

# Local Authority Self-Assessment for Active Travel

## Section 1: Background

Q1. Are you:

Submitting a response for the first time

Q2. What is the name of your Authority?

Southampton

Q3. Please provide your contact details

**Name** Emma Baker

**Email** emma.baker@southampton.gov.uk

Q4. What is the approximate total budget your authority holds for transport this financial year? This includes capital and revenue funding.

76700000

Q5. We recognise that many schemes you deliver will have elements of active travel alongside other areas of focus such as maintenance. In that context:

|  |                      |
|--|----------------------|
| <b>What is the approximate total funding your authority expects to invest in Active Travel initiatives this financial year? In addition to dedicated active travel budgets, you should include funding from cross-modal schemes, other DfT sources of funding and non-DfT sources.</b> | 67<br>70<br>00<br>00 |
| <b>Over the past five years, approximately what proportion of s106 and s278 transport contributions have been spent on active travel? Please provide a percentage.</b>   | 00<br>00<br>0        |
| <b>What is the approximate total dedicated active travel budget your authority holds in this financial year? You should only include DfT active travel grants and any local funds specifically committed to active travel.</b>   | 17<br>89<br>00<br>00 |

Q6. Please use this box to share any further relevant information in relation to the headcount and budget questions.

SCC = ~49 people working on transport of which ~28 work on active travel  
BBLP = ~87 people working on transport of which ~58 work on active travel  
Other external = 3

Of the people working on active travel, 19 are on fixed term contracts (ending March 2023) and 14 are responsible for communications, behaviour change and Travel Demand Management (TDM) programmes. In the absence of confirmation on future walking and cycling funding, these contract are likely to be ended with resource lost.

Q7. Are there any funds that you have received from DfT for Active Travel Fund 2 (ATF2) that are not yet contractually committed?

No

## Section 1: Background

Q8. How much Active Travel Fund 2 funding is not yet committed?

*No Response*

## Section 1: Background

Q9. What is the approximate total headcount working on transport at your authority? Please provide the full time equivalent (FTE), including any contingent labour / temporary additional resource.

149

Q10. What is the approximate total headcount working on active travel at your authority? Please provide the full time equivalent (FTE), including any contingent labour / temporary additional resource.

79

## Section 1: Delivery of Schemes to date

Q11. Which of the following schemes have you delivered in the past 3 years or are in the process of delivering? Tick all that apply.

New segregated cycleway (permanent)

New junction treatment

New permanent footway

New shared use (walking & cycling) facilities

Installing segregation to make an existing cycle route safer

Improvements to make an existing walking/cycle route safer

Area-wide traffic management (e.g. modal filtering using ANPR, bollards, planters or similar)

Bus priority measures at single locations (e.g. bus gates)

Provision of secure cycle parking facilities

New road crossings

Restriction or reduction of car parking availability (e.g. controlled parking zones)

School streets

Q12. Which of the following schemes have you consulted on over the past 12 months or have plans to consult on? Tick all that apply.

New segregated cycleway (permanent)

New junction treatment

New permanent footway

New shared use (walking & cycling) facilities

Installing segregation to make an existing cycle route safer

Improvements to make an existing walking/cycle route safer

Area-wide traffic management (e.g. modal filtering using ANPR, bollards, planters or similar)

Bus priority measures at single locations (e.g. bus gates)

Provision of secure cycle parking facilities

New road crossings

Restriction or reduction of car parking availability (e.g. controlled parking zones)

School streets

Q13. Since the publication of LTN 1/20 guidance, have you installed or proposed any new infrastructure which is not LTN 1/20 compliant?

No

Q14. Do you agree that no scheme, now or in the future, will be removed prematurely?

The Network Management Duty requires real-world feedback to be taken account. This means schemes should be retained and adjusted to make them work. Schemes should not be removed unless there is substantial evidence to support this.

Yes, I agree to the above statement

## Section 2: Local leadership and support

Q15. This question seeks to understand how supportive your leaders and elected members are of active travel. Please review the criteria for each of the levels and consider which of the criteria your authority satisfies, and which are yet to be met. It is likely that your authority will not fit neatly into one level, so please select the one that best reflects your authority.

Level 2

### Local leadership and support - Level 0

Q16. You have selected Level 0 as being the most suitable for your Authority for local leadership and support.

Please select from the following statement which criteria your authority meets or exceeds.

