



Emergency Active Travel Fund - tranche 2 survey

1. General

1. What is your local transport authority name? *

Southampton City Council

2. Strategic case

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.

2. Please set out the context for the bid by briefly explaining the local transport problem, challenge or needs that your bid will help to address. These should be consistent with the objectives of the Fund set out in the bid invitation letter.*

Emerging from lockdown

Since being imposed on 23rd March 2020, the UK Covid-19 lockdown has had a significant impact on travel and transport use in Southampton. The advice to stay at home and only travel when essential saw average traffic levels decrease significantly across the city. Levels during lockdown were 60% less compared to the week before lockdown started¹.

This also had a dramatic impact on the number of passengers being transported by bus which also dropped significantly with 87% fewer people travelling by bus in April compared to February, and rail use has dropped by 90% (nationally). There were also instances of an increase in road traffic speeds, with 37% of traffic on A33 Millbrook Road West travelling above the 40mph speed limit.

With cycling and walking among the permitted daily exercises during the full lockdown levels of active travel increased significantly. During May there was double the amount of daily cycle trips made compared to before lockdown, 25% higher than May 2019. This growth has been mostly marked on routes that are for leisure, such as Weston Shore, Riverside Park, or Redbridge Road going to the New Forest National Park. On SCN1 to the New Forest the number of cycles has regularly been more than 1,000 per day, compared to 800 in 2019. Conversely, the routes that would normally see commuter cycling have seen modest levels of use reflecting the destinations they serve – the City Centre, Industrial Estates or the universities that were closed.

As the UK, and Southampton, have incrementally ease lockdown measures traffic levels are starting to change. Traffic levels have increased and are 120% higher than the second week of the lockdown², but overall they are 20% below August 2019 levels. Levels of cycling remain strong at 11% and above where they were in 2019 on comparable routes.

Just under 30% of households in Southampton are without access to a car and would normally rely on the bus to get around. There are also areas of the city with very poor or no public transport services, such as Upper Shirley. With public transport at full capacity, once accounting for social distancing, there is only room for 1 in 10 passengers. Bus occupancy is currently reduced to around 40% in order to accommodate social distancing – this means that only 26,000 people out of the usual approximate 64,000 who typically travel by bus on a single day in Southampton will be able to do so. And our local bus operators

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

² Data from week commencing 11th May 2020

simply don't have the 1,000 extra buses available to take care of the remaining 38,000 passengers. The restrictions in capacity could result in additional vehicles drawn to the roads increasing congestion and poor air quality. The reduced access to a car presents a significant impact on people's travel options as lockdown eases and for key workers getting to Southampton's hospitals.

Therefore, we need introduce measures that support active travel measures that provide a viable alternative for these public transport users. These new measures need to create a safe environment. The 2019 Southampton Bike Life report quoted that 71% of residents would support the reallocation of roadspace away from the car towards cycling, and 78% think that segregated cycle facilities away from traffic and people walking would encourage them to cycle more. This would also create a safer environment for people walking, those with disabilities and mobility restrictions.

University Hospitals Southampton (UHS) NHS Trust is one of the city's largest employers with over 11,500 employees across the main UHS site in Shirley and Royal South Hants (RSH) site in the City Centre. Both sites are constrained locations in residential areas. While they are well served by public transport but with reduced capacity due to social distancing the numbers of people – staff, patients and visitors, travelling there is reduced. On-site parking capacity is constrained, and surrounding streets have Residential Parking Zone restrictions. Off-site parking had impacts on bus services, increasing congestion and hindering emergency access to the hospital.

The limited parking and the Trust's Travel Plan seek to reduce the level of car trips made to work by staff, which has included opening a Park & Ride (P&R) service from Adanac Park close to M271 Junction 1. The Park & Ride (P&R) provided staff with a 1,000 space car park and a dedicated shuttle bus service to the UHS campus. Staff were not permitted parking permits for the main site and were encouraged to use the P&R. Due to the Covid-19 pandemic the P&R was suspended, and the car park used for Covid-19 testing facilities. However, as more treatments and activities are being scheduled at the hospital the pressure on parking are becoming increasingly acute. Providing additional safe cycle routes from Adanac Park to the Hospital and between the UHS and RSH campuses will retain access for key workers to travel to work and enable them to do so actively. This will reduce pressure on the roads around the hospital providing access for those who require it.

Southampton has been involved in the Schools Streets programme for both temporary and permanent timed closures at schools. As more pupils return to school in September local levels of congestion could rise. While some schools in Southampton are planning staggered arrival times, concerns about social distancing on buses and train, and additional traffic may lead to parents not letting their children walk, scooter or cycle to school. A third of the School Crossing Patrol sites in Southampton are vacant and require filling. In 2019, over 75% of primary school pupils walked, cycled or scooted to school. To retain these levels the final part of the school run to the school gate needs to be made safer and healthier for everyone. School Streets increases the space outside schools and routes to the school need to be made safe for all. The implementation of a School Street project at St John's School in the City Centre saw over 90% of pupils travel to school actively and the scheme has been received positively.

Facilitating Long Term Modal Shift

While the changes in traffic during 2020 have created a new dynamic to Southampton where people have taken up walking and cycling as ways of travelling for work and leisure. This has created low traffic neighbourhoods, which have seen a marked improvement in air quality, and benefitted people's health and well-being. This provides a unique moment to reshape the city to support the economic recovery, be more resilient, and how people travel so getting back into the car is not the default option for many. Creating attractive places for people where they can safely walk and cycle to work, school and leisure, feel confident to use public transport, and improve health and well-being, will be vital to achieving this.

It is acknowledged that for mode shift and new behaviours to be locked in and retained over the long time, there needs to be a change in how the transport network operates. These will also mitigate the impacts of emerging from lockdown.

- Supporting Active Travel to mitigate against increased car use and suppressed public transport - supporting the economic recovery of Southampton with active travel at the front so as more people return to work and school, car-based travel and congestion and pollution doesn't return to pre pandemic levels
- Managing Demand – helping employees, pupils and teachers to get to work and school safely by walking, scootering and cycling -
- City & District Centres – better access to these retail hubs for everyone
- Messaging – a positive message to promote walking and cycling as healthy and economically beneficial ways of travelling around Southampton
- Future Travel – trials of e-scooters
- Supporting Environment, Health & Well-Being – supporting people's active and healthy lifestyles, and supporting social distancing and activity to enhance their overall well-being and continuing to lower air pollution and carbon emissions

Southampton City Council (SCC) already had a long-term vision for transport in Southampton as set out in Connecting Southampton 2040 and starting to be implemented through our Transforming Cities Fund programme. To enable transport to support a green economic recovery SCC prepared the Southampton Green Transport Recovery Plan (GTRP). This sets out our approach for how we are going to support the economy, health & well-being, and environment for people living, working and visiting Southampton.

The GTRP is in three phases, and the challenges are focused around how Southampton moves into the recovery phase:

- **lockdown** – supporting essential workers and active travel in the near-term period,
- **re-opening** - managing and influencing travel demand by active travel, public transport and private car during the following weeks as lockdown measures are eased, and
- **recovery** – continuing to manage and influence travel over the longer-term in Southampton to support businesses and services.
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There remains a strong potential for people to walk and cycle more in Southampton if there is more dedicated cycle infrastructure and neighbourhoods are made more pleasant to walk around regardless of ability. From the BikeLife 2019 report there is a desire to see cycle safety be improved – with 76% of respondents wanting to see cycle safety improved. Improving streets for cycling and walking is seen as making Southampton a better place to live, work and visit – 56% supporting closure of streets outside schools and 62% supporting traffic reduction to help them cycle more.

The ETAF1 money along with acceleration of TCF schemes has seen 11km of new 'pop-up cycle lanes installed on key commuting corridors on SCN3, SCN4, SCN5 and SCN6 – with proposals likely to make these permanent segregated schemes through TCF. Currently there is 3 miles of traffic segregated routes and only 14% of the city's population live within 125m of them.

Propensity to Cycle analysis was carried to identify the areas that would benefit from interventions to achieve modal shift, firstly against the Government Target (equality) and then Go-Dutch. This was done for both commuting and school travel.

