

ATF4 Capital Funding Proforma - Programme level

Details about your Authority

Q1. What is the name of your transport authority?

Southampton Unitary Authority

Q2. Please provide the following contact information for the Reporting Officer at your authority

Name iain Steane
Telephone number 02380 832283
Email address iain.steane@southampton.gov.uk

Q3. Please provide the following contact information for the Senior Responsible Officer at your authority

Name Pete Boustred
Telephone number 02380 834743
Email address pete.boustred@southampton.gov.uk

Q4. Please provide the following contact information for the Section 151 Officer (or equivalent) at your authority

Name Steve Harrison
Telephone number 02380 834153
Email address steve.harrison@southampton.gov.uk

Overview of Authority bid

Q5. What is the total amount of capital funding your authority is seeking from Active Travel England Active Travel Fund 4 for 22/23?

2651384

Q6. Please provide the names of all schemes you are seeking funding for. Please include the location of the scheme (e.g. River Tyne Scheme – Hexham) and put the schemes in order of priority.

Please provide the same name and priority order as in the 'scheme level' survey.

- Scheme 1** SCN9 Honeysuckle Road - Southampton
- Scheme 2** Safer Routes to Schools/School Streets - Southampton
- Scheme 3** Active Travel Infrastructure Package - Southampton
- Scheme 4** Access to District Centres - Bitterne South Active Travel Zone - Southampton
- Scheme 5** SCN8 Winchester Road - Southampton
- Scheme 6** SCN6 Portswood Road - Southampton
- Scheme 7** City Centre Cycle Routes - Southampton
- Scheme 8** Access to District Centres - Shirley-St Mark's ATZ Phase 2 - Southampton
- Scheme 9** -
- Scheme 10** -
- Scheme 11** -
- Scheme 12** -
- Scheme 13** -
- Scheme 14** -
- Scheme 15** -
- Scheme 16** -
- Scheme 17** -
- Scheme 18** -
- Scheme 19** -
- Scheme 20** -
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- Scheme 22** -
- Scheme 23** -
- Scheme 24** -
- Scheme 25** -
- Scheme 26** -
- Scheme 27** -
- Scheme 28** -
- Scheme 29** -
- Scheme 30** -

Q7. Please provide an overview of how the programme of schemes you are bidding for delivers on your local strategic objectives for active travel investment. (500 words max).

Please answer in a brief, bullet point format where possible

Your response should reference your authority's LCWIP or equivalent network plan and other wider plans, e.g., for local development, public health, carbon reduction and economic development.

Southampton's ATF4 programme of schemes aims to deliver on active travel objectives as set out in Connected Southampton 2040 (LTP4) and our Cycle Strategy 2017-2017.

The development of the Southampton Cycle Network (SCN), Active Travel Zones (ATZs) and creating an inclusive city where it is easy, safe and accessible to get around by cycling, walking or wheeling are delivering on these LTP strategic goals:

- A System for Everyone – making Southampton a safe and attractive place to live to improve quality of life, ensuring everyone is included with access to transport;
- A Better Way to Travel – supporting people to change how they move around Southampton by widening their healthy and clean travel choices, and helping to become a zero emission city.

Our Cycling Strategy is being updated alongside a Walking Plan to become a LCWIP.

The Southampton ATF4 programme is designed to improve walking, wheeling & cycling through:

- Continuation of SCN for cycling and walking, with 3.4km of protected routes on Portswood Road, Winchester Road and Honeysuckle Road connecting District Centres, the Outdoor Sports Centre (OSC), Schools, and the University of Southampton;
- School Streets/Safer Routes to School to create a network of quiet routes to help pupils and parents get to school safely and actively;
- Community co-design for Active Travel Zone measures for walking, cycling & wheeling and place making around Itchen College, Bitterne and St Mark's School, Shirley;
- Collection of smaller schemes to improve local cycling, walking and wheeling routes to District Centres in Bitterne and Lordshill, and in Millbrook to LTN1/20 standards;
- Development of future scheme pipeline; and
- Activation programme of engagement and communications with schools, communities, businesses and workplaces.

The programme also supports the implementation of SCC's Levelling Up project at the OSC, which aims to improve inclusive access to sport and leisure for all and active travel routes to the site in northern Southampton will enable access from deprived neighbourhoods to the south-west.

Additionally, the programme supports the delivery of several other strategies for Southampton:

- Green City Plan – to make Southampton zero carbon by 2035;
- Air Quality Action Plan – tackle poor air quality in areas of exceedance through modal shift;
- SCC Corporate Plan – to create a Proud & Resilient City through working with communities, including children (Child Friendly City aspirations); and a Prosperous City by being better connected however residents choose to travel;
- Safe City Strategy & Accessible Southampton Inquiry outcomes – ensuring everyone, including protected status, are included in the design and delivery of schemes;
- Draft Southampton City Vision (Local Plan);
- We Can Be Active Strategy 2022 – support people to move more particularly those on low incomes, long-term illness/disability, those from ethnic minority, LGBTQ+ community, women and children;
- Wider transport objectives for promoting sustainable travel through more frequent and affordable buses as set out in our BSIP/EP, delivery of city wide 20mph zones, and Camera Enforcement of moving violations including School Streets; and
- Economic & Green Growth Strategy 2020-2030 – investing in new bus and cycle lanes to support healthy & sustainable transport.