*No Response*

## Local leadership and support - Level 1

Q17. You have selected Level 1 as being the most suitable for your Authority for local leadership and support.

Please select from the following statement which criteria your authority meets or exceeds.

*No Response*

## Local leadership and support - Level 2

Q18. You have selected Level 2 as being the most suitable for your Authority for local leadership and support.

Please select from the following statement which criteria your authority meets or exceeds.

Members (including leader and transport portfolio lead) in my authority are highly supportive of active travel

Members (including leader and transport portfolio lead) in my authority are committed to increasing active travel in line with the government vision set out in Gear Change

My authority has a track record of completing ambitious, LTN 1/20 / MfS compliant active travel schemes

My authority has a small number of road capacity reallocation schemes

My authority has some policies in place to support and deliver an increase in active travel, covering between 5 and 8 of those listed

My authority has recognised the need to adopt new approaches to planning such as 'Decide and Provide' and in adoptable standards by adopting LTN1/20 / MfS documentation to help support the position in insisting but is yet to do so

## Local leadership and support - Level 3

Q19. You have selected Level 3 as being the most suitable for your Authority for local leadership and support.

Please select from the following statement which criteria your authority meets or exceeds.

*No Response*

## Local leadership and support - Level 4

Q20. You have selected Level 4 as being the most suitable for your Authority for local leadership and support.

Please select from the following statement which criteria your authority meets or exceeds.

*No Response*

## Section 2: Local leadership and support

Q21. Select from the list below the evidence you are submitting. Tick all that apply

Statements and manifesto commitments from mayors, local authority leaders or executive members, showing support for proposed schemes, local networks, and strategies

---

Media evidence of senior political leaders riding cycles

---

Local health and education programmes and proposals that have direct connections between public health outcomes and active travel delivery

---

Active travel delivery is a key element of your authority's business plan and related strategies for sustainability and reducing carbon emissions from transport, with clear approaches that help to embed active travel in new developments such as decide and provide (e.g. TRICS guidance) and clear decisions that adopt LTN1/20 / MfS standards into local standards for development

---

High proportion of local transport funding allocated to active travel schemes (15% or more)

---

Details of roles and types of resource dedicated to active travel

---

Track record of effective and coherent funding bids under ATF and other funding initiatives, keeping schemes in place until they have properly bedded in before making modifications or removals (with nil removals unless backed by robust evidence over a minimum 12-month operating period)

---

Please list any ATF or other active travel schemes (including temporary schemes) that have been removed or significantly adapted, with explanation. Failure to accurately alert us to these will result in zero funding

---

Strong highway authority leadership and evidence of collaboration with constituent authorities (e.g. boroughs and districts) and National Parks etc to deliver local schemes and initiatives, as evidenced by MoUs and other joint working agreements such as design assurance processes

---

Development management approaches that support active travel, e.g. planning committees / officers shown to have a track record of testing [and applying conditions] to improve provision of cycling and walking

---

Traffic management approaches that support active travel, in compliance with the Network Management Duty guidance, last updated in April 2022

**Q22. Briefly describe what supporting evidence you have available to justify why you have selected the level.**

The active travel policy framework is set out in Connected Southampton Transport Strategy and the Cycling Strategy. These detail our ambition to 'transform Southampton into a true cycling city, creating a liveable, integrated, thriving and mobile city where safe cycling is the daily norm'. This ambition is supported by policies that are centred around delivery of the Southampton Cycle Network (SCN) and the creation of Active Travel Zones (area-wide interventions), including healthier streets, filtered permeability, improving travel choice, travel planning and information, Local Mobility Hubs and attractive places.

Active travel is also integrated into our wider Council Policy Framework, including the Corporate Plan, Physical Activity and Sports Strategy (and an action plan is also being prepared), Children and Young People's Strategy, Green City Plan and Community Safety.

Active travel policies are also being integrated into the emerging Local Plan, which will be available for consultation in Autumn 2022. The draft Plan contains policies that support 'Link and Place' approach, including 20-minute neighbourhoods, the creation of Active Travel Zones, a network of Local Mobility Hubs and e-cargo bikes for deliveries – all connected by high-quality walking and cycling routes. The Plan also stipulates that infrastructure should be delivered to the latest ATE guidance.