Tackling Existing Conditions

- Southampton is an international maritime hub. The Port of Southampton employs 5,000 people directly and 15,000, and in 2019 saw 24.4m tonnes of cargo and contains - the UK's third busiest cargo. It is also the UK's premier cruise Port with over 1.8m passengers. The Port is the largest for exports to non-EU markets, worth £71bn, and the Port is planning for growth into the future, with the volume of goods and cruise ships passing

through expected to double by 2040. The first stage is opening of a 5th cruise terminal in 2021. Southampton is also a gateway to the Isle of Wight, with 5m ferry passenger movements a year. Improved active travel links help staff get to work but also free up the roads for the efficient movement of goods to and from the Port and the Strategic Road Network;

- Some pockets of Southampton are among the most deprived in England. People living there rely more on public transport, and being close to busy roads means they can experience higher levels of air pollution. Improved transport can connect people to jobs, improve air quality, and enable people to walk and cycle for shorter journeys;
- Congestion costs the city around £100m a year, with over two-thirds of journeys to work by car, and as the city grows (with 19,000 new homes and 24,000 jobs planned for 2036) congestion could increase – but already each day cycling already takes 17,000 vehicles off the road;
- Levels of physical inactivity are higher than England average with 22% of residents not meeting recommended weekly amounts of exercise. Obesity is another public health challenge with 64% of Southampton residents classed as having excess weight;
- Southampton is the 8th most populated UK city, with high concentrations of air pollution in excess of the EU limit value of 40 µg/m³, and sees over 110 excess deaths annually from poor air quality. Southampton was mandated by DEFRA to develop a Clean Air Strategy, including potential for a Clean Air Zone. The adoption of the Green City Charter and Plan in 2019 identified that investment in active travel infrastructure as part of the robust package to reduce air pollution to below the limit values.
- There is a productivity gap, with people who live and work in Southampton on average earning £60 less than those who live outside and commute in, and overall GVA productivity is 16.6% lower than the South East average
- A third of households in the city don't own or have access to a car.

3. *

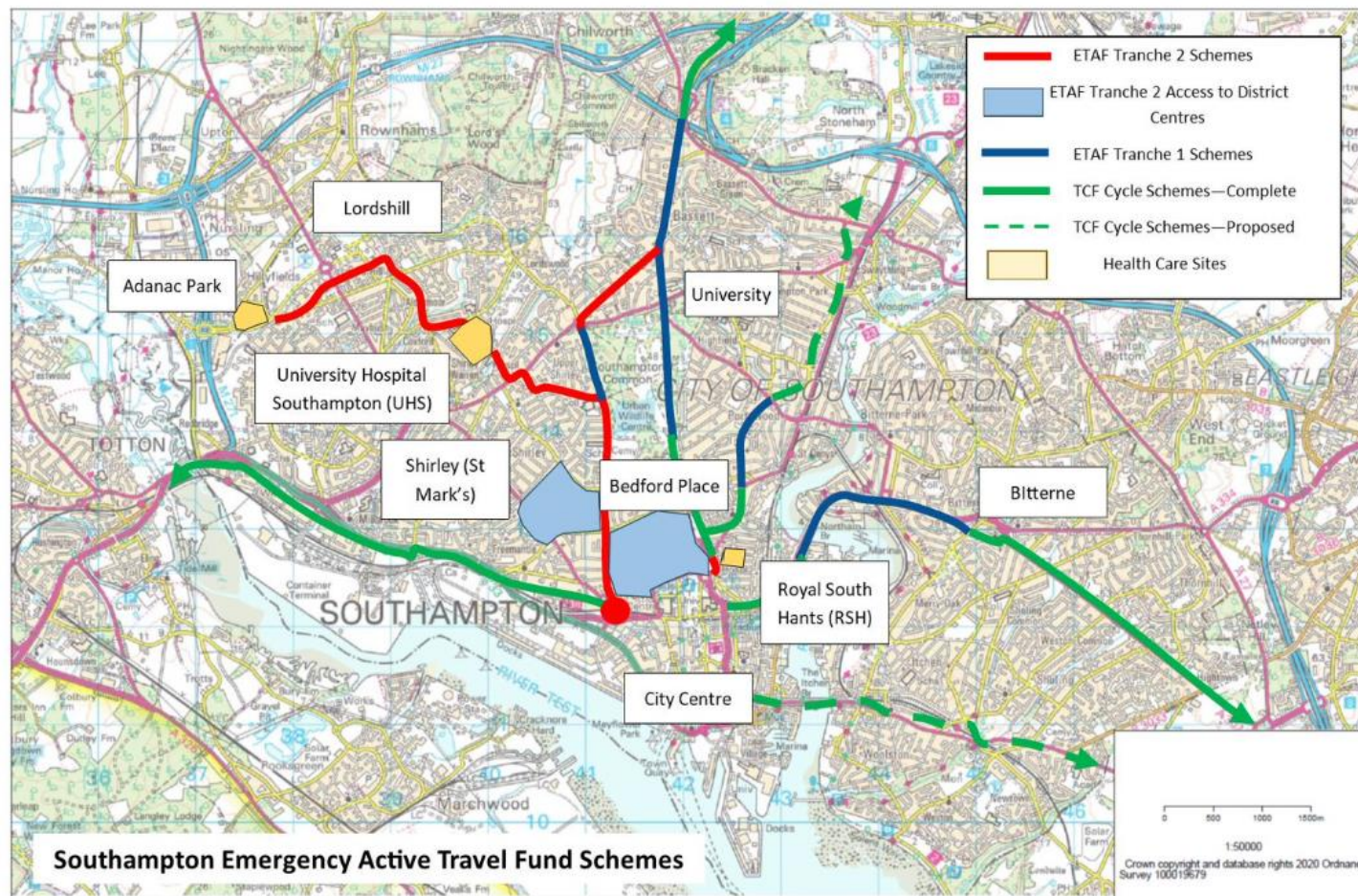
Please provide a summary of the proposed scheme(s). For example, locations, measures to be adopted, and whether they are temporary or permanent measures. Please explain how the scheme(s) will help to address the local challenges you have set out above, consistent with the objectives of the Fund. This should include how you have considered any mitigating impacts on other transport modes. *

The Southampton Emergency Active Travel Fund (EATF) Tranche 2 bid is formed around six schemes which are shown below. Schemes have been identified through the Propensity to Cycle toolkit, Rapid Cycle Infrastructure Prioritisation tool, alignment with the Southampton TCF programme and through the Cycle Strategy. They are supported by a holistic communications and engagement campaign through the well-established My Journey behaviour change programme. The connections with how these will address the local challenges in Q2 are set out in the logic map.

Proposed Scheme	Location	Measures	Status	Cost
SCN4 Access to Southampton General Hospitals	Lordshill & Shirley	Targeted corridor measures to provide a continuous cycle corridor between employment sites, local District Centres, Hospitals and the City Centre. Including: <ul style="list-style-type: none"> - Lordshill upgrade to existing off-road cycle route & wayfinding - Upgrade to junction of Dale Road/Winchester Road/Wilton Road with segregated cycle facilities, safe crossing facilities, changes to layout - Bellemoor Road filter permeability - Shirley Junior School – School Streets - Hill Lane – cycle advance lights for onwards links to Bedford Place and RSH 	Permanent	£712,000
Local & District Centre Accessibility	Shirley (St Mark's) & Bedford Place	Implementation of a series of measures to reduce through traffic and make streets that are safer for walking and cycling. Measures include point closures, one-way streets (except for cycling), streetscape improvements, changes to junctions, crossing point upgrades, continuous footways, wayfinding and travel planning engagement with residents.	Permanent	£356,000
SCN8 Winchester Road	Bassett	Upgrade of existing advisory cycle lane to segregated connecting SCN5 with SCN4	Permanent	£178,000
SCN6 St Mary's Road	City Centre	Segregated cycle route to provide access to Royal South Hants Hospital through reallocation of existing road space.	Permanent	£118,000

Park & Travel	Lordshill and Bitterne	Pop-Up Park & Travel hubs at District Centres where people can continue their journeys onwards to the City Centre and employment locations by other modes – cycle, public transport, e-scooter. Locations for e-scooter hire as part of Solent Future Transport Zones. Funding yet to be announced.	Temporary	£118,000
School Streets	Various locations across Southampton	Timed closures of roads outside of schools at the start and end of school day	Temporary	£118,000
My Journey	City wide	Communications and engagement support to the programme, school street support (to be continued by SCC to 21/22)	Permanent	£35,000
			Total	£1,638,000

The schemes and their relationship to ETAF Tranche 1 and the Southampton TCF programme are shown on the location plan.



The Logic Map below shows how the issues and problems we have identified and the inputs through the ETAF bid with their outputs.

Issues/Problems		Inputs		Outcomes/Outputs
Cycle & walking levels increased during lockdown		Series of investments along cycle corridors provide safe and continuous cycle routes		3.7 miles of new segregated cycle way (light and full)

Traffic flows increasing since May due to easing of lockdown – but 20% below pre-Covid		Targeted junction improvements to improve safety particularly for active modes		2 area wide ATZs
Public transport running an almost full schedule with reduced capacity of ~40%		Facilitate active travel door-to-door journeys through modal filters, junction works and street scape improvements in local areas to provide safe environments for walking and cycling		Programme of junction improvements, access to schools, facilities that benefit people walking to get to Local and District Centres
Very limited public transport in Upper Shirley		My Journey behaviour change marketing and communications campaign		Reducing through traffic volumes in residential areas
Parking pressures around UHS and no Park & Ride service for staff		Access to schools to support scootering, walking and cycling		Providing better access to UHS and RSH for key workers
Safety issues for cycles on Dale Road, Hill Lane & Winchester Road		E-scooters and wider travel options in District Centres		School accessibility through School Streets
Schools reopening in September 2020, and expansion of St Mark's by 2022		Mitigation of adverse impacts on other modes		Ensuring Inclusive Design – particularly at junctions to remove conflict
Congestion hindering economic recovery of Southampton and access to Port of Southampton		Changes in residential areas to create routes to District Centres		Supporting public transport while capacity is reduced during social distancing with priority access in City Centre
Air quality and health inequalities				Additional cycle parking at start and end of journeys
Parking on existing cycle lanes				Traffic management plans and monitoring, bus priority included in traffic signals
Facilitating long-term modal shift to support sustainable economic growth				Enabling modal shift and locking in new travel behaviours as part of long-term plan
Changes to travel patterns for workplaces – working from home expected to continue to a greater extent than pre-Covid				

4. What prioritisation has been undertaken to identify these proposed scheme(s)? Please tick all that apply *

☐

Scheme(s) identified in Local Cycling and Walking Investment Plan (LCWIP)

☐

Scheme(s) identified as priority in Transport for London's Strategic Cycling Analysis or Strategic Walking Analysis

☐

Scheme(s) identified in Local Transport Plan

☐

Scheme(s) identified by the Rapid Cycleway Prioritisation Tool (<https://www.cyipt.bike/rapid/>)

☐

Scheme(s) identified using the Propensity to Cycle Tool (<https://www.pct.bike/>)

☐

Scheme(s) identified through consultation with stakeholders

☐

Other (please specify):

Schemes identified through unfunded elements of Southampton City Region Transforming Cities Fund (TCF) bid

3. LCWIPs (if appropriate)

5. Which LCWIP does the scheme(s) fall under? *

Southampton Cycle Strategy – Southampton Cycle Network

6. Please provide a URL to the LCWIP if available

<https://transport.southampton.gov.uk/connected-southampton-2040/southampton-cycle-network/>

4. Scheme 1

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

7. Scheme name *

SCN4 Access to Southampton General Hospitals

8. Total scheme cost *

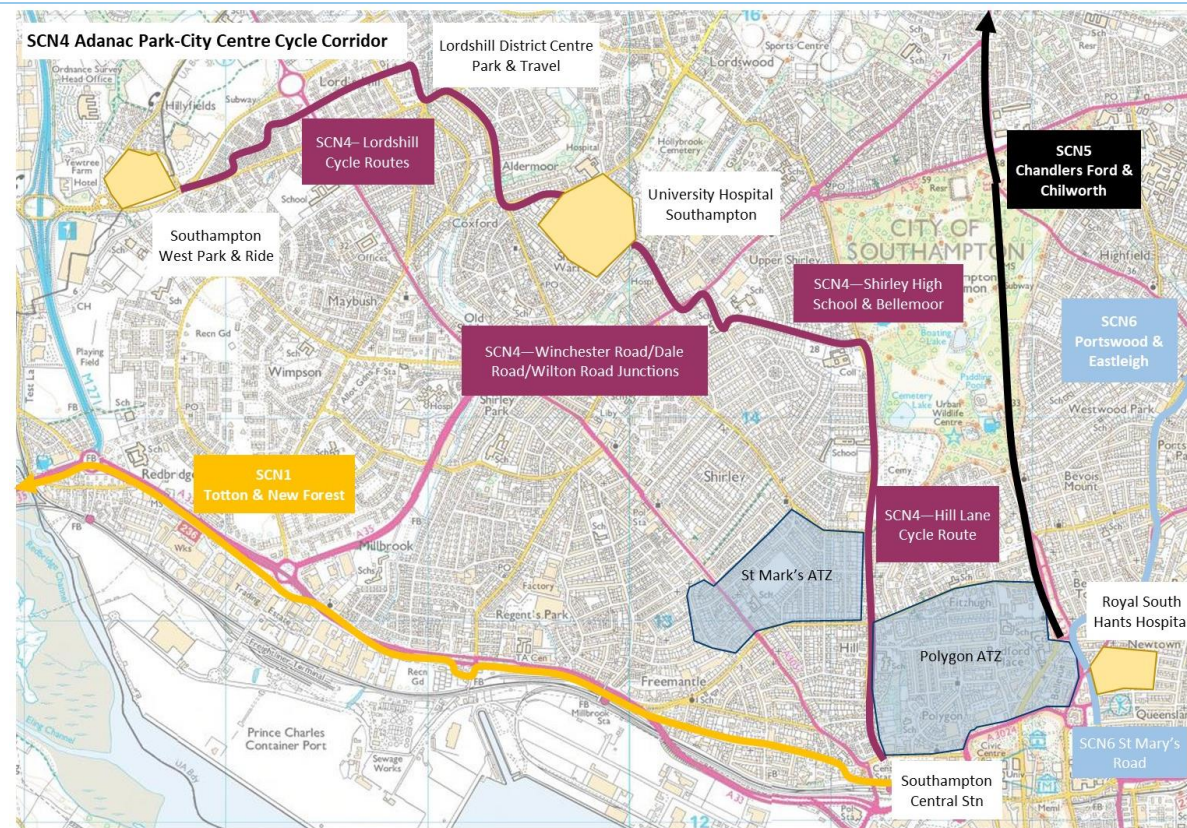
£712,000

9. Please provide a clear description of the scheme, including :

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

A map should be provided if possible.

SCN4 forms part of the identified Southampton Cycle Network (SCN4) it connects the City Centre and Southampton Central Station with the Shirley and Lordshill areas of Southampton. SCN4 provides access to residential and employment locations in Shirley, University Hospital Southampton UHS (major regional teaching hospital with 11,500 members of staff seeing over 2m patients a year), and Adanac Park as home to the Ordnance Survey and a major employment development hub for UHS at Bargain Farm. It also provides access to Southampton Common as a major leisure attractor for the city and onwards from there to RSH.



The proposals connect from Adanac Park to UHS via Lordshill District Centre. The main hospital campus is in a suburban location and as a major employment and health hub it is a major trip attractor for Southampton and wider sub-region. The site is well-served by public transport with 21 buses per hour serving it, however reduced capacity due to social distancing means that approximately 40% of seats are available. On-site parking is constrained with staff parking permits restricted to ensure that patients and visitors can access the facilities. Patients missing their appointments cost the NHS £160 per appointment missed, this can be due to lack of parking. With reduced bus accessibility more people may drive further placing pressure on parking and overspilling into surrounding residential streets. This caused localised congestion hindering bus services, and future growth at the Hospital could see several junctions operating above capacity by 10-15%. While out-patient appointments were ceased or reduced during the pandemic staff were able to park on-site and parking and congestion pressures were much reduced.

Both clinical and non-clinical staff have been encouraged to make use of the Trust's Park & Ride service from Adanac Park. This was opened in January 2019 to consolidate several smaller P&R services in Southampton. A temporary 1,000 space car park with a dedicated staff only shuttle service, complemented by a public bus service, provided a peak time 5-minute frequency was set up. This provided staff with alternatives and was operating at 50% capacity pre-Covid. With the changes in advice on public transport the Trust stopped operating the dedicated shuttle bus and the bus operator reduced the frequency on the public service. The P&R site is currently closed and is in operation as a drive-through Covid testing centre. The public bus service is now running at pre-Covid frequency between Adanac Park, Lordshill, Hospital, Shirley, City Centre and Woolston.

There are long-term plans to create a permanent Southampton West Park & Ride facility on land adjacent to the current temporary facility. This is due to open in early 2022 and as part of the Southampton City Region Transforming Cities Fund programme. The TCF programme includes upgrades to junctions to facilitate bus priority but also include new segregated cycle crossings at Brownhill Way/Frogmore Lane.

However, as out-patient appointments are re-started pressure is increasing on parking in and around the UHS campus, and with the P&R not in operation, therefore additional alternative active mode routes are required. The Trust has a long-standing Travel Plan and promotion of active travel is high, further safe cycle routes to the Hospital will off-set localised congestion. This will also support the Solent Transport proposal for e-scooter hire at the P&R site. Enhancing cycle facilities will support e-scooter journeys between the P&R site and main UHS campus.

Parts of SCN4 pass through some of the deprived areas of Southampton (7 in top 20% in England), these areas have low levels of car ownership and for cycle to work commuting and are more reliant on public transport to get to work. With public transport capacity reduced due to social distancing access to the Hospital and City Centre by other modes is required. Lordshill has a network of segregated off-road cycle routes but these are hidden, and it also connects areas with established levels of cycle commuting (10-14% of journeys to work). Using the PCT to understand the existing cycle trends and identify areas for future cycle potential, investment will be tailored to achieve maximum benefit in terms of increasing cycle levels. Based on the government target (equality) for cycle usage across the area and adjusted for trip directness and hilliness the roads with the highest volumes of potential cycling are concentrated around Tremona Road, Dale Road and Bellemoor Road. These all form part of SCN4 as a key link between UHS, the City Centre, RSH and the University of Southampton. Many of the cycle journeys currently being made along this corridor are to and from University Hospital Southampton or University of Southampton as origin or destination. SCN4 forms part of the connection between the University and Hospital with some of its sections experiencing the highest cycle usage levels in Southampton. The route also connects with several schools including Shirley High School and Richard Taunton's FE College. The route also connects to Southampton Central Station, RSH, and the City Centre.

Most roads on SCN4 average vehicle speeds are less than 20mph during AM and PM peaks – as the route goes through residential areas and along the heavily congested A35 Winchester Road. The Cycle Quality Criteria sets out that streets should have an 85th percentile speed of less than 25mph if cycles are mixing with general traffic and the 85th speed is above 30mph cycles should be segregated. The proposal for Winchester Road connecting Dale Road with Wilton Road, improves the situation for people cycling on this section. Collision data provides an insight to road safety issues based on reported collisions. The five-year data from 2014 to 2019 for Winchester Road and Dale Road shows cluster locations for collisions involving walking and cycling.

Audits have been carried out on the route and for proposals from Adanac Park to the City Centre using the LCWIP Route Selection Tool, Cycle Level of Service. The route scores well for directness (proposed routes is same length or shorter than vehicular) and connectivity. Gradient is mid-range which is to be expected given the topography in Southampton. However, the safety and comfort scores were poor, particularly on the section from

UHS to the Common as vehicle speeds and flows are the highest. At junctions, the current route scores poorly particularly against conflict with vehicle traffic, pinch points and congested conditions on junction approaches – particularly at Dale Road/Winchester Road and Wilton Road/Winchester Road. Both of these score 11-12 in Red category indicating that the junctions in their current layout have factors that require removal or need mitigation as they have limited dedicated cycle or walking facilities. To improve conditions introduction of protected cycle facilities including protected space and dedicated signals would significantly improve scores.

The route audit is summarised below.

Section	Reason for poor score	Recommendation
Lordshill Cycle Routes	Segregated routes are provided but unsigned with variable lighting and poor crossing points	Improving wayfinding and better crossing points
Main Roads - Winchester Road	Lack of safe dedicated cycle infrastructure combined with large volumes of vehicular traffic	Provide improved dedicated cycle infrastructure to protect cycles and provide opportunities for improving conditions for people walking
Residential Roads - Dale Road, Olive Road, Bellemoor Road, Hill Lane	Scores vary depending on vehicle volumes and individual street designs, majority score moderately.	Reducing levels of through traffic, removing local pinch points, upgrading side-road entry treatments, segregated cycle facilities
Junctions	Lack of cycle and pedestrian facilities at main junctions create hostile environments for people walking and cycling, and those with mobility restrictions.	New facilities provided alongside protected cycle infrastructure. Side road entry treatments to reduce conflict between those on foot and on bike.

From the route audit the proposals for SCN4 have been identified. These are a series of permanent corridor enhancements to address the issues raised in the audit to create a safe, coherent and connected route for all. Along the route cycle parking will be provided. They include:

- Lordshill Cycle Routes - Upgrades to existing segregated cycle route through Lordshill and crossing points
- Winchester Road - New and improved segregated cycle facilities between Dale Road and Wilton Road including new parallel crossings and changes to junction layouts to make them safer for people cycling and walking – this will make the existing arrangement safer where cycles travelling between Wilton Road and Dale Road en-route to UHS currently are in the middle of the road and reallocating roadsapce (need to retain space for emergency vehicles as this is on the 'blue light' route to UHS);
- Residential Roads - Installing light segregation on 'pop-up' cycle lane on Dale Road and Hill Lane, School Street and filter permeability on Bellemoor Road at Shirley High School to reduce through traffic, and new crossing points on Hill Lane; and
- Junctions - Upgraded crossing to parallel within signals at junction of Bellemoor Road and Hill Lane to access Southampton Common, and Low-level cycle lights at junctions on Hill Lane at Archers Road and Milton Road on existing cycle facility.

Additionally, through the Southampton TCF Programme, the junction of Frogmore Lane/Brownhill Way is being upgraded to support the development of the Health Campus and a supermarket. This will have protected cycle facilities and parallel cycle crossings to improve safe at the junction. This

will link the residential areas with the new store and provide access to the Health Campus. The junction will also reduce congestion at a pinch point and provide bus priority for bus services from the site to UHS and the proposed Southampton West P&R service to the City Centre.

Cycle Level of Assessment Score – 79

10. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered. *

- ☐ **New segregated cycleway (permanent)**
- ☐ New segregated cycleway (temporary)
- ☐ **Installing segregation to make an existing cycle route safer**
- ☐ Point closures of main roads to through traffic, apart from buses, access and disabled
- ☐ New permanent footway
- ☐ New temporary footway
- ☐ **Widening existing footway**
- ☐ Provision of secure cycle parking facilities
- ☐ Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- ☐ **Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)**
- ☐ Park and cycle/stride/scooter facilities
- ☐ Selective road closures using planters, cones or similar
- ☐ **Provision for monitoring and evaluation of schemes**
- ☐ Other (please specify):

Junction improvements

11. For corridor schemes, please provide the route length in miles

4 miles

12. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

N/A

5. Scheme 2

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

If you do not have 2 schemes, please skip this page and the following 3 pages.

13. Scheme name

Access to Local & District Centres (Shirley - St Marks' and Bedford Place)

14. Total scheme cost

£352,000

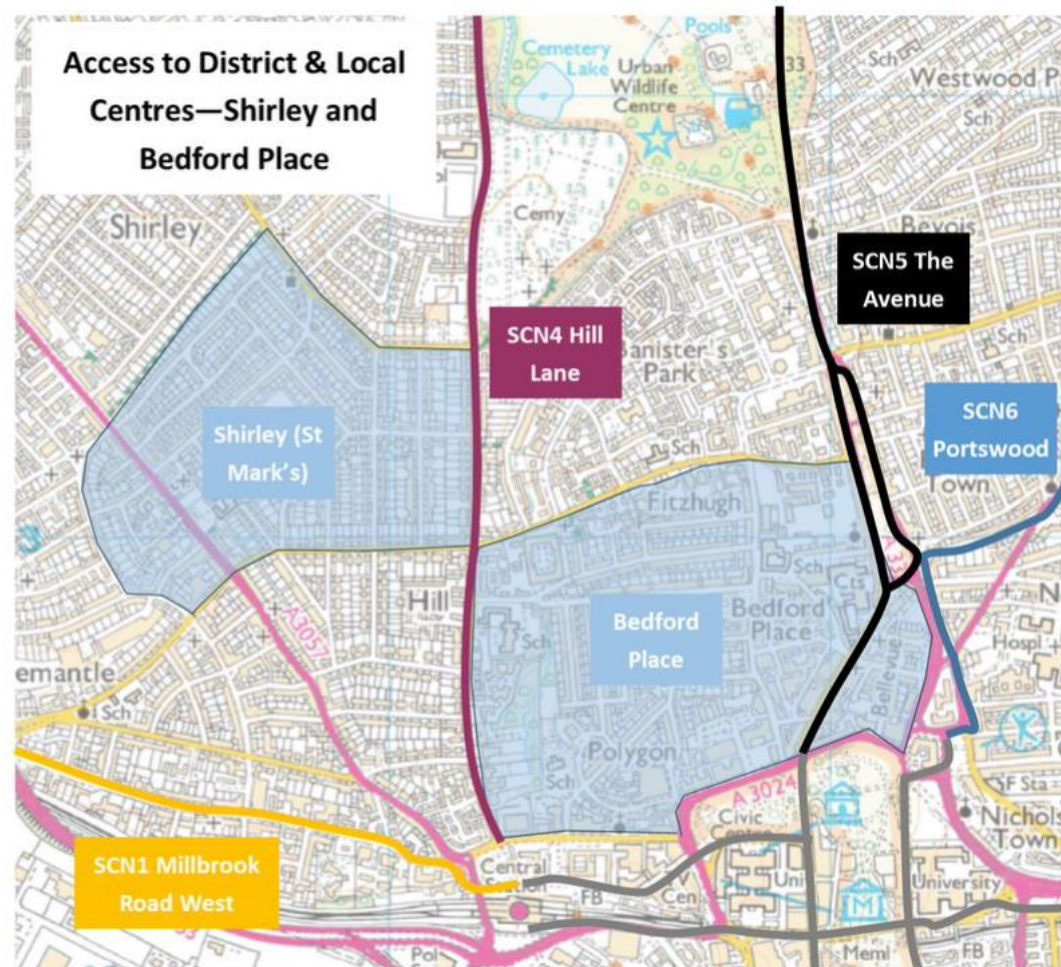
15. Please provide a clear description of the scheme, including :

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

A map should be provided if possible.

To improve access to Local and District Centres by walking and cycling Southampton is developing a series of Active Travel Zones (ATZs). The ATZ concept was identified in Connected Southampton 2040 (LTP4) as means of encouraging and enabling people to travel healthily and sustainably in their local communities and neighbourhoods. ATZs seek to create an environment where people can make local trips on foot or by bike, everyone can get around easily in an attractive reduced traffic place, with integrated links to public transport for longer journeys rather than get into the car. ATZs are focused on improving local routes for walking and cycling, reducing or removing through traffic and creating attractive places in the heart of

communities. ATZs are centred on a focal point such as District or Local centre – in this case Shirley and Bedford Place, or another type of trip generator such as a school, health facility, park or community hub.



Access to District & Local Centres – Shirley (St Mark's) & Bedford Place

The approach for an ATZ is to centre activities around creating healthier streets, filter permeability, facilities for storing cycles, improving travel choices, travel planning & information, Local Mobility Hubs and creating attractive and liveable places.

A prioritisation framework has been applied to neighbourhoods across Southampton to prioritise neighbourhoods for implementation. It supports the comprehensive approach taken with the Southampton Cycle Strategy, SCN and local travel choices through TCF. A series of factors, such as traffic (Volume, speed, through traffic percentage), modal shift, safety, demographics, air quality, health, and trip attractors.

The activities for Shirley (St Mark's) and Bedford Place were prioritised, along with ATZs identified in the GTRP and TCF in St Denys and Woolston.

- Shirley (St Mark's) – adjacent to Shirley District and Shirley Road – the highest frequency bus corridor in Southampton, this is a residential area with population of 12,000 centred on St Mark's School in Shirley, which is undergoing an expansion programme to become an 'All-through' school for 2,000 students, Year 6 obesity levels are at 20%.
- Bedford Place – the Bedford Place entertainment area is a popular location to the north of the City Centre, through ETAF1 we have implemented footway widening and temporary road closures to support the area's hospitality industry. The wider area has a resident population of 15,000. There are with 3 schools (including St Anne's Secondary) adjoining in and close to Southampton Central Station. Also close to an Air Quality Management Area (AQMA) on Commercial Road with higher than average levels of obesity and sees over 100,000 vehicle movements a day (based on FLOW analysis). In the prioritisation this area was ranked 3rd for implementation.

In these areas there will be range of temporary and permanent area-wide measures covering school streets, point closures, modal filters, traffic management, continuous footways and junction changes. These will connect with the surrounding SCN schemes on SCN4, SCN5 and SCN6. The schemes are worked up with the community through a co-design process to ensure that community buy-in is part of the scheme. These measures would be quick to implement with lasting change in areas that meet the wider objectives.

Area	Measures
St Mark's	Continuous footways New cycle routes Point closures Modal filters Area wide traffic and speed reduction Filtered Permeability School Street closures Crossing points – Shirley Road at Malmsbury Road, Nightingale Road & Howard Road 20mph speed limits Engagement with residents and businesses

		Cycle parking hubs and on-street hangers	
	Bedford Place	New cycle routes Point closures – Devonshire Road, Bellevue Road, Bedford Place (for outside hospitality) Modal filters Footway extension – Bedford Place School Street closures 20mph speed limits Cycle parking hubs and on-street hangers	

16. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

- ☐ New segregated cycleway (permanent)
- ☐ New segregated cycleway (temporary)
- ☐ Installing segregation to make an existing cycle route safer
- ☐ **Point closures of main roads to through traffic, apart from buses, access and disabled**
- ☐ New permanent footway
- ☐ **New temporary footway**
- ☐ **Widening existing footway**
- ☐ **Provision of secure cycle parking facilities**
- ☐ Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- ☐ **Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)**
- ☐ Park and cycle/stride/scooter facilities
- ☐ **Selective road closures using planters, cones or similar**
- ☐ Provision for monitoring and evaluation of schemes

☐ Other (please specify):

17. For corridor schemes, please provide the route length in miles

18. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

Junction improvements – 7
Continuous footways – 8
Crossing points – 5
Modal filters/points closures/filter permeability - 8

6. Scheme 3

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

If you do not have 3 schemes, please skip this page and the following 2 pages.

19. Scheme name

SCN8 Winchester Road

20. Total scheme cost

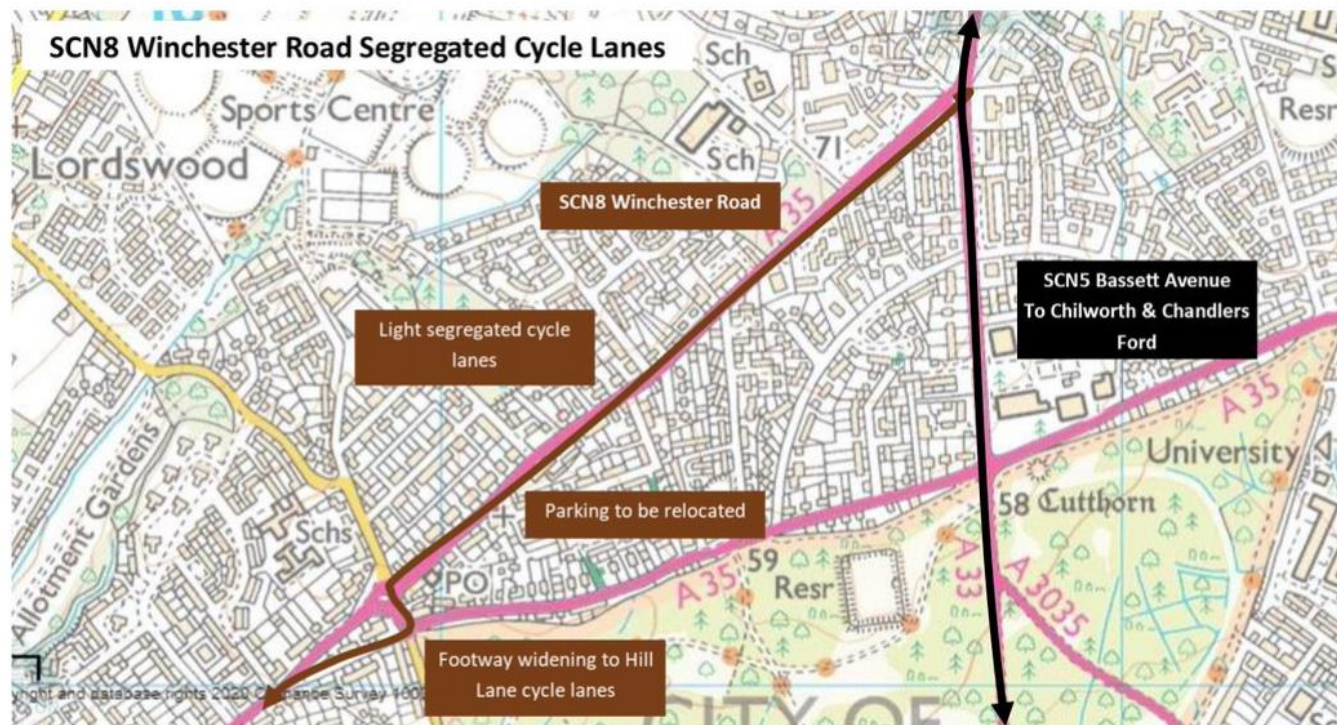
£178,000

21. Please provide a clear description of the scheme, including :

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

A map should be provided if possible.

SCN8 on Winchester Road provides a link between SCN5 on Bassett Avenue and SCN4 along Hill Lane and Bellemoor Road. It is also part of the wider proposed Orbital Cycle Route (SCN8-9) in the Southampton Cycle Strategy. A35 Winchester Road is a major cross-city artery that provides connections from northern to western Southampton, it provides access to UHS but also to the Port of Southampton. It is not signed as the main route to the Port but traffic flows of up to 2,000vph it sees a proportion of HGVs using the route between the M3 and Port.



SCN8 Winchester Road Segregated Cycle Lanes

Through the Rapid Cycle Prioritisation Tool the section of Winchester Road between Bassett Avenue and Hill Lane is identified as part of a cohesive network approach. This links with the identified SCN. The road already has an advisory cycle lane installed on this section however, markings are faded and in some sections the cycle lane is abused with parked vehicles from surrounding residential properties. This forces people cycling into traffic lanes creating an unsafe environment.

At peak times Winchester Road sees 1,300 vehicles using it and 1.8% are HGVs, and while average peak speeds are less than 20mph this is due to the congestion experienced on the corridor. There has been 1 serious collision on this section of Winchester Road involving a cycle in past 5 years. A Cycle Quality Assessment of the existing conditions for cycling has been carried out. As a main vehicle route Winchester Road fails against the majority of criteria as there are insufficient protected cycle facilities relative to the vehicle flows. The widths allow for cycle provision allows for cycle provision as current, however LTN1/20 requires segregation based on traffic flows.

The scoring is typical of a route where there is limited cycle infrastructure. Winchester Road has vehicle flows of >1000vph and a minimum requirement for this would be light-segregation.

Changes to the layout of Winchester Road would **install light segregation on the existing route** to create a safer environment for people cycling on Winchester Road between Bassett Avenue and Hill Lane. Additional cycle parking would be provided at the shops at the Hill Lane roundabout.

This would provide a connection between SCN5 and UHS via SCN4. SCN5 on Bassett Avenue is identified as part of the TCF programme with the section from Winchester Road to the City Centre being upgraded to segregated cycle lanes. EATF1 funding has been used to create a pop-up cycle lane along the corridor reallocating road space, with 1 lane of Bassett Avenue in each direction converted to cycle lanes. Traffic flows on this corridor are 23% lower than pre-Covid which has enabled these lanes to be implemented. Continuing the segregation along Winchester Road supports access to the Hospital and to the temporary cycle lane on Hill Lane to Southampton Common.

Cycle Level of Service assessment – 76

22. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

- ☐ New segregated cycleway (permanent)
- ☐ New segregated cycleway (temporary)
- ☐ **Installing segregation to make an existing cycle route safer**
- ☐ Point closures of main roads to through traffic, apart from buses, access and disabled
- ☐ New permanent footway
- ☐ New temporary footway
- ☐ Widening existing footway
- ☐ Provision of secure cycle parking facilities
- ☐ Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- ☐ Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)

- ☐ Park and cycle/stride/scooter facilities
- ☐ Selective road closures using planters, cones or similar
- ☐ Provision for monitoring and evaluation of schemes
- ☐ Other (please specify):

23. For corridor schemes, please provide the route length in miles

1.4 miles

24. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

N/A

7. Scheme 4

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

If you do not have 4 schemes, please skip this and the following page.

25. Scheme name

SCN6 St Mary's Road

26. Total scheme cost

£118,000

27. Please provide a clear description of the scheme, including :

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

A map should be provided if possible.

SCN6 on St Mary's Road is part of the SCN6 corridor from the City Centre to Portwood and Eastleigh. St Mary's Road provides a connection between SCN5 on The Avenue, to the core of SCN6 going north-east along Bevois Valley Road to Portwood, and SCN6 into the City Centre via Charlotte Place. The road provides access to Royal South Hants Hospital (RSH), Solent University, and the Newtown-Nicholstown areas of Southampton. It is on a high frequency (7 per hour) bus route. This scheme covers the section of St Mary's Road between Onslow Road and Charlotte Place.

the north and the City Centre – particularly East Park Terrace which provides access to Solent University. There are currently no cycle facilities on St Mary's Road and it forms a missing link for people wishing to cycle from the City Centre towards Portswood, Newtown and RSH.

The proposals would be to reallocated road space to create **with traffic segregated cycle lanes** and changes to the traffic signals to provide low-level cycle lights. The current layout of a wide single carriageway and levels of activity for commercial retail premises creates an unsafe and unattractive environment to cycle in.

The scheme would provide a connection between SCN5, RSH, the City Centre, Solent University and to the proposed Polygon Active Travel Zone to the west. It would extend the SCN6 corridor which is funded through TCF and is being delivered with the first section on Bevois Valley Road being implemented from Summer 2020.

Cycle Level of Service assessment – 76

28. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

- ☐ **New segregated cycleway (permanent)**
- ☐ New segregated cycleway (temporary)
- ☐ Installing segregation to make an existing cycle route safer
- ☐ Point closures of main roads to through traffic, apart from buses, access and disabled
- ☐ New permanent footway
- ☐ New temporary footway
- ☐ Widening existing footway
- ☐ Provision of secure cycle parking facilities
- ☐ Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- ☐ Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- ☐ Park and cycle/stride/scooter facilities

- ☐ Selective road closures using planters, cones or similar
- ☐ Provision for monitoring and evaluation of schemes
- ☐ Other (please specify):

29. For corridor schemes, please provide the route length in miles

0.5

30. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

8. Scheme 5

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

If you do not have 5 schemes, please move onto the next page.

31. Scheme name

Park & Travel Hubs (Bitterne & Lordshill)

32. Total scheme cost

£118,000

33. Please provide a clear description of the scheme, including :

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

A map should be provided if possible.

A Park & Travel Hub is a location where people can access a range of onwards travel options. This can include public transport, cycles, cargo bikes and escooters. In Connected Southampton 2040 the concept of a Local Mobility Hub is introduced. These are points where as well as accessing the range of shared emobility and the public transport network, other services are available such as click & collect, micro goods consolidation points and ancillary services such as a coffee. Through the Southampton TCF bid full LMHs are being introduced in Portswood and Woolston District Centres.

These require a range of services to be concentrated in one location often with a building or unit to house the micro consolidation and retail units. The procurement of these can take 12 months. For this bid a 'lite' version is being developed that makes use of existing SCC owned car parks, access to high frequency bus corridors, connections to ETAF cycle route schemes. For these hubs a minimal amount of infrastructure is required – scooter docking station, wayfinding and development of a ticketing solution for bus travel.

The Park & Travel Hub would support traditional park & Ride via a bus, it also provides the opportunity for travel by other means. This includes cycling, walking, liftsharing and scooters. Park & Travel is also closely aligned with the Solent Future Transport Zone (FTZ) expression of interest in a Solent-wide scooter hire trial. They would be locations where scooter docking station could be provided. As part of the Solent FTZ in Southampton the trial would initially be focused on trips to UHS making use of the Adanac Park P&R site. The enhanced cycle route would go via Lordshill District Centre and having a supporting scooter hub here would provide an alternative location.

Bitterne could be part of an extension to the programme for scooters, but initially will be focused on bus based Park & Travel, as well as providing a point for cycling and liftsharing. The onwards routes provide connections to the City Centre via bus lanes on Bitterne Road West or a quieter parallel cycle route to Northam River Bridge.

Lordshill	Bitterne
Between Adanac Park and UHS, suitable for journeys to Hospital	Point where two major roads intersection and large District Centre
Scooters	Buses (19/hr)
Buses (16/hr)	Cycles
Cycles	Liftshare
	Scooters
SCN4 to Adanac Park and UHS	SCN3 via quietways to Northam River Bridge, SCN4 via Bitterne Road West bus lanes to City Centre

The Solent Scooter trial is due to commence in October 2020 subject to DfT approval, the Southampton trial would commence in March 2021.

34. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

- ☐ New segregated cycleway (permanent)
- ☐ New segregated cycleway (temporary)
- ☐ Installing segregation to make an existing cycle route safer
- ☐ Point closures of main roads to through traffic, apart from buses, access and disabled
- ☐ New permanent footway
- ☐ New temporary footway
- ☐ Widening existing footway
- ☐ Provision of secure cycle parking facilities
- ☐ Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- ☐ Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- ☐ **Park and cycle/stride/scooter facilities**
- ☐ Selective road closures using planters, cones or similar
- ☐ Provision for monitoring and evaluation of schemes
- ☐ Other (please specify):

35. For corridor schemes, please provide the route length in miles

36. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

2 Park & Travel Hubs

9. Finance case

37. Total DfT funding sought (£) *

£1,638,000

38. Total DfT capital funding sought (£) *

£1,602,000

39. Total DfT revenue funding sought (£) *

£35,000

40. Total local authority contribution, if applicable, (£)

£2,140,000

10. Management case

41. When do you expect to commence construction? (DD/MM/YY) *

October 2020

42. When do you expect to have completed the work? (DD/MM/YY) *

March 2021

43. Please describe the project review and governance arrangements in place, and any assurance arrangements, e.g. to ensure that accessibility requirements will be met *

Each project will be taken through the existing defined Southampton Gateway project management system. This follows the principles set out and adopted by the Association of Project Management (APM) and uses a staged gateway system. The Project Sponsor will take the schemes through the various identified Gateway processes and into implementation. They will be supported by SCC's Finance, Legal and Procurement Teams. Implementation will be via approved contractors with relevant experience, procured in accordance with SCC's procurement processes and procedures.

Documents for the Gateway process are aligned with the five-case Business Case process to ensure that each scheme meets local and national objectives – including the Local Transport Plan and Southampton Cycle Strategy, alignment with design good practice including alignment with LTN 1/20.

Each scheme will also need to go through a Design Advisory Panel made up of SCC officers to ensure conformity with the LTN1/20 and locally developed TCF Basis of Design. Schemes will have analysis and assessments carried out that assess level of service, junction assessments, and been identified as part of the SCN approach as well as Route Prioritisation Tools. This will ensure consistency between the guidance and expectations of local people. The Basis of Design has been developed for TCF schemes detailing requirements of cycle infrastructure schemes being delivered as part of the TCF Programme. This includes using latest guidance and aiming for high quality segregated facilities where possible. It has been used on schemes that are being delivered currently. This also ensure that schemes meet accessibility requirements around Inclusive Design.

Schemes funded through the EATF will be managed through the arrangements in place for the Southampton Integrated Transport Programme. The Transport Delivery Team Leader Wade Holmes will be the Project Manager with overall responsibility for delivery of the schemes, with the Head of Green City & Infrastructure Pete Boustred being the Senior Responsible Officer. Delivery through ITB will make use of the existing governance arrangements whereby oversight is through Integrated Transport Board. ITB is the forum for approval through the Gateway process.

All schemes are developed in consultation with the Executive Director for Place, the Head of Green City & Infrastructure and the Cabinet Member for Green City & Place. In addition, Ward Members are briefed prior to scheme implementation and offered regular updates in the form of virtual meetings and information sharing.

Southampton City Council developed the Green Transport Recovery Plan in response to the COVID19 pandemic. Schemes in the ETAF bid are within this GTRP. The GTRP is a supporting document to the overall Connecting Southampton 2040 Transport Strategy (LTP4). Within the GTRP a rigorous Monitoring and Evaluation Framework was developed for the Emergency Active Travel Fund Tranche 1 schemes, which is consistent with DfT guidance, and sets out the approach to monitoring the impacts of measures delivered, including governance and project review. This framework will be extended to the Tranche 2 schemes.

44. Please indicate what community engagement will be undertaken as part of the scheme development and that stakeholders have been consulted on matters such as accessibility issues, impacts on local businesses, freight deliveries and bus and taxi operators *

The schemes set out in the Green Transport Recovery Plan are consistent with the policies adopted in Connected Southampton, which was adopted in 2019 following a full public consultation.

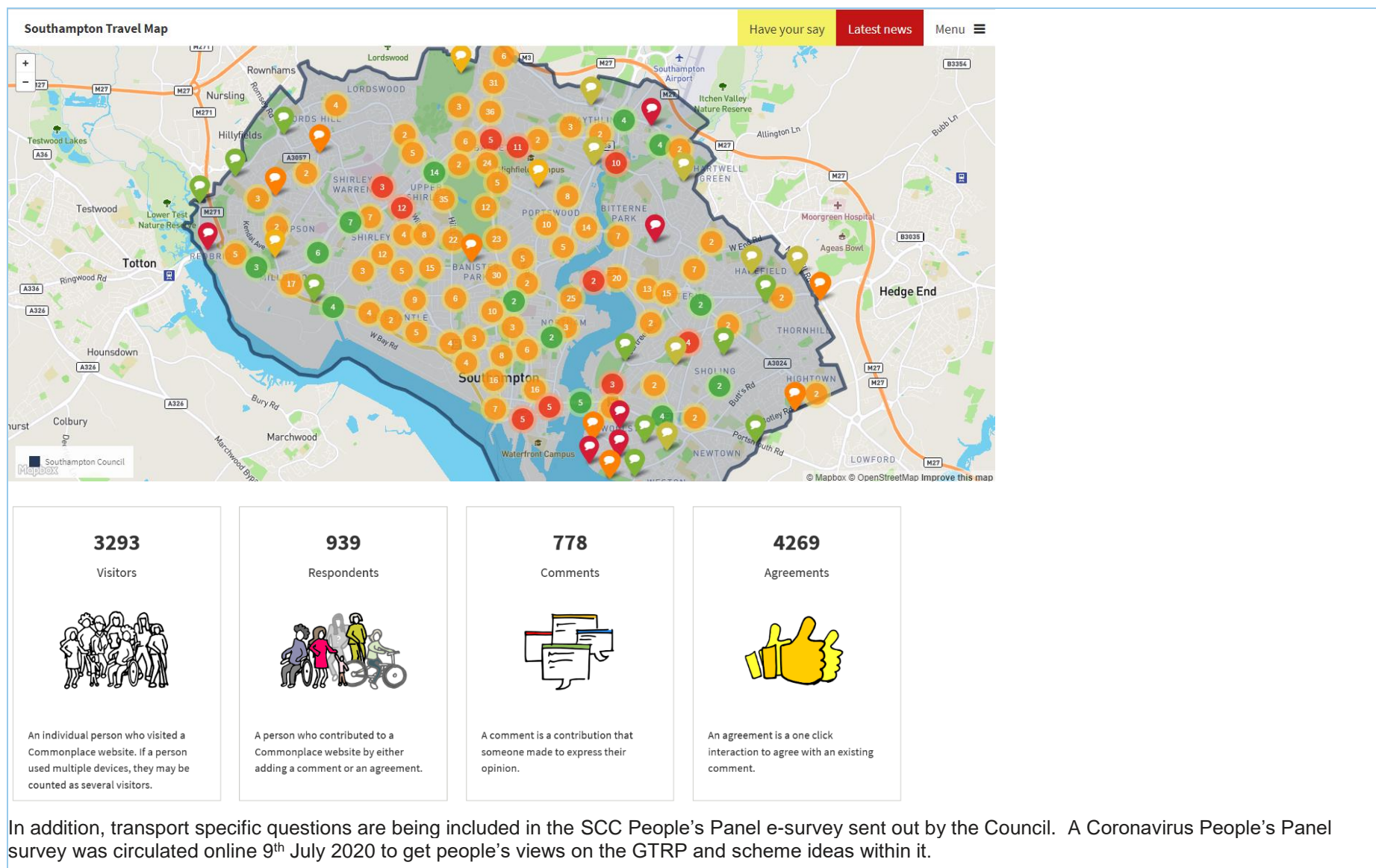
As part of the development of the schemes, extensive consultation was undertaken with different user groups, including those with mobility constraints. Through the Tranche 1 schemes we engaged with a range of groups including local residents, stakeholders, schools, local businesses, public & freight transport operators. We engage with both road and cycle freight operators who operate in Southampton.

For the schemes, when communications about a scheme were shared on social media feedback was directed to Connecting Southampton GTRP website pages which detailed the formal consultation process. There were **3,420 engagements** with those posts. All responses to comments on the GTRP scheme social media posts have been included in the formal consultation process.

In addition to the formal consultation process for each scheme, to gather feedback from the general public on measures put in place to encourage active travel and support social distancing, the council has partnered with Sustrans and Commonplace to launch two online tools – Space to Move (Sustrans) and the Southampton Travel Map (Commonplace). Both of these are interactive platforms enabling people not to just comment on current schemes but to provide insight into any future schemes or proposals they would wish to see.

Through Space to Move, users can view schemes that the council has installed around the city and provide their comments. There have been **300 respondents** on this feedback platform. While the Southampton Commonplace Travel Map allows users can give their feedback on areas that they think need additional changes.

The Southampton Travel Map hosted on Commonplace has helped to shape the delivery of schemes.



Ongoing dialogue with stakeholders, including Go! Southampton (the BID), emergency services (particularly ambulance service for Winchester Road), public transport operators and disability groups, enables us to share our plans. The social media and websites will 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. Through the Workplace Travel Plan Network we can engage with businesses to understand their needs and requirements as the economy opens up. Through the School Travel Plan Network we are working with schools and this will be used to develop the School Streets Programme.

Through the Solent Transport Future Transport Zone (FTZ) project we will engage with stakeholders about the e-scooter hire trial and development of the Park & Travel hubs at Bitterne and Lordshill. This will include engagement with Sight Southampton about interaction of blind & partially sighted people and e-scooters.

45. Please state which design standards have been followed in developing your scheme(s) *

All new cycling and walking schemes outlined in this bid are being developed in accordance with the new Local Transport Note 1/20 and the Southampton TCF Basis of Design. This is to ensure that the highest possible standards are being used to achieve the required modal shift to walking and cycling in Southampton.

We will also use other design standards, including Manual for Streets, LCWIP and London Cycle Design Guidelines, to benchmark our schemes. This includes using Cycle Level of Service, Junction Assessment Tools, Route Audits and locally developed tools to assess the impact on all road users.

46. Consultancy spend should be limited and where needed, existing framework contractors should be used. Are you intending to use consultants? *

☐ Yes

☐ No

If yes, please provide details

N/A

11. Commercial case

47. Is the authority ready to commence work and, if applicable, are contractors/ procurement / delivery partners in place? *

☐ Yes

☐ No

Please provide details

Southampton City Council has a long-term 10-year Strategic Highway Partnership (HSP) in place with Balfour Beatty Living Places (BBLP). This commenced in 2010, and in 2018 was extended to 2025. This means that all the procurement and contracting arrangements are in place. The HSP with BBLP was secured through an OJEU process. The contract provides for all the design and construction services required for the ETAF, and wider LTP, programmes. Relevant features of the contract include the use of Target Costs, shared risk management, and minimisation of environmental impacts.

Southampton City Council has existing procurement and contracting arrangements in place and is ready to mobilise upon confirmation of funding. Schemes have already been prepared as part of other projects.

Contracts are in place for the My Journey programme for Communications and Engagement which is running until March 2021. Through a Joint Working Arrangement (JWA) signed in November 2019, SCC has ability to access resources such as School Travel Planning through Hampshire County Council. This is in place for existing School Travel Planning and Engagement activities. SCC also has a partnership with Sustrans, who are currently providing Workplace Travel Planning and Bikelt support to SCC and HCC through the Access Fund programme. These can be used to support the My Journey programme activities.

12. Monitoring and Evaluation

48. Has monitoring and evaluation been considered for all scheme(s)? *

☐ Yes

☐ No

If yes please provide details

The Monitoring and Evaluation Framework developed for Tranche 1 schemes will be extended to those identified as part of Tranche 2.

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 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 emerging TCF Monitoring & Evaluation Programme.

	Type	Method	Source
Capacity	Vehicle Flows	Automatic Traffic Counters	SCC
	Vehicle Flows	Manual Traffic Counts	SCC
	Vehicle Flows & Queues	Citywatch CCTV	BBLP
	Cycle Parking	Parking Beat Surveys	SCC
Journey Times	Journey Times	Bluetooth	SCC
	Bus Journey Times	Real Time Information Systems	Hampshire CC
Usage	Cycle Flows	Automatic Cycle Counters	SCC
	Cycle Flows	Manual Cycle Counts (either 12hr or 1hr spot counts) and annual 12hr City Centre cordon counts	SCC
	Automatic Footfall Monitors	Cameras in City and District Centres	Go! Southampton BID
	e-scooter use	Data from hire company	Solent Transport
	Cycle Parking	Parking Beat Surveys	SCC
Mode Shift	School Surveys	Hands-Up surveys from schools engaged through Access Fund Living Streets Travel Tracker	SCC
	Business Surveys	Survey to Southampton Workplace Travel Plan Network	SCC
	User Surveys	Southampton BikeLife survey, residents e-surveys	SCC

	Campaign Monitoring	Evaluation reports, Reach and engagement of social media activity, visits to My Journey and Connecting Southampton websites, press circulation	SCC
Other	Parking	Parking Beat Surveys, Parking Enforcement	SCC
	Speeds	Automatic Traffic Counters	SCC
	Air Quality	Diffusion Tubes, ARUN monitoring stations	SCC
	Bus Usage	Patronage	Bus Operators

SCC has a network of Automatic Traffic and Cycle Counters on main arterial roads and SCN corridor. These are recording a range of information, including traffic/cycle volume, traffic split, by lane, and speed of vehicles. These provided pre-Covid data hence there is a baseline to compare to. Journey times are from data collected by SCC Bluetooth sensors (as well as supplementary sources such as Google and See.Sense) that will enable us to calculate average journey times between two given points in the network.

SCC carries out annual 12-hour traffic counts (7am-7pm) at 31 locations across Southampton, including Winchester Road and Hill Lane. This has been in place for 20+ years and delivered through a 5-year Service Level Agreement with Hampshire County Council. This also enables SCC to commission ad hoc counts for schemes which would be carried out in neutral months.

The Southampton and Hampshire Real Time Information (RTI) Systems enables the calculation of bus journey times against pre-published timetable information and actual departure times. The outputs of the SCC RTI System can be further ratified by comparing them against those recorded in the system maintained by HCC on behalf of local bus operators. This information is reported to the DfT annually as part of the national bus punctuality dataset, so a baseline for Southampton already exists, however specific route calculations will be undertaken for individual schemes delivered as part of the GTRP.

Manual parking surveys undertaken by SCC will be used to monitor changes in where people chose to park their vehicles when parking has been removed or relocated.

Our four Air Quality Monitoring Stations and network of over 60 diffusion tubes will allow us to monitor changes in air quality. It is vital that this information is not considered in isolation and should be considered alongside other data, including traffic flows and weather conditions.

For the modal shift surveys SCC has a robust pre-Covid baseline via the Southampton Access Fund Programme which has run from 2017 to 2020, and through the Southampton Workplace Travel Plan Network SCC have been engaging to understand post-Covid work and travel patterns.

Other sources of information that will enable us to monitor capacity and the number of people walking and cycling throughout the lifetime of individual schemes, include manual surveys (such as traffic flows, traffic mix and turning counts) organised by SCC or national datasets collected on behalf of the DfT.

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 BikeLife Report and Cycle Accounts as set out in the 2017 Cycle Strategy.

We will provide end of financial year outputs for both Tranche 1 and 2 covering actual costs, number and types of interventions and length of schemes with metrics (segregated cycleways, cycle parking, modal filters etc). This will be completed by end of June 2021.

49. Using the monitoring and evaluation guidance provided, please outline briefly how you will monitor and evaluate each permanent scheme costing at least £2m. (If no individual scheme is expected to cost over £2m, please state "not applicable") *

While no individual scheme proposed is expected to cost over £2m SCC appreciates that having a robust monitoring and evaluation platform is part of the process of understanding success. The GTRP Monitoring and Evaluation Framework sets out primary and secondary criteria that will be used to monitor measures delivered through ETAF funding. As set out in question 48 we will carry out monitoring and evaluation of the schemes and report back to DfT.

13. 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.

50. Reporting Officer details *

Name

Iain Steane

*

Telephone number

023 8083 2283

*

Email address
*

51. Senior Responsible Officer details *

Name
*

Telephone number
*

Email address
*

52. Section 151 Officer (or equivalent) details *

Name
*

Telephone number
*

Email address
*

53. Please add further details or clarification