Q9. Please describe how you will consider protected groups for the programme of schemes you are bidding for (max 500 words).

Please answer in a brief, bullet point format where possible

Your response should include details of the following: How you intend to identify the protected groups who may be impacted by the schemes outlined in your bid? 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? How will you ensure that accessibility requirements will be met? This should include accessibility throughout construction and the impact on the wider area. Any evidence of how this has been achieved previously will be valuable in supporting this narrative.

For the ATF4 Programme we have developed an overarching Communications and Engagement Plan which builds up on the previous version generated for ATF2. We have found that the approaches set out in this including significant pre-scheme perception surveys and co-design have resulted in lower levels of objection to a scheme. The ATF4 Plan includes a consistent approach for how we engage effectively with protected groups.

Community Identification

- Generate insights into the communities and protected groups for each scheme through our Insights and Research Team and platforms such as Southampton Data Observatory. Through the recent schemes, such as co-design on Bedford Place and St Mark's Active Travel Zone we have worked with a wide range of groups and this has provided us with insight into those who might be impacted by the scheme.
- Use community champions, including those representing people with protected status, via Stronger Communities Team.
- Use Recently established Southampton Accessibility Forum, which engages with disability charities as well as transport and accessibility advocates to get feedback and involvement in scheme design, implementation and activation.

Consultation, Communications and Engagement Approach

This follows a 3 stage approach

1. Pre-Implementation – perception surveys and co-design, in a range of accessibility formats, to engage with key communities and groups affected, particularly for ATZ interventions, using Connecting Southampton formats (social media, newsletters, website) to disseminate information about the consultation, and Engagement HQ to host online consultation plans alongside physical events (that are accessible) to ensure everyone can participate.
2. During Implementation – managing overall demand for travel with narrative but also keeping people informed, listening to concerns, make changes if necessary.
3. Activation – promote the completed schemes across the community through schools, workplaces & communities including marketing campaigns powered by Mosaic and the My Journey Southampton platforms.

Scheme Assessment

For each scheme we will carry out an Equalities & Safety Impact Assessment (ESIA) at the start and continually review through the process, and through the Accessibility Forum and Child Friendly City team directly engage with these areas to help validate our approach and assessments. The assessments will draw on a wide range of data sources and aim to be 'best in class'.

Through our Capability & Ambition Fund we are working with neighbouring authorities on scheme peer review and developing an Accessibility Audit to help evaluate the current environment.

Accessibility Requirements

To ensure that accessibility is included in the whole scheme process we are including these points in our Gateway process:

- Peer-design reviews with designers and neighbouring authorities
- Use of tools such as Cycle Level of Service, Pedestrian Level of Service, and Route Audits to ensure that schemes meet LTN1/20 standards
- Design reviews with users through Accessibility Forum and Child Friendly City
- Where a scheme has potential to divert traffic the wider area is assessed to ensure that negative impacts are minimised – e.g. school street means traffic diverts via an unsuitable road – mitigated by looking at the wider area and safer routes to school
- Construction information, and
- Diversion routes are suitable for all.

Bid conditions

Q10. As outlined in the bid invitation letter, to be eligible for funding, all schemes must be supported by local authority leaders.

Do all the schemes being submitted for your transport authority have specific support from your authority leaders?

Yes

Q11. All schemes must be developed in consultation with local communities. This does not mean that the bid itself needs to be put out to consultation. Effective consultation is a condition of funding and may result in the downgrading of your authority's self-assessment tier rating if not fulfilled.

Do you confirm your authority's commitment to consult on all schemes proposed for funding?

Yes

Q12. Do you 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?

Yes

Bid conditions

Q13. Do you agree with 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 confirm that schemes will have the appropriate design review and assurance, to be managed by ATE.

I confirm that I have read and understand commitments to monitoring and evaluation.

I declare that the cost estimates 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 Active Travel England 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 any additional funding required to complete the scheme will be subject to approval via the Active Travel England change control process; and confirms that the authority has the necessary governance/assurance arrangements in place. I also understand Active Travel England may request further details as to the scheme(s) and costs therein.

Yes

Q14. Please provide any further details or clarification of your submission that you wish Active Travel England to consider (max 250 words) *

The Southampton ATF4 Programme is designed to increase levels of walking, cycling and wheeling to local destinations such as shops, sports/leisure facilities, and in local areas particularly those which are deprived or have poor access to other modes such as public transport.

This programme is supported by a suite of revenue based activities that are designed to activate the new infrastructure. This will include engagement with schools, businesses and communities in and around the new infrastructure, and a marketing campaign that highlights the new infrastructure encouraging people to use it.

The development funding is to build our pipeline of schemes with focus on connectivity through the City Centre and to start of a co-design of transport schemes process with the community in Shirley, Bitterne & Sholing to generate schemes that provide access to a range for communities and destinations. These can then come forward in future rounds of active travel, or other, funding.

The programme of schemes is important to achieving Southampton's growth and net zero aspirations.

End of submission

Q15. You are about to submit your response. Please confirm you are happy to submit.

Yes