We are committed to keeping active travel schemes in place and monitoring them over a period of 12-months until they have had time bed-in. During the first tranche of ATF projects, we reallocated road space on Bassett Avenue (A33) to a segregated cycle lane and closed Bedford Place (Reopening High Streets Safely Fund) to motor traffic. Both of these schemes were monitored extensively whilst they were in place and were subsequently modified as lockdown restrictions eased. Bassett Avenue was modified around three months after it was installed in October 2020 and fully removed in August 2021. Bedford Place was in place between August 2020 and July 2021.

The below links are to webpages and reports providing evidence of our active travel programme, which represents 23% of our transport budget in 2022/23, and successful bids, including TCF, ATF, LCF, FTZ. These bids have and continue to deliver:

- the Southampton Cycle Network,
- Active Travel Zones,
- Local Mobility Hubs and cycle parking
- 20mph residential streets,
- New and improved crossings, including diagonal crossings, countdown timers and low-level cycle signals,
- School Streets (we will be consulting on the introduction of powers enabling us to enforce Moving Traffic Offences in Autumn 2022),
- Integration with other modes, and
- Behaviour change and TDM programmes.

To support the delivery of active travel improvements, we also work with a range of local partners as part of our behaviour change programme (My Journey), including Monty's Community Bike Hub and Zedify, and Sustrans.

**Q23. Please provide links to any supporting evidence here.**

Letter of Support for Active Travel from Cabinet Member for Transport & District Regeneration – to follow

You Tube of the Council Leader, Councillor Satvir Kaur, talking about sustainable transport, including cycle and ebike hire: <https://www.youtube.com/watch?v=ddUCSZhfhwgl>

You Tube video of the Cabinet Member for Transport & District Regeneration, Councillor Eamonn Keogh, talking about the expansion of our School Streets programme: [https://youtu.be/ecNrycz\\_U2g](https://youtu.be/ecNrycz_U2g)

**Collaboration with Partners**

Information on individual and joint funding bids for active travel projects, including Active Travel Fund, Transforming Cities and Solent Future Transport Zone, are available here: <https://transport.southampton.gov.uk/transport-funding-bids/>

Information on our joint e-cargo bike project - Realising Innovative Deliveries in Eastleigh and Southampton (RIDES) programme, can be found here:

<https://myjourneyhampshire.com/workplaces/events-and-promotions/rides/>

Smart Motorways M3/M27 Travel Demand Management: Decision -

<https://www.southampton.gov.uk/moderngov/ieDecisionDetails.aspx?Id=2068>

Zedify: <https://www.southampton.gov.uk/news/article/southampton-city-council-boosts-commitment-to-sustainable-logistics-with-launch-of-new-electric-cargo-bike-loan-scheme/>

**Local Policy Framework**

Southampton City of Opportunity – Corporate Plan:

<https://www.southampton.gov.uk/media/ugshrc2w/scc-corporate-plan-2021-25-v1-1.pdf>. A new Corporate Plan will be adopted in September 2022 reflecting the new administration's priorities, including safe and affordable sustainable transport.

Connected Southampton Transport Strategy (LTP4) and Implementation Plan: [mrd-1-connected-southampton-transport-strategy-2040.pdf](#) and [scc-ltp-implementation-plan-2022-mar-10\\_final-v2.pdf](#) ([southampton.gov.uk](https://www.southampton.gov.uk)).

Southampton Cycling Strategy: <https://transport.southampton.gov.uk/media/1089/cycling-southampton-2017-2027-final.pdf>

Green City Strategy: <https://www.southampton.gov.uk/our-green-city/>

Clean Air Strategy: [https://www.southampton.gov.uk/media/hpwb2wyh/clean-air-strategy-2019-2025\\_tcm63-389498.pdf](https://www.southampton.gov.uk/media/hpwb2wyh/clean-air-strategy-2019-2025_tcm63-389498.pdf)

20mph residential streets: <https://transport.southampton.gov.uk/connected-southampton-2040-local-transport-plan/20mph-community-requests/>

School Streets: <https://myjourneysouthampton.com/education/school-streets/southampton-school-streets-programme/>

Physical Activity & Sports Strategy: <https://www.southampton.gov.uk/media/bjoeksso/we-can-be-active-strategy-190422.pdf>

Children & Young People's Strategy: <https://www.southampton.gov.uk/media/kwoblutg/children-and-young-peoples-strategy-2022-27.pdf>

**Temporary ATF Schemes**

Information and further links on our temporary ATF schemes delivered as part of the first Tranche are available here:

<https://transport.southampton.gov.uk/tcf/chandlers-ford-to-southampton-corridor/bassett-avenue-the-avenue/>

**Q24. If you have unpublished evidence you want to submit, please upload here. You can upload up to 10 files. Maximum file size per file is 10MB.**

- 

**Section 3: LCWIP Maturity**

Q25. This question seeks to understand how developed your Local Cycling and Walking Infrastructure Plans (LCWIPs), or equivalent, are, including their coverage and status of delivery. Please review the criteria for each of the levels and consider which of the criteria your authority satisfies, and which are yet to be met. It is likely that your authority will not fit neatly into one level, so please select the one that best suits your authority.

Level 2

### Section 3: LCWIP Maturity

Q26. You have selected Level 0 as being the most suitable for your authority for LCWIP maturity.

Please select from the following statement which criteria your authority meets or exceeds.

*No Response*

### Section 3: LCWIP Maturity

Q27. You have selected Level 1 as being the most suitable for your authority for LCWIP maturity.

Please select from the following statement which criteria your authority meets or exceeds.

*No Response*

### Section 3: LCWIP Maturity

Q28. You have selected Level 2 as being the most suitable for your authority for LCWIP maturity.

Please select from the following statement which criteria your authority meets or exceeds.

LCWIPs for major population centres are finalised and published online

Existing LCWIP(s) cover around half of the LA area by population

The schemes in them are compliant with LTN 1/20

Held early engagement with a limited number of stakeholders or have specific plans in place to do so

Started delivering some elements of the LCWIP(s)

### Section 3: LCWIP Maturity

Q29. You have selected Level 3 as being the most suitable for your authority for LCWIP maturity.

Please select from the following statement which criteria your authority meets or exceeds.

*No Response*



### Section 3: LCWIP Maturity

Q30. You have selected Level 4 as being the most suitable for your authority for LCWIP maturity.

Please select from the following statement which criteria your authority meets or exceeds.

*No Response*

### Section 3: LCWIP Maturity

Q31. Select from the list below what evidence you are submitting. Tick all that apply.

Development of plans – in progress or finalised LCWIP setting out proposed 10-year pipeline, with reference to agreement by Council transport portfolio leads and Council leaders, with document published and integrated into wider Local Transport Plans.

Stakeholder engagement – extent to which other experts and stakeholders have been involved in LCWIP development, breadth of engagement with local residents, businesses, road users, emergency services, disabled persons groups etc.

Coverage – percentage of LA area or population covered by LCWIPs, particularly coverage for urban areas / towns and cities.

Q32. Briefly describe what supporting evidence you have available to justify why you have selected the level.

The Southampton Cycling Strategy, which is a ten-year plan adopted in 2017, identifies a network of key cycling routes connecting people to homes, work and leisure across the city and parts of Hampshire. Improvements to routes are being accelerated through the joint Southampton and Hampshire TCF programme and ATF. As this pre-dates LCWIPs, there are plans to review the Cycling Strategy as part of Capability and Ambition programme and to further develop the evidence base to LCWIP standards.

Our Active Travel Zones were developed using a prioritisation process (undertaken by PJA) that identified and prioritised potential Active Travel Zones (our area-wide active travel projects) across the city as part of the Cycling Strategy and TCF bid development. These are being implemented. The development of a separate Walking Plan for the city is currently underway and is being supported by technical support grant by the DfT. This is to be merged with the updated Cycle Strategy to form our LCWIP.

This builds on our vision to transform the city centre, set out in the LTP and Streets and Spaces Framework, and will include identifying improvements to routes within a 20-minute walk of our 5 retail centres, the ATZ programme, prioritising improvements on routes to schools and rolling out 20mph speed limits and school streets.

Consultation and engagement were undertaken as part of the development of the Cycling Strategy and continues to be undertaken as part of the development of active travel projects. We continuously engage with a range of stakeholders, including residents, local groups (including the Cycling Campaign), the Workplace Travel Network, the emergency services and disability groups, including Southampton Sight and Spectrum. To further support this, the delivery of recommendations identified as part of an inquiry into accessibility in the city and our ambition to become a UNICEF Child-Friendly City by 2025, we will be establishing a new Accessibility Forum in 2022/23.

Residents' views on active travel are also monitored as part of our participation in the Sustrans Walking and Cycling Index Report.

Q33. Please provide links to any supporting evidence here.

#### Walking & Cycling Improvement Plans

Southampton Cycling Strategy: [cycling-southampton-2017-2027-final.pdf](#)

Southampton Cycle Network (SCN): <https://transport.southampton.gov.uk/connected-southampton-2040-local-transport-plan/southampton-cycle-network/>

Streets and Spaces Framework: <https://www.southampton.gov.uk/planning/planning-policy/supplementary-planning/streets-and-spaces-framework/>

#### Consultation & Engagement:

Scrutiny Inquiry Panel: Accessible Southampton:

<https://www.southampton.gov.uk/modernGov/ieListMeetings.aspx?CId=774&Year=0>

Workplace Travel Network: <https://myjourneysouthampton.com/workplaces/workplace-travel-network/>

Southampton City Region Walking and Cycling Index Report (Sustrans):

<https://www.sustrans.org.uk/the-walking-and-cycling-index/southampton-city-region-walking-and-cycling-index/>

Extensive co-design has taken place with residents as part of the development of Active Travel Zones for:

St Denys: <https://transport.southampton.gov.uk/tcf/eastleigh-to-southampton-corridor/st-denys-atz/st-denys-consultation/> and <https://connectingstedenysproposals.commonplace.is/proposals/st-denys-feedback-summary>

St Mark's: <https://transport.southampton.gov.uk/atf/st-marks-c-of-e-school/faqs/st-marks-atz-consultation/> and <https://transport.southampton.gov.uk/tro-consultations/closed-consultations/st-marks-s23-crossing/>

Q34. If you have unpublished evidence you want to submit, please upload here. You can upload up to 10 files. Maximum file size per file is 10MB.

- 
- 

## Section 4: Schemes Delivered

Q35. This question seeks to understand your track record for delivering capital and revenue active travel schemes, and the level of complexity of schemes delivered. Please review the criteria for each of the levels and consider which of the criteria your authority satisfies, and which are yet to be met. It is likely that your authority will not fit neatly into one level, so please select the one that best suits your authority. Please refer to Annex A when answering this question.

Level 3

## Section 4: Schemes Delivered

Q36. You have selected Level 0 as being the most suitable for your authority for scheme delivery.

Please select from the following statement which criteria your authority meets or exceeds.

*No Response*

## Section 4: Schemes Delivered

Q37. You have selected Level 1 as being the most suitable for your authority for scheme delivery.

Please select from the following statement which criteria your authority meets or exceeds.

*No Response*

## Section 4: Schemes Delivered

Q38. You have selected Level 2 as being the most suitable for your authority for scheme delivery.

Please select from the following statement which criteria your authority meets or exceeds.

*No Response*

## Section 4: Schemes Delivered

Q39. You have selected Level 3 as being the most suitable for your authority for scheme delivery.

Please select from the following statement which criteria your authority meets or exceeds.

My authority has delivered a number of LTN1/20-compliant high complexity schemes, supplemented by a high volume of low complexity schemes appropriate to their location

My authority conducts continuous engagement and consults on all schemes before implementation, going above the minimum statutory duty

My authority is working towards an integrated active travel network including via the planning process and ensuring developers play an active role

My authority is delivering capital schemes most of which were delivered on time

My authority is delivering revenue schemes, most of which are on track to be delivered on time

## Section 4: Schemes Delivered

Q40. You have selected Level 4 as being the most suitable for your authority for scheme delivery.

Please select from the following statement which criteria your authority meets or exceeds.

*No Response*

## Section 4: Schemes Delivered

Q41. Select from the below list the evidence you are submitting. Tick all that apply.

Evidence of scheme quality, e.g. compliance with LTN1/20 and other guidance

Enabling building out of town or city-wide networks and key rural routes e.g. between villages or to green spaces

Evidence of data-driven post build monitoring with counters, surveys, and other means

Q42. Briefly describe what supporting evidence you have available to justify why you have selected the level.

Schemes delivered over the last three years (2019-2021) and our delivery priorities for the next three-years (2022-2025) are set out in the Connected Southampton Implementation Plan 2022-25. These are funded through our LTP, TCF, ATF, Solent Future Transport Zone grant allocations (detailed in Section 2) and complemented by S106 and local capital. The TCF programme is being delivered in collaboration with Hampshire County Council who are also a partner in the FTZ programme along with Isle of Wight Council and Portsmouth City Council.

Our delivery priorities in 2022/23 include:

- Segregated cycle schemes on Hill Lane and Portswood Road,
- Active Travel Zones in Polygon and Woolston,
- Local Mobility Hubs in Woolston and Portswood,
- Expansion of School Street programme,
- Cycle and ebike hire scheme,
- Extension of e-scooter trials, and
- Continuation of My Journey and Travel Demand Management programmes.

We have also submitted ambitious cycling and walking schemes as part of our Levelling Up Fund bid for the City Centre and Outdoor Sports Centre.

The links below include examples of LTN1/20 compliant projects that have been delivered in the last three years or form part of the 2022/23 programme. This includes joint cross-boundary projects with Hampshire County Council that are being accelerated through the TCF programme and improve active travel connectivity in the Travel to Work Area.

Monitoring & Evaluation

These schemes will be monitored in accordance with our Local Monitoring Framework setting out how we will monitor projects and what data will be collected. This includes collecting and analysing data from our permanent network of active travel monitoring equipment, including Automatic Traffic Counters and pedestrian sensors, as well as walking, cycling, parking, spend and traffic surveys, evaluation of the impact of schemes.

Q43. Please provide links to any supporting evidence here.

Evidence of scheme compliance:

SCN1 City Centre to Waterside – Southampton section complete, including segregated cycle facilities on Second and Third Avenue and a modal filter on Millbrook Road East. Hampshire elements to be delivered as part of TCF and MRN programme: <https://myjourneysouthampton.com/cycle/get-cycling/southampton-cycle-network/scn1-western-cycle-freeway/>

SCN3 City Centre to Bursledon via a segregated cycle route on Bursledon Road:  
<https://transport.southampton.gov.uk/projects-archive/a3024-bursledon-road-junction-improvements-now-complete/>

SCN5 City Centre to Chandlers Ford via segregated cycle route on The Avenue:  
<https://myjourneysouthampton.com/cycle/get-cycling/southampton-cycle-network/scn5-northern-cycle-freeway/>

Further examples of active travel projects that are being developed and delivered both citywide and cross-boundary include cycle routes connecting Southampton City Centre to Waterside, Chandlers Ford, Eastleigh and Bursledon: <https://transport.southampton.gov.uk/transforming-cities/>

Scheme Development

Active travel projects that are currently being developed and consulted upon, include:  
Bitterne Road East Cycle Route (ATF3): <https://yourcityyoursay.southampton.gov.uk/bitterne-east>  
Glen Eyre Quietway (TCF): <https://transport.southampton.gov.uk/tcf/chandlers-ford-to-southampton-corridor/glen-eyre-quietway/>  
Woolston Active Travel Zone (TCF – consultation launches Monday 22nd August):  
<https://yourcityyoursay.southampton.gov.uk/woolston/>  
Polygon Active Travel Zone (ATF3/4): <https://transport.southampton.gov.uk/atf/the-polygon/>

Monitoring & Evaluation

Map of permanent walking and cycling monitoring equipment: <https://www.google.com/maps/d/edit?mid=1EiVKWbBO-LIEmWDWNZYt-UomourVICk&usp=sharing>  
EU Metamorphosis: [https://metamorphosis-project.eu/sites/default/files/downloads/D7.4\\_Incoming%20package\\_Southampton.pdf](https://metamorphosis-project.eu/sites/default/files/downloads/D7.4_Incoming%20package_Southampton.pdf)  
Example of an evaluation project we have undertaken with the University of Southampton on riding comfort: [https://eprints.soton.ac.uk/432037/1/Miah\\_et\\_al\\_MT\\_ITS\\_2019\\_paper\\_final\\_accepted.pdf](https://eprints.soton.ac.uk/432037/1/Miah_et_al_MT_ITS_2019_paper_final_accepted.pdf)  
An example monitoring infographic produced for Bassett Avenue cycle lanes (a temporary ATF scheme) can be found here under 'Latest Traffic Data':  
<https://transport.southampton.gov.uk/tcf/chandlers-ford-to-southampton-corridor/bassett-avenue-the-avenue/bassett-avenue-the-avenue-faqs/>

Q44. If you have unpublished evidence you want to submit, please upload here. You can upload up to 10 files. Maximum file size per file is 10MB.

•

## Finish

Q45. If there is any other relevant information that you want to share, and have not had the opportunity to share through the above questions, please do so below.

*No Response*

Q46. Do you have any feedback on this self-assessment that you would like to share?

|  |
|--|
|  |
|--|

Q47. Has this self-assessment been agreed by the Senior Responsible Officer for the cycling and walking programme?

Yes

Q48. Are you happy to submit your responses?

Yes