

Original scheme	New scheme
<p>SCN5 Southampton-Chandler's Ford Cycle Freeway</p> <ul style="list-style-type: none"> - The Avenue-Bassett Avenue Segregated Cycleway - Winchester Road Roundabout - Burgess Road/Bassett Avenue Junction 	<p>SCN5 Southampton-Chandler's Ford Cycle Freeway</p> <ul style="list-style-type: none"> - The Avenue Segregated Cycleway (part) - Burgess Road/Bassett Avenue Junction - Glen Eyre Road Quietway
<p>Mode / type Active Travel (Cycling)</p>	<p>Mode / type Active Travel (Cycling)</p>
<p>Alignment with Strategic TCF objectives</p> <p>The Avenue-Bassett Avenue corridor connects from Southampton City Centre through Basset area to M3 and onwards to Chandlers Ford and Winchester. It is a busy multi-modal corridor with 43,000 AADT. It provides direct access to the M3 and is used as one of the routes to the Port of Southampton – particularly cruise traffic to the Eastern Docks. It is a bus corridor with up to 12 buses/hour on The Avenue. Buses serve Chandlers Ford, the University and Winchester.</p> <p>The high traffic flows mean that there are major delay points for vehicles and buses at Winchester Road Roundabout and Burgess Road/Bassett Avenue junction. Vehicle speeds on the sections of Basset Avenue north of Winchester Road are 20-40% of their night time equivalent.</p> <p>This corridor connects to major employment sites such as the University (22,000 students and 5,000 staff), Southampton Science Park (over 80 high tech businesses) and Hampshire Corporate Park (Head Office for Ageas Insurance and a large Aviva office).</p> <p>The corridor has been designated SCN5 in the Southampton Cycle Network (SCN), and as a cycle freeway between Southampton City Centre and Chandlers Ford. It serves Southampton Common, the University of Southampton and provides connections to Southampton Science Park and Hampshire Corporate Park in Chandlers Ford. Plan of the SCN and these destinations is in Map 1.</p> <p>The current level of cycle provision is improving, there are routes and sections on</p>	<p>Alignment with Strategic TCF objectives</p> <p>The proposal is to realign part of the SCN5 corridor to Glen Eyre Road (Map 2). Glen Eyre Road is parallel to Bassett Avenue and will reconnect with the main corridor.</p> <p>This will still align with the strategic TCF objectives of connecting City Centres with suburbs, employment areas and providing high quality active travel alternatives to foster modal shift and boost productivity. This alignment also provides direct access to the University's campus and largest halls complex at Glen Eyre where approximately 1,900 students live. Glen Eyre Road is a direct link between the halls complex and the main campus and then via Lovers Walk to The Avenue campus and City Centre.</p> <p>The alternative proposal is for a Quietway route along Glen Eyre Road (Map 3). A Quietway is defined within the Southampton Cycle Network (SCN) as a route with lower levels of traffic that is suitable for mixed traffic cycling if it has appropriate treatments to reduce speeds and traffic volumes.</p> <p>The SCN5 corridor will diverge at a subway 720m north of Northlands Road onto Lovers Walk which is a shared use path within the Common. This goes to a signalised junction with Burgess Road and Glen Eyre Road. This provides direct accesses into University's Highfield and Avenue campuses.</p> <p>SCN5 route continues up Glen Eyre Road to the University's large Glen Eyre halls campus and Cantell High School. Glen Eyre Road north of this is residential and joins the SCN5 corridor at Bassett Avenue 600m south of Chilworth Roundabout</p>

<p>Inner Avenue, The Avenue and Hut Hill have been improved through TCF. The remaining section on The Avenue is the last.</p> <p>For cycles The Avenue-Bassett Avenue forms the most direct route to Chandlers Ford, however it bypasses the main University of Southampton campus – although there are link routes via Southampton Common.</p> <p>Providing a high-quality cycle facility is key to encouraging modal shift away from car for the trips to work, particularly as working patterns change post-Covid. This will then support the bus, along with the proposed bus priority measures on the corridor particularly at the Burgess Road/Bassett Avenue junction</p>	<p>where there are shared use paths on both sides of Bassett Avenue.</p> <p>The high traffic flows on Bassett Avenue make it unsuitable as a high cycle flow route without significant segregation. The alternative route allows for a segregated route to be implemented on a lower traffic flow route that provides an attractive, coherent and safe route for all-age cycling.</p> <p>The Glen Eyre Road route can also be used by scooters with additional dock facilities at the University.</p> <p>This provides a suitable alternative for SCN5 and still provides connections to the same destinations as Bassett Avenue with the addition of directly serving the University of Southampton.</p> <p>It then links to Bassett Avenue further north closer to Chilworth Roundabout at a toucan crossing. This will still create a complete cycle corridor from the City Centre to Chandlers Ford and Chilworth.</p> <p>It should be noted that The Avenue and Bassett Avenue will still be available for cycles with the existing shared use paths on Bassett Avenue from Burgess Road to Glen Eyre Road providing links to the Common and local residential areas.</p> <p>The scheme will be designed to LTN1/20 standards and avoids the need for shared use paths along Bassett Avenue creating a higher standard of route.</p> <p>This would provide a cycle route to avoid the AQMA on Burgess Road and link to micromobility provision in the University's campus and halls sites.</p>
<p>Total Cost £1,100,000 (Total Cost for SCN5 corridor is £2,300,000, spend for The Avenue / completed scheme is £1,200,000)</p>	<p>Total Cost £ tbc following feasibility</p>
<p>Sunk Costs £260,000 <i>[cost already incurred in development stage]</i></p>	<p>Available budget £840,000</p>
<p>Reason for change <i>[brief explanation of why project is no longer deliverable]</i></p> <p>SCN5 on The Avenue forms part of a Cycle Freeway route from the City Centre to The Common, Chilworth and Chandlers Ford. The original project for SCN5 on The Avenue in the SOBC was to implement a two-way segregated cycle facility from the existing scheme at Northlands Road to the</p>	<p>Rationale for new scheme <i>[brief summary for inclusion of new scheme in to programme]</i></p> <p>The real-world monitoring of the Covid temporary scheme has demonstrated some disbenefits to the original scheme that were not in the original assumptions / modelling, particularly in relation to impacts to bus journey times. This would be against the</p>

A35 Winchester Road roundabout (see Map 1).

A temporary scheme was implemented on The Avenue & Bassett Avenue in June 2020 as part of Covid response which trialled the proposed TCF scheme. This was based on the proposed TCF scheme and provided a lined cycle lane in both directions on the corridor. On The Avenue this used the existing space (wide single lane) and on Bassett Avenue it removed 1 lane in each direction reducing the carriageway from 4 to 2 lanes. This relocated the cycle route from the existing narrow shared use paths on Bassett Avenue that are 2m wide with overgrown vegetation and close to a high speed (40mph) high trafficked road (42,663 AADT 2019) that reduces the comfort and safety levels.

Cycle flows on the corridor are high and as a result of investment on Inner Avenue, has seen a 15% increase. Cyclists however divert off the SCN5 approaching the Common.

Cycle Flows	Sep 2019	Sep 2020
Inner Avenue	747	859
The Avenue	138	217
Bassett Ave	-	193
Bassett Ave	342	381

The temporary scheme was monitored extensively and showed some disbenefits to the scheme that were not in the original assumptions / modelling, particularly in relation to impacts to bus journey times. This negative impact saw bus journey times citybound increase by 8% over scheduled run time. This affected the Bluestar 1 and U2 services and would not meet the aspirations of the draft Southampton Bus Service Improvement Plan.

TCF and BSIP objectives for supporting and improving bus journey times.

Implementing a segregated scheme on Bassett Avenue would have a negative impact of 1:15min increase in journey times for southbound buses.

While there are shared use cycle paths on Bassett Avenue these are sub-LTN1/20 standard width of 2m for cycle routes with approximately 400 cycles a day. The sub-standard width is compounded with overhanging vegetation and the high-volume high-speed traffic on Bassett Avenue.

The footways on The Avenue are approximately 1.5-1.8m in width and unsuitable for conversion to shared paths. Due to the proximity of Common Land the paths could not be widened to accommodate either a shared or 3m segregated/step-segregated cycle route within the TCF timescales as this would require a Section 38 Application.

At the Highfield Lane/The Avenue junction sufficient capacity would be required to not have a negative impact on buses. This means that the cycle route would be forced onto sub-standard shared use paths as on-road facilities could not be provided. Any widening of these paths would require S38 approval.

This means without intervention a cycle freeway standard route on The Avenue-Bassett Ave is not achievable. With evidence that the reallocation of roadspace would have a negative impact on buses, alternative routes were investigated.

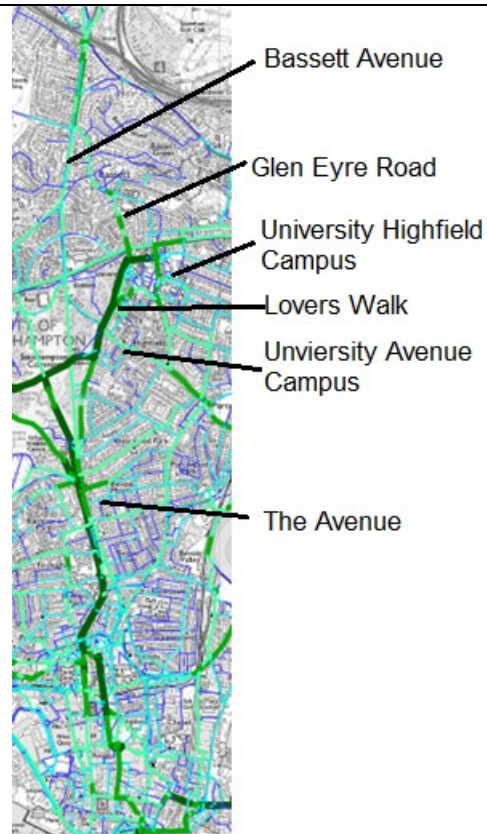
A number of alternatives were considered, included:

1. Segregated cycle lanes to Burgess Road on The Avenue,
2. Using one lane on Bassett Avenue between Burgess Road and Winchester Road,
3. upgrades to the footway on The Avenue to shared use and to the existing shared use path on Bassett Avenue, or
4. Alternative parallel route

Option 1 is not currently being pursued as it would not provide a solution at the Highfield

	<p>Lane junction. Option 2 was dismissed on impact on buses on Bassett Avenue. Option 3 was dismissed as they would not provide the step change for cycle provision and require a lengthy planning process. It should be noted that the existing shared use paths would remain unchanged but are not considered suitable for the reasons above. Retaining the route along this alignment would not meet the aspirations of LTN1/20 for high cycle flow corridors.</p> <p>In consultation with Cabinet Member Option 4 for a parallel route to SCN5 on The Avenue-Bassett Avenue has been developed. This will retain the original scheme from Northlands Road to a subway on The Avenue, but change the route alignment of SCN5 between from this point to just south of Chilworth Roundabout (Map 2). This would take the route away from the Winchester Road Roundabout reducing the need for this to be included. The shared use paths on Bassett Avenue would remain as they provide local connections to the Common and Bolderwood Campus and links with a route from Winchester Road that is being proposed as part of Southampton's Active Travel Fund 3 bid.</p> <p>This alternative route means that the Winchester Road Roundabout scheme is not required.</p> <p>There is already a scheme funded by SCC & S106 on Lovers Walk that is subject to a separate S38 Planning Application, due for implementation in 2022/23.</p> <p>The proposed route will provide a direct connection into the University of Southampton's Highfield and Avenue campuses as well to the Glen Eyre Halls of Residence complex. It will also link to SCN6 to Eastleigh via the Flowers Estate, which is a significant desireline. With the completed sections of SCN5 the proposed route will provide a complete safe coherent cycle corridor from Southampton to Chandlers Ford for all to use.</p> <p>The change control is being proposed for a section of the cycle route as follows:</p> <ul style="list-style-type: none">- The Avenue between The Common subway and Burgess Avenue / Bassett Avenue (660m) – not proceeding
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	<ul style="list-style-type: none"> - Winchester Road Roundabout – not proceeding - Bassett Avenue between Burgess Avenue to Glen Eyre Road not proceeding – Change required. New route proposed to be Glen Eyre Road quietway <p>The proposal for Glen Eyre Road is:</p> <ul style="list-style-type: none"> - Upgrade to the junction of Burgess Road/Glen Eyre Road to improve cycle and pedestrian crossing facilities, cycle only stage, with direct access to cycle facility on Glen Eyre Road, and install bus priority; - A cycle facility along Glen Eyre Road – segregated cycle lanes - School Street for Cantell School with bus gate; - Junction priority changes at Glen Eyre Road/Violet Road - Improved access to Glen Eyre Halls Complex with cycle and micromobility hubs; - Cycle Street on Glen Eyre Road from Chetwynd Road to Bassett Avenue; - 20mph speed limit and gateway - If sufficient budget, provide segregation for existing cycle lanes on Burgess Road to Bolderwood Campus <p>The proposed new route for SCN5 along Glen Eyre Road has been assessed using existing cycle data, the Route Selection Tool combined with reviewing the Propensity to Cycle Tool dataset.</p>
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SCC cycle survey route usage intensity – SCN5

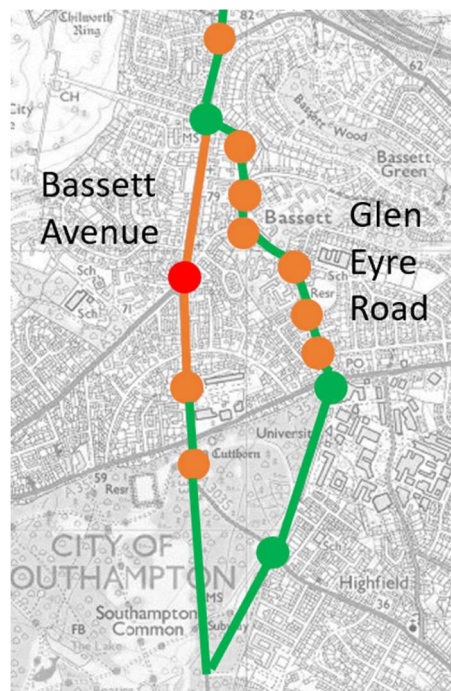
Compared to the original TCF proposal, the alternative route scores comparable / better on the Route Selection Tool:

Criterion	Original TCF proposal	Revised proposal
Directness	5.00	5.00
Gradient	4.39	4.57
Safety	5.00	3.98
Connectivity	4.63	5.00
Comfort	1.41	2.74

The Glen Eyre Road route will deliver significant improvements to cycling along the wider corridor, this has been assessed using the Cycle Level of Service Tool and scores as follows:

Criteria	Original TCF proposal	Revised proposal
Cohesion	4	5
Directness	8	10
Safety	13	10
Comfort	4	6
Attractiveness	7	8
Overall	36 (72%)	39 (78%)

The Glen Eyre Road route avoids the critical fail at Winchester Road Roundabout; this has been assessed using the Junction Assessment Tool with the results presented below:



Retained Elements

The retained elements of the original scheme have been delivered (early October 2021) and consist of:

- 740m (x2) of new with traffic segregated cycle lanes
- a new toucan crossing across The Avenue,

	<ul style="list-style-type: none"> - 2 new continuous footways across side roads <p>Photos are included in Appendix 2.</p> <p>Investigations are continuing into the traffic signal upgrade of the A33 / A35 Bassett Avenue junction to facilitate improved toucan crossings to link the Common with the existing shared use path on Bassett Avenue and on road cycle lanes on Burgess Road, and signal bus priority as per the original bid. Without the ability to provide a safe cycle route an alternative route is required.</p> <p><i>Summary</i></p> <ul style="list-style-type: none"> - Retains a complete cycle corridor and links to Chandlers Ford and Chilworth - Provides a route more suitable for all – Cycle Level of Service score 72% v 78% - Avoids a critical fail Junction Assessment Score at Winchester Road Roundabout - Provides direct access to University’s main campus - A lower speed lower traffic volume route - Avoids narrower sub-standard shared use paths on Bassett Avenue - Temporary scheme trialled original proposal and found disbenefit for buses - Buses will benefit from bus priority at junctions on Burgess Road
<p>Qualitative impact of removal on programme level VfM for schemes <£5m <i>[brief summary of impact on programme level VfM]</i></p>	<p>Qualitative impact of inclusion of new scheme on programme level VfM <i>[does new scheme change programme level VfM category – high / medium / poor?]</i></p> <p>The proposed scheme would not have an impact on the overall TCF programme level VfM category. The proposal is to realign a cycle route along a parallel corridor while providing high quality cycle infrastructure. Additional bus priority facilities will provide a positive impact on vfm.</p>
<p>Quantitative impact of removal on programme level VfM for schemes >£5m <i>[measurable impact on programme level VfM]</i></p>	<p>Quantitative impact of inclusion of new scheme on programme level VfM <i>[measurable impact on programme level VfM]</i></p> <p>An AMAT has been carried out on the scheme and this provides a BCR of 2.45. This would provide high value for money for the scheme. This is similar to the BCR for the original scheme.</p>

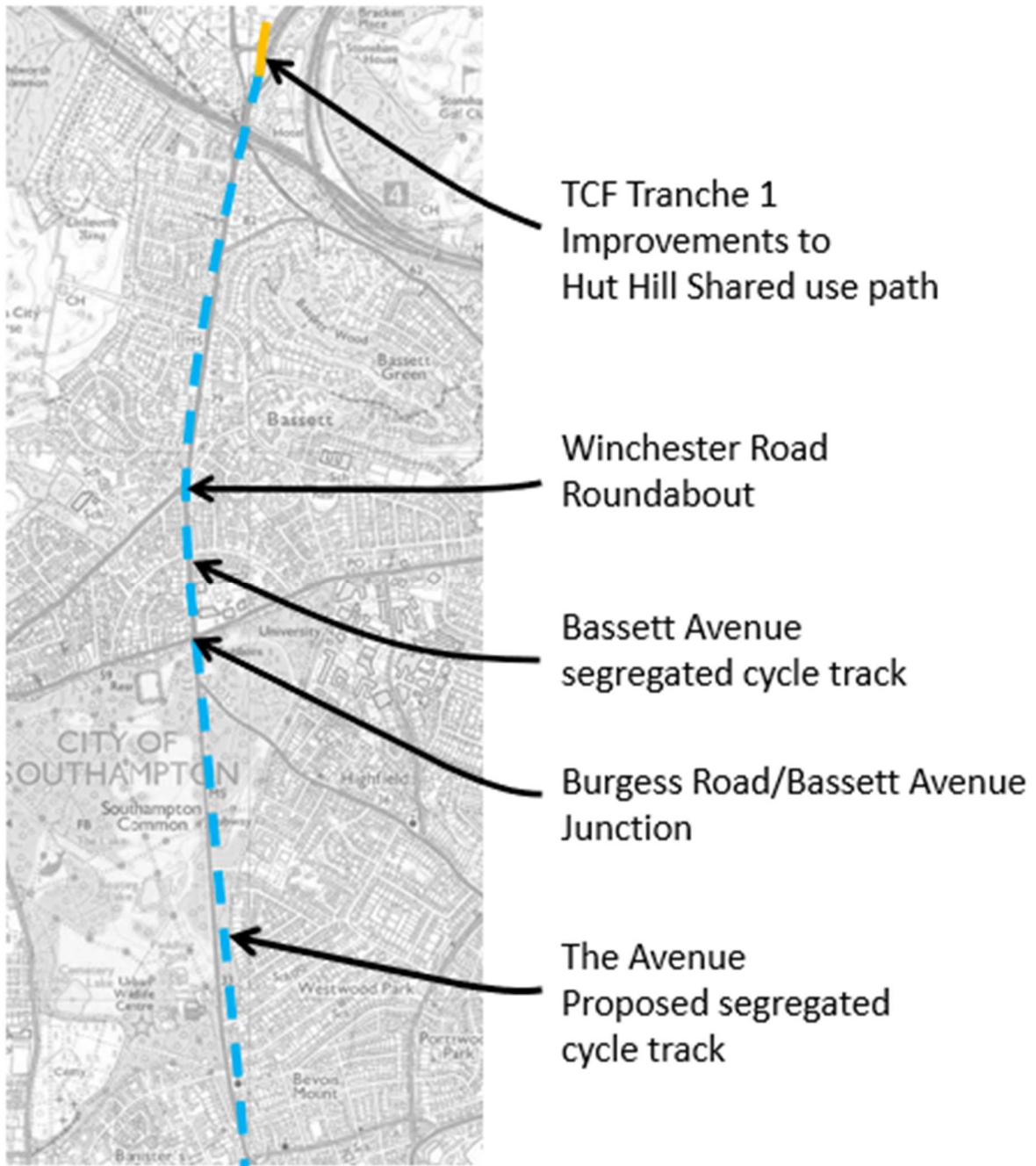
	<p>Critical milestones / decision dates / delivery confidence</p> <p>Summer / autumn 2021 – The Avenue (Northlands Road to Common Subway) delivered Sept-Dec 21 – Feasibility Design on alternative route Jan 22 – perception survey and consultation Jan-March 22 – Detailed Design and TRO consultation Summer 2022 – Construction (outside of University term time)</p> <p>Key milestones will follow the approved TCF Gateway process. Including between feasibility and detailed design would be a decision point based on the perception survey and consultation. A final decision point will be after TRO consultation.</p>
	<p>Impact on forecast benefits</p> <p><i>[summary +/-ve impact on programme benefits compared to original scheme]</i></p> <p><u>Positive programme benefits</u></p> <p>The Glen Eyre Road scheme provides direct connections to the University of Southampton for commuters which the original proposal did not.</p> <p>Connects to the TCF delivered sections on The Avenue and Hut Hill delivered by HCC.</p> <p>Provides a safer and attractive route compