3 and 15 respectively.

35. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words) *

The [Southampton Corporate Plan 2021-2025](#) sets out the vision to become a City of Opportunity that is ambitious, vibrant and healthy. The Plan recognises the importance of improving the highway for all users to create a vibrant, entrepreneurial city that delivers growth and is at the forefront of the journey to net zero carbon.

[Connected Southampton 2040](#) (LTP4) sets out aspirations developed around three strategic goals, including 'A Better Way to Travel' where walking and cycling are the natural choice. The Plan recognises the importance of delivering a safer and more attractive network of walking and cycling routes, alongside the delivery of our successful, and targeted, behavioural change programme – My Journey. The [Cycling Strategy 2017-2027](#) builds on the LTP by setting out our plans to develop the Southampton Cycle Network.

The [Green City Plan 2030](#) expands on the Corporate Plan themes by setting out a clear commitment to encourage active and sustainable travel, reduce carbon emissions, decarbonise the network and protect and enhance the natural environment.

Active travel is also embedded with our [Health and Wellbeing Strategy](#), [Economic & Green Growth Strategy](#), our emerging Local Plan, and pipeline of LTP4 supporting strategies, including a Walking Plan and Inclusive Transport Strategy.

36. What is the expected start date for construction? *

01/02/2022

37. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023 *

02/09/2022

38. What is the current status of this scheme? *

Construction of measures delivered as part of the phase 1 programme will commence from September 2021.

Feasibility designs for phase 2 measures are expected to be complete in the Autumn and detailed design will take place over the Autumn/Winter 2021.

39. What is the consultation status of this scheme? *

A perception survey on what residents currently feel about the area and what they would like to see be delivered as part of the transport element of the school expansion project was undertaken in December 2020. The survey was followed up with a co-design workshop held in March 2021. Further feedback on the initial proposals included in Phase 1, and funded through the Active Travel Zone and Section 106 contributions, was collected in June 2021, including formal responses submitted as part of the TRO consultation.

This feedback is helping to shape the phased work programme, including additional measures that will be developed over the Autumn/Winter 2021 and form part of the ATF3 package. These measures are expected to be available for further engagement in Spring 2022.

More information on consultation and engagement on St Mark's ATZ is available on the dedicated project page: <https://transport.southampton.gov.uk/transport-projects/stmarks/>.

40. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below. *

Estimated Benefit-Cost Ratio (BCR)

* n/a

Value for Money category or range

* n/a

41. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words). For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWISmodel Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance). *

The estimated costs of delivering this scheme are broadly in line with the evidence on area-wide cycle routes (quietways) and interventions, which range between £250,000 and £1.4m set out in Appendix 6 of the Cycling and Walking Investment Strategy and Local Cycling and Walking Investment Plan Technical Guidance.

As part of the development of the TCF programme, PJA estimated the costs of delivering an ATZ to the east of Shirley Road as £1.4m. These costs were based on LTN's in Walthamstow costing around £89 per metre.

The St Mark's ATZ programme has been costed and the schemes identified are broadly in line with the original cost estimate provided by PJA.

42. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost over £2m, please state "not applicable")

As part of the development of our TCF and ATF programmes, we have developed a framework for monitoring and evaluating a range of primary and secondary criteria. This approach is consistent with the ATF Monitoring and Evaluation Guidance and includes traffic metrics, such as vehicle and cycle flows and journey times. We also undertake perception surveys to establish how people feel about their local area and travel and transport within it.

As part of the St Mark's project funded by ATF2, we have undertaken traffic, cycle & pedestrian surveys to support the creation of the ATZ and to establish a pre-scheme baseline. These surveys include Automatic Traffic Counts (including volume and speeds metrics), queue length and turning count surveys and pedestrian/cycle count surveys. These surveys will also be repeated post-scheme implementation.

Additional information was collected from residents, businesses & stakeholders via a perception survey undertaken in December 2019. The survey was followed up by co-design workshops in March 2021 where residents were able to discuss their concerns in more detail and ideas for overcoming them. There will be follow up surveys post-implementation to see what the impact of the schemes are.

43. Do you have any further schemes to add to your submission? *

Yes

No

7. Scheme 3 – Cycle Infrastructure Package

44. What is the name of the scheme? *

Cycle Infrastructure Package – Supporting Measures

45. How much will the scheme cost? *

£306,000

46. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation. *

£306,000

47. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words) *

This package includes upgraded cycle lanes, small scale mobility options (cycle hangers, scooter docks and EV charging) and innovation in monitoring of smaller scale active travel schemes away from main corridors based on principles in the Cycling Strategy.

This package is focused on:

- Small Scale Mobility Hubs – co-located with the cycle parking additional scooter docks (through the current scheme with Voi) and electric vehicle charging points – supported by existing SCC programme. It will include a trial of secure residential cycle parking (hangers) in areas where there is limited secure places to store bikes (e.g. terraced houses with no rear access or flats);
- Additional cycle parking will also be installed at key locations, including health centres, transport interchanges, and in City, District & Local Centres. This scheme also includes additional cycle stands, lighting, CCTV, wayfinding and maintenance facilities. Complemented by Solent FTZ programme.
- Formalise existing advisory cycle lanes with light segregation (e.g. Burgess Road by University of Southampton); and
- An innovative monitoring platform to co-habit all transport data and to develop ways of 24hr monitoring of smaller scale active travel schemes – being developed with CATAPULT.

The locations will be prioritised to be close to existing TCF and ATF2 schemes.

48. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered. *

New on-road segregated cycleway (permanent) (answer with miles to be constructed)

*

New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)	<input type="text"/>	<input type="text"/>	*
New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)	<input type="text"/>	<input type="text"/>	*
New permanent footway (answer with miles to be constructed)	<input type="text"/>	<input type="text"/>	*
New trial temporary footway (answer with miles to be constructed)	<input type="text"/>	<input type="text"/>	*
Widening existing footway (answer with miles to be constructed)	<input type="text"/>	<input type="text"/>	
Installing segregation to make an existing cycle route safer (answer with miles to be constructed)	1.75	<input type="text"/>	
Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)	<input type="text"/>	<input type="text"/>	*
Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)	<input type="text"/>	<input type="text"/>	*
Park and cycle/stride facilities (answer with number to be constructed)	<input type="text"/>	<input type="text"/>	*
Provision of secure cycle parking facilities (answer with number to be constructed)	*	<input type="text" value="30"/>	
New road crossings (answer with number to be constructed)	<input type="text"/>	<input type="text"/>	
Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)	<input type="text"/>	<input type="text" value="15"/>	*
Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)	<input type="text"/>	<input type="text"/>	*
Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar) (answer with number to be constructed)	<input type="text"/>	<input type="text"/>	*
Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)	<input type="text"/>	<input type="text"/>	*
School streets (answer with number to be constructed)	<input type="text"/>	<input type="text"/>	*

Other (please specify below)

1

*

Other:

This package will also include drawing together a wealth of walking and cycling data that will help evidence the benefits of investing in these modes through an **innovative data platform**. This innovative tool will also enable us to streamline the process of monitoring and evaluating data, better integrate multiple datasets and improve transparency by providing a platform that is accessible to the public.

49. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20. *

This scheme will be designed in accordance with LTN 1/20.

50. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent? *

- Scheme prioritised via LCWIP
- Scheme prioritised through equivalent local network plan
- Scheme not supported by LCWIP or equivalent

51. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below. *

Making cycle parking more widely available is in the Southampton Cycling Strategy.

52. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words) *

The [Southampton Corporate Plan 2021-2025](#) sets out the vision to become a City of Opportunity that is ambitious, vibrant and healthy. The Plan recognises the importance of improving the highway for all users to create a vibrant, entrepreneurial city that delivers growth and is at the forefront of the journey to net zero carbon.

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Active travel is also embedded with our [Health and Wellbeing Strategy](#), [Economic & Green Growth Strategy](#), our emerging Local Plan, and pipeline of LTP4 supporting-strategies, including a Walking Plan and Inclusive Transport Strategy.

53. What is the expected start date for construction? *

01/03/2022

54. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023 *

01/09/2022

55. What is the current status of this scheme? *

Concept – SCC will undertake a procurement exercise to appoint a contractor to supply, install and manage the cycle parking facilities.

Initial discussions have taken place with CATAPULT to explore options for the active travel monitoring.

56. What is the consultation status of this scheme? *

No consultation has been undertaken as part of this scheme to date.

The proposed locations of residential cycle parking facilities will be determined by feedback from residents and local groups. Consideration will also be given to where the hangers will add value to other projects, including ATZs and cycle infrastructure improvements.

57. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below. *

Estimated Benefit-Cost Ratio (BCR)
* n/a

Value for Money category or range
* n/a

58. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words) For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes,

please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance). *

The estimated costs of the city centre cycle parking hub are based evidence set out in Appendix 6 of the CWIS, which estimates the costs of a standard hub being around £100,000 to £200,000. SCC has also included £26,000 for the design, surveys and monitoring of the hub.

The costs of residential mobility hubs are based on evidence from the development of the Portsmouth residential cycle parking project, delivered as part of their TCF programme, which were around £3,500 per cycle hanger.

59. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost over £2m, please state "not applicable")

We will undertake scheme monitoring before, during and after the new cycle facilities are installed. This information will enable us to identify preferred sites, assess the impact of the facilities on cycle use, feelings towards the equipment and security of bikes stored within the shelters.

60. Do you have any further schemes to add to your submission? *

Yes

No

8. Scheme 4 – SCN2 Bitterne Road East

61. What is the name of the scheme? *

SCN2 Bitterne Road East

62. How much will the scheme cost? *

£581,250

63. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation. *

£531,250

64. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words) *

A334 Bitterne Road East connects Bitterne District Centre with West End and Hedge End via M27 Junction 7. It has been designated as part of SCN2 connecting the City Centre to Hedge End via Bitterne. People travelling west into the city have the choice of continuing along SCN2 into the city via the Itchen Bridge or joining SCN 3/4 and travelling in via Northam Bridge. The SCN3/4 route via Northam Bridge was upgraded between 2018-2020 as part of TCF and Clean Air Zone funding. This scheme would continue the route from Bitterne towards Hedge End via Harefield and Woodlands Community College. Bitterne District Centre provides a range of local retail, health and leisure services and will be subject to an Improvement Plan in 2022.

Harefield is in top decile most deprived area of Southampton and has a relatively poor bus service (2/hr), therefore the cycle improvements on Bitterne Road East provide an alternative for people in Harefield to access local services in Bitterne.

The proposed scheme includes:

- With traffic light segregated cycle lanes on Bitterne Road East;
- Upgraded crossing facilities to parallel crossings;
- Quietway route towards Hedge End & Woodlands College; and
- Accessibility works & School Street.



65. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered. *

New on-road segregated cycleway (permanent) (answer with miles to be constructed)	0.66
	*
New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)	_____
	*
New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)	_____
	*
	<input type="text"/>
New permanent footway (answer with miles to be constructed)	*
New trial temporary footway (answer with miles to be constructed)	<input type="text"/>
	*
	<input type="text"/>
Widening existing footway (answer with miles to be constructed)	*

Installing segregation to make an existing cycle route safer (answer with miles to be constructed)	*

Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)	*

Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)	*

Park and cycle/stride facilities (answer with number to be constructed)

*

Provision of secure cycle parking facilities (answer with number to be constructed)

*

New road crossings (answer with number to be constructed)

*

Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)

*

Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)

*

Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar) (answer with number to be constructed)

*

Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)

*

School streets (answer with number to be constructed)

*

Other (please specify below)

*

Other:

66. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20. *

This scheme will be developed in accordance with LTN 1/20.

67. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent? *

- Scheme prioritised via LCWIP
- Scheme prioritised through equivalent local network plan
- Scheme not supported by LCWIP or equivalent

68. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below. *

SCN2 is identified in the 2017 Southampton Cycle Strategy and this scheme was initially prioritised for Southampton TCF programme.

Further to this, the Corporate Plan highlights the aspiration to develop a Bitterne District Improvement Plan by 2022, focussed on delivering enhanced local facilities and services.

69. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words) *

The [Southampton Corporate Plan 2021-2025](#) sets out the vision to become a City of Opportunity that is ambitious, vibrant and healthy. The Plan recognises the importance of improving the highway for all users to create a vibrant, entrepreneurial city that delivers growth and is at the forefront of the journey to net zero carbon.

[Connected Southampton 2040](#) (LTP4) sets out aspirations developed around three strategic goals, including 'A Better Way to Travel' where walking and cycling are the natural choice. The Plan recognises the importance of delivering a safer and more attractive network of walking and cycling routes, alongside the delivery of our successful, and targeted, behavioural change programme – My Journey. The [Cycling Strategy 2017-2027](#) builds on the LTP by setting out our plans to develop the Southampton Cycle Network.

The [Green City Plan 2030](#) expands on the Corporate Plan themes by setting out a clear commitment to encourage active and sustainable travel, reduce carbon emissions, decarbonise the network and protect and enhance the natural environment.

Active travel is also embedded with our [Health and Wellbeing Strategy](#), [Economic & Green Growth Strategy](#), our emerging Local Plan, and pipeline of LTP4 supporting-strategies, including a Walking Plan and Inclusive Transport Strategy.

70. What is the expected start date for construction? *

01/09/2022

71. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023 *

01/03/2023

72. What is the current status of this scheme? *

Scheme is at feasibility with options for this scheme were developed as part of original Southampton TCF Programme. These options need to be reviewed in light of LTN 1/20 and feedback collected through the development of the Bitterne District Improvement Plan.

73. What is the consultation status of this scheme? *

Consultation on this scheme has not started. If funded, a perceptions survey will be undertaken in Spring 2022 prior to detailed design commencing.

~~**74. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below. ***~~

Estimated Benefit-Cost Ratio (BCR)
*

Value for Money category or range
*

75. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words) For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost

benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance). *

The costs of this scheme are consistent with the evidence set out in CWIS Appendix, which estimates the costs of installing new crossing facilities as being £140k per junction and £120k per kilometre of light segregated cycle route. This is also benchmarked against similar schemes already delivered in Southampton for light segregation and parallel crossings.

This scheme also takes on-board the anticipated costs of delivering an ATZ between Bitterne Road East and West End Road, which was calculated as part of the ATZ assessment undertaken by PJA. This was based on the per metre cost of delivering LTN's in Walthamstow, which was £89 per metre.

76. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost over £2m, please state "not applicable")

As part of the development of our TCF and ATF programmes, we have developed a framework for monitoring and evaluating a range of primary and secondary criteria. This approach is consistent with the ATF Monitoring and Evaluation Guidance and includes traffic metrics, such as vehicle and cycle flows and journey times. We also undertake perception surveys to establish how people feel about their local area and travel and transport within it.

To support the development of this scheme, we will undertake a series of qualitative and quantitative surveys to establish a pre-scheme baseline. These surveys will both perception and traffic surveys, including Automatic Traffic Counts (including volume and speeds metrics) and pedestrian/cycle flows.

These surveys will be repeated post-scheme implementation to enable us to assess the benefits of the scheme.

77. Do you have any further schemes to add to your submission? *

Yes

No

9. Scheme 5 – Butterfield & Bassett West ATZ

78. What is the name of the scheme? *

SCN5 West & Bassett West ATZ

79. How much will the scheme cost? *

£675,000

80. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation. *

£625,000

81. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words) *

SCN5 has been identified as a Cycle Freeway connecting the City Centre to Chandlers Ford via The Avenue and Bassett Avenue. This route offers people improved access to Southampton Common, the University of Southampton, Chilworth Science Park and Southampton Outdoor Sports Centre.

SCN5 has had investment (TCF) since 2018 to incrementally create a segregated cycle route on the corridor, including Southampton's first parallel crossing, continuous crossings and Copenhagen-style segregated infrastructure. These measures have helped improve access in the Common and the University.

The SCN5 West scheme builds on previous investment by creating a parallel quietway route from Southampton Common to Winchester Road via Butterfield Road. Providing an alternative route to Bassett Avenue for those who are less confident and discourage through traffic from using Butterfield Road.

The scheme will include:

- improved surface at entrance to Southampton Common from Burgess Road,
- upgraded pedestrian crossing on Burgess Road to Butterfield Road,
- an ATZ, including physical features and 20mph speed limit, quietway on Butterfield Road,
- new parallel crossing on Winchester Road,
- accessibility improvements and continuous footway at Vermont Close,
- light segregation on existing cycle lanes on Winchester Road; and
- integrating the Winchester Road cycle lane with the existing shared-use cycleway on Bassett Avenue.

82. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered. *

New on-road segregated cycleway (permanent) (answer with miles to be constructed)	0.6
	*
New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)	
	*
New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)	
	*
New permanent footway (answer with miles to be constructed)	
	*
New trial temporary footway (answer with miles to be constructed)	
	*
Widening existing footway (answer with miles to be constructed)	
	*
Installing segregation to make an existing cycle route safer (answer with miles to be constructed)	1
	*
Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)	
	*
Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)	
	*
Park and cycle/stride facilities (answer with number to be constructed)	
	*
Provision of secure cycle parking facilities (answer with number to be constructed)	
	*
New road crossings (answer with number to be constructed)	1
	*
Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)	3
	*
Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)	
	*
Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar) (answer with number to be constructed)	1
	*
Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)	1
	*

School streets (answer with number to be constructed)

*

Other (please specify below)

*

Other:

83. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20. *

This scheme will be delivered in accordance with LTN 1/20 standards.

84. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent? *

- Scheme prioritised via LCWIP
- Scheme prioritised through equivalent local network plan
- Scheme not supported by LCWIP or equivalent

85. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below. *

The 2017 Cycle Strategy prioritised SCN5 as one of the first Cycle Freeways to be completed. Significant work, through Clean Air Zone, TCF Tranches 1 & 2, ATF1 and local LTP funding, has already been completed on SCN5 with a 1.75km segregated cycle route now running for from the City Centre to Southampton Common along The Avenue. This includes Southampton's first parallel crossing, continuous footways and segregated cycle infrastructure to improve access in and around the Common. In 2020 a trial of temporary on road cycle lanes on The Avenue and Bassett Avenue was carried out and is currently being assessed.

Early work on the TCF programme also ranked the proposed Bassett West ATZ as 13th out of 85 cells assessed for their suitability as an ATZ.

86. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words) *

The [Southampton Corporate Plan 2021-2025](#) sets out the vision to become a City of Opportunity that is ambitious, vibrant and healthy. The Plan recognises the importance of

improving the highway for all users to create a vibrant, entrepreneurial city that delivers growth and is at the forefront of the journey to net zero carbon.

[Connected Southampton 2040](#) (LTP4) sets out aspirations developed around three strategic goals, including 'A Better Way to Travel' where walking and cycling are the natural choice. The Plan recognises the importance of delivering a safer and more attractive network of walking and cycling routes, alongside the delivery of our successful, and targeted, behavioural change programme – My Journey. The [Cycling Strategy 2017-2027](#) builds on the LTP by setting out our plans to develop the Southampton Cycle Network.

The [Green City Plan 2030](#) expands on the Corporate Plan themes by setting out a clear commitment to encourage active and sustainable travel, reduce carbon emissions, decarbonise the network and protect and enhance the natural environment.

Active travel is also embedded with our [Health and Wellbeing Strategy](#), [Economic & Green Growth Strategy](#), our emerging Local Plan, and pipeline of LTP4 supporting strategies, including a Walking Plan and Inclusive Transport Strategy.

87. What is the expected start date for construction? *

01/09/2022

88. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023 *

01/03/2023

89. What is the current status of this scheme? *

This scheme is currently a concept.

90. What is the consultation status of this scheme? *

No consultation has been undertaken to date. Options will be available for comment in Autumn 2021.

91. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below. *

Estimated Benefit-Cost Ratio (BCR)

* n/a

Value for Money category or range

* n/a

92. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words) For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost

benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance). *

The estimated costs for this scheme take on board evidence set out in the CWIS Appendix 6, including the cost of delivering crossing improvements at around £140k per junction and lightly segregated cycle lanes at £120k per km. They are also benchmarked against similar projects in Southampton including light segregation, parallel crossings and continuous footways.

These costs are also based on the PJA works undertaken on the TCF programme that estimated the costs of delivering an ATZ in this area as being £260k or £89 per metre based on Walthamstow's LTNs.

93. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost over £2m, please state "not applicable")

As part of the development of our TCF and ATF programmes, we have developed a framework for monitoring and evaluating a range of primary and secondary criteria. This approach is consistent with the ATF Monitoring and Evaluation Guidance and includes traffic metrics, such as vehicle and cycle flows and journey times. We also undertake perception surveys to establish how people feel about their local area and travel and transport within it.

To support the development of this scheme, we will undertake a series of qualitative and quantitative surveys to establish a pre-scheme baseline. These surveys will include both perception and traffic surveys, including Automatic Traffic Counts (including volume and speeds metrics) and pedestrian/cycle flows.

These surveys will be repeated post-scheme implementation to enable us to assess the benefits of the scheme.

94. Do you have any further schemes to add to your submission? *

Yes

No

10. Scheme 6 – Accessibility Improvements

95. What is the name of the scheme? *

Accessibility Improvements

96. How much will the scheme cost? *

£225,000

97. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation. *

£125,000

98. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words) *

This scheme is a package of walking improvements delivered across Southampton. The measures will be identified with engagement from local disability and walking groups. Who will be asked to identify their list of ten priorities, which will then be considered and developed into concept plans before being prioritised and delivered from Spring 2022.

This scheme could include new and improved dropped kerbs, tactile paving, wayfinding, and changes to access restrictions (such as chicanes and bollards). To add value to these improvements, we will undertake route audits and identify footway maintenance improvements that can be delivered at the same time through our existing maintenance programme. Schemes that support people to live independently for longer by delivering highway improvements that make it easier for them to get around will be prioritised. This prioritisation will particularly focus of improving access to bus/taxi stops, healthcare, district centres and community buildings.

These improvements will be in addition to access improvements identified as part of the development and delivery of the ATZ schemes.

99. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered. *

New on-road segregated cycleway (permanent) (answer with miles to be constructed)

*

New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)

*

New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)

*

New permanent footway (answer with miles to be constructed)

*

New trial temporary footway (answer with miles to be constructed)

*

Widening existing footway (answer with miles to be constructed)

*

Installing segregation to make an existing cycle route safer (answer with miles to be constructed)

*

Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)

*

Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)

*

Park and cycle/stride facilities (answer with number to be constructed)

*

Provision of secure cycle parking facilities (answer with number to be constructed)

*

New road crossings (answer with number to be constructed)

*

Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)

10

*

Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)

*

Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar) (answer with number to be constructed)

*

Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)

*

School streets (answer with number to be constructed)

*

Other (please specify below)

*

Other:

100. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20. *

This scheme will be delivered in accordance with LTN 1/20 standards.

101. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent? *

- Scheme prioritised via LCWIP
- Scheme prioritised through equivalent local network plan
- X Scheme not supported by LCWIP or equivalent

102. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below. *

This scheme has been prioritised through the Council's commitment to review how people with disabilities currently move around the city and access services. This information, along with feedback from disability groups, will be used to shape this scheme and an annual programme of accessibility improvements.

103. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words) *

The [Southampton Corporate Plan 2021-2025](#) sets out the vision to become a City of Opportunity that is ambitious, vibrant and healthy. The Plan recognises the importance of improving the highway for all users to create a vibrant, entrepreneurial city that delivers growth and is at the forefront of the journey to net zero carbon.

[Connected Southampton 2040](#) (LTP4) sets out aspirations developed around three strategic goals, including 'A Better Way to Travel' where walking and cycling are the natural choice. The Plan recognises the importance of delivering a safer and more attractive network of walking and cycling routes, alongside the delivery of our successful, and targeted, behavioural change programme – My Journey. The [Cycling Strategy 2017-2027](#) builds on the LTP by setting out our plans to develop the Southampton Cycle Network.

The [Green City Plan 2030](#) expands on the Corporate Plan themes by setting out a clear commitment to encourage active and sustainable travel, reduce carbon emissions, decarbonise the network and protect and enhance the natural environment.

Active travel is also embedded with our [Health and Wellbeing Strategy](#), [Economic & Green Growth Strategy](#) and our emerging Local Plan and pipeline of LTP4 sub-strategies, including a Walking Plan and Inclusive Transport Strategy.

104. What is the expected start date for construction? *

01/02/2022

105. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023 *

01/09/2022

106. What is the current status of this scheme? *

Concept

107. What is the consultation status of this scheme? *

No consultation has been undertaken on this scheme.

This scheme will be informed by feedback from local disability and walking groups in Autumn 2021, including Spectrum, Sustrans, and Southampton Sight. SCC will host a discussion with representatives from the local groups to identify their top 10 priorities for improving accessibility within the city. These will then be developed and prioritised for delivery from Spring 2022.

108. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below. *

Estimated Benefit-Cost Ratio (BCR)

* n/a

Value for Money category or range

* n/a

109. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words) For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost

benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance). *

The estimated costs of delivering this scheme are based on fifteen schemes at around £15,000 per scheme. Additional schemes will be delivered if budget permits.

The costs of installing accessibility improvements are not covered in CWIS or other evidence that has been reviewed.

110.If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost over £2m, please state "not applicable")

This scheme will take a light-touch approach to monitoring and evaluation consisting of before and after surveys collecting qualitative information and before and after pedestrian flow surveys on high-footfall corridors. We will collect general feedback from scheme users as well as targeted feedback from people with restricted mobility via local disability groups.

111.Do you have any further schemes to add to your submission? *

- Yes
 No

11. Scheme 7 – GP Referral Project

112. What is the name of the scheme? *

GP Referral Project – Pool Bikes

113. How much will the scheme cost? *

£37,500

114. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation. *

£37,500

115. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words) *

This project includes capital expenditure to purchase a pool of specialised and adaptable bikes that will be used to support the delivery of any successful application to deliver a GP Referral Pilot project.

Southampton is bidding to the DfT's GP Referral Pilot, which will aim to reduce obesity through increased physical activity. This will create up to five cycling hubs that will be used as a base to deliver sessions, including led-rides, cycle confidence sessions and cycle training. These hubs will offer a selection of bikes for residents, including those with disabilities, and enable them to try them through the social prescribing pilot before they commit to purchasing their own. The walking and cycling package will be promoted through a social prescribing tool, such as Genie as well as our behavioural change programme – MyJourney. The project will also be supported by infrastructure measures set out in this bid and our TCF programme, including the creation of a network of ATZs and Local Mobility Hubs, including options for cycle and e-scooter hire scheme through our FTZ programme.

The project will draw upon our partnerships with both local and national organisations, including Monty's Community Bike Hub, Sustrans and Cycling UK.

116. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered. *

New on-road segregated cycleway (permanent) (answer with miles to be constructed)

*

New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)

*

New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)

*

New permanent footway (answer with miles to be constructed)

*

New trial temporary footway (answer with miles to be constructed)

Widening existing footway (answer with miles to be constructed)

*

Installing segregation to make an existing cycle route safer (answer with miles to be constructed)

*

Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)

*

Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)

*

Park and cycle/stride facilities (answer with number to be constructed)

*

Provision of secure cycle parking facilities (answer with number to be constructed)

*

New road crossings (answer with number to be constructed)

*

Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)

*

Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)

*

Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar) (answer with number to be constructed)

*

Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)

*

School streets (answer with number to be constructed)

*

Other (please specify below)

*

Other:

This scheme seeks to purchase a fleet of 20 specialist and adaptable bikes to support the proposed delivery of a GP Referral project, which is subject to a separate EOI.

117. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20. *

This scheme is not an infrastructure scheme.

118. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent? *

- Scheme prioritised via LCWIP
- X Scheme prioritised through equivalent local network plan
- Scheme not supported by LCWIP or equivalent

119. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below. *

This scheme has been prioritised through an assessment of our local health needs and will support a proposal to take part in the GP Referral project, which is subject to a separate EOI.

120. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words) *

The [Southampton Corporate Plan 2021-2025](#) sets out the vision to become a City of Opportunity that is ambitious, vibrant and healthy. The Plan recognises the importance of improving the highway for all users to create a vibrant, entrepreneurial city that delivers growth and is at the forefront of the journey to net zero carbon.

[Connected Southampton 2040](#) builds on this by setting out aspirations developed around three strategic goals. Active travel is fundamental to these goals, particularly 'A Better Way to Travel' where walking and cycling are the natural choice for local journeys or as part of longer multi-modal journeys. The Plan recognises the importance of delivering a safer and more attractive network of walking and cycling routes, alongside the delivery of our successful behavioural change programme – My Journey.

The [Green City Plan 2030](#) expands on the Corporate Plan themes by setting out a clear commitment to encourage active and sustainable travel, reduce carbon emissions, decarbonise the network and protect and enhance the natural environment.

Active travel is also embedded with our [Health and Wellbeing Strategy](#), [Economic & Green Growth Strategy](#), our emerging Local Plan, and pipeline of LTP4 supporting strategies, including a Walking Plan and Inclusive Transport Strategy.

121. What is the expected start date for construction? *

01/01/2022

122. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023 *

01/04/2022

123. What is the current status of this scheme? *

Concept

124. What is the consultation status of this scheme? *

No consultation has been undertaken on this scheme.

125. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below. *

Estimated Benefit-Cost Ratio (BCR)
* n/a

Value for Money category or range
* n/a

126. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words) For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost

benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance). *

The estimated costs of this scheme are based on evidence set out in CWIS Appendix 6, which estimates the costs of delivering an inclusive cycle scheme as £30,000 per project. This funding will be used to purchase a pool of specialist and adaptable bikes that will be available for residents to use through the GP Referral project. This scheme is therefore subject to a successful EOI to become one of up to 12 GP referral schemes that will be delivered in 2022/23.

127.If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost over £2m, please state "not applicable")

Monitoring and evaluation of this scheme will be developed in partnership with the DfT and other partners as part of the feasibility study into the trial GP referral scheme in Autumn 2021.

128.Do you have any further schemes to add to your submission? *

Yes

X No

11. Value for Money and Monitoring & Evaluation

264. Are you able to confirm that your Section 151 officer has confirmed in writing that the proposed spending is expected to deliver value for money? Note that you may be required to provide this confirmation to the DfT for audit purposes. *

Yes

No

265. Please provide an estimate of the costs associated with monitoring and evaluation. *

£20,000

266. Please provide an estimate of the costs associated with consultation and opinion surveys. *

£40,000

267. Please set out your proposed approach to monitoring and evaluation of your proposed schemes, beyond the scheme-specific activities you have already described for any scheme costing £2m or more. (Max 500 words) *

A Monitoring and Evaluation Framework was developed for the Active Travel Fund schemes and this will continue for these schemes.

Where new permanent segregated cycle facilities are being created new automatic cycle counters will be installed, we are also investigating innovative ways of collecting cycle data without need for labour intensive manual counts. The development of an innovative monitoring tool that will improve efficiency and transparency is included as an element of this bid as part of the Cycle Infrastructure Package – Supporting Measures. This is to help to monitor and evaluate smaller scale, area wide schemes where it is more difficult to collate continuous data. This is being developed jointly with CATAPULT teams.

The Framework sets out the range of data sources available and being used to monitor schemes and these are summarised below. This builds upon our extensive monitoring regime in place for the Southampton Access Fund Programme, LTP monitoring and TCF Monitoring & Evaluation Programme.

The Framework identifies a number of primary and secondary criteria that has been used to monitor T1 and T2 schemes, which will also be used for the schemes set out in this proposal.

To monitor this criteria, we use the following data sources:

- Our network of Automatic Traffic and Cycle Counters on main arterial roads and SCN corridors.
- Our network of Bluetooth sensors.
- Annual 12-hour traffic counts (7am-7pm) at 31 locations across Southampton.
- Ad hoc traffic counts for schemes
- Real Time Information (RTI) Systems
- Manual parking surveys

- Four Air Quality Monitoring Stations and a network of over 60 diffusion tubes.
- Footfall counters at key retail locations.

All monitoring and evaluation will be consistent with the DfT requirements.

We will commit to monitoring the schemes for at least 2 years from March 2021. This will also align with the publications of the 2023 Southampton Bike Life Report and Cycle Accounts as set out in the 2017 Cycle Strategy.

We will also provide end of financial year outputs for both Tranche 3 covering actual costs, number and types of interventions and length of schemes with metrics (segregated cycleways, cycle parking, modal filters etc).

12. LCWIP Information 1

This section is designed for you to provide DfT with your authority's latest scheme pipelines. The information you provide will assist the Department in making the case for future rounds of funding, as well as improving our monitoring of future schemes across multiple funding streams.

Bids that provide more comprehensive information in this section will be viewed more favourably.

268. Please complete the table below, highlighting your pipeline of schemes to be delivered across all funding streams, over the next 1 year (2021-22), 4 (years from Apr 2022 – Mar 25) and 10 years (from Apr 2025 - Mar 2031) (use column 5 to indicate the delivery timescale). Please leave rows blank if you have less than 15 schemes, while ensuring that all columns are populated for your proposed schemes.

	Scheme name and location (e.g. postcode and road/street address)	Scheme type	No. of units (Scheme length, area covered, no. of cycle racks etc.)	Total cost (£)	Delivery timescale (1, 4 or 10 years)	Prioritised in LCWIP (y/n)?	Anticipated funding source(s)
Scheme 1	Banister Park ATZ	ATZ	1	£1m	1 year	Y	DfT
Scheme 2	SCN2 Bitterne to West End & Hedge End	Cycle route	0.67 miles	£1m	2 year	Y	DfT
Scheme 3	Portswood ATZ	ATZ	1	£3m	1 year	Y	DfT
Scheme 4	Bitterne Park ATZ	ATZ	1	£3m	1 year	Y	DfT
Scheme 5	Green Grid	Improved Walking Routes	3	£3m	1 year	N	DfT
Scheme 6	Shirley Road Multi-Modal Improvements	Walking, cycling and bus improvements	4.7 miles	£10m	4 years	Y	DfT
Scheme 7	Shirley ATZ	ATZ	1	£4m	4 years	Y	DfT

Scheme 8

Millbrook Footbridge	New footbridge	1	£2m	4 years	Y	DfT
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Scheme name and location (e.g. postcode and road/street address)	Scheme type	No.of units (Scheme length, area covered, no. of cycle racks etc.)	Total cost (£)	Delivery timescale (1, 4 or 10 years)	Prioritised in LCWIP (y/n)?	Anticipated funding source(s)
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Scheme 9

SCN6 City Centre	Cycle route	0.67 miles	£1m	4 years	Y	DfT
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Scheme 10

SCN8 Orbital (Millbrook to Western Parade)	Cycle route	10 miles	£10m	4 years	Y	DfT
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Scheme 11

SCN9 Orbital (Redbridge to Woolston)	Cycle route	10 miles	£10m	4 years	Y	DfT
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Scheme 12

Local Mobility Hubs	Mobility services	5	£2.5m	4 years	Y	DfT
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Scheme 13

Central Station Access	Ped/cycle bridge	1	£3m	10 years	N	DfT/Network Rail
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Scheme 14

Mayflower Quarter	Public Realm	TBC	TBC	10 years	N	Developer
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269. Do you have further schemes to add?

Yes

X No

13. LCWIP - Extra information

273. If you have a LCWIP(s): Where possible, please submit a copy of your updated LCWIP(s), highlighting any updates to prioritised routes and/or prioritised schemes; or If this is not possible in the time available, please provide a note of key changes since your LCWIP was agreed, (.e.g. to take into account ATF schemes, Covid-19 recovery plans etc, or plans to make changes / develop further) *

Our Cycling Strategy 2017-2027 will be reviewed in 2022, at its mid-way point. In parallel to this, we are developing a new Walking Plan for the city, which has been granted support through the Local Authority Capability Fund. This is expected to be adopted in Spring 2022.

274. For all bidders, where possible, please provide a link to, or copy of a map of your local/combined authority or key locations covered by LCWIPs, highlighting existing and planned cycling and walking networks (ideally a network map showing 1/4/10-year scheme delivery, where known). *

[Southampton Cycle Network - transforming cycling in Southampton](#)

14. Additional Information

In addition to this proforma, please also ensure that you submit a letter from the leader of your local/combined authority, confirming long term commitment to delivery of the schemes to walking.cycling@dft.gov.uk

For any schemes with a value greater than £2 million, please also attach:

Scheme drawings for schemes above £2 million

Value for money evidence, including Active Mode Appraisal Tool (AMAT) outputs

A map of your local/combined authority or key locations covered by LCWIPs, highlighting cycling and walking networks (ideally a network map showing 1/4/10-year pipeline build out, where known)

15. Declaration and Contact Details

Please read the following declaration:

I confirm I have read and understood all the details in the accompanying letter, including the terms and conditions.

I confirm that the Senior Responsible Officer and the Section 151 Officer (or equivalent with delegated authority) have also read and understood the letter.

I declare that the information given is, to the best of my knowledge, correct.

I understand that funding is conditional on the Section 151 Officer's confirmation that the schemes offer value for money.

I confirm that the authority will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that the authority:

- has allocated sufficient budget to deliver the scheme(s) on the basis of its proposed funding contribution;

- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties; accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme(s);

- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided;

- confirms that the authority has the necessary governance/assurance arrangements in place.

I also understand DfT may request further details as to the scheme(s) and costs therein.

275. Are you able to confirm all of the statements above? *

Yes

No

276. Please provide the following contact information for the Reporting Officer at your authority: *

Name	<input type="text" value="Iain Steane"/> *
Telephone number	<input type="text" value="023 8083 2283"/>
E-mail address	<input type="text" value="Iain.steane@southampton.gov.uk"/> *

277. Please provide the following contact information for the Senior Responsible Officer at your authority: *

Name	<input type="text" value="Pete Boustred"/> *
Telephone number	<input type="text" value="023 8083 4743"/> *
E-mail address	<input type="text" value="Pete.boustred@southampton.gov.uk"/> *

278. Please provide the following contact information for the Section 151 Officer (or equivalent) at your authority: *

Name	<input type="text" value="Steve Harrison"/> *
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Telephone number	023 8083 4153
	*
E-mail address	Steve.Harrison@southampton.gov.uk
	*

279. Please provide any further details or clarification of your submission that you wish the Department to consider: *

Information supporting this bid will be submitted to the DfT separately.

16. Confirmation Page

280. You have now reached the end of the proforma questionnaire. Are you happy for your responses to be submitted to the Department? *

Yes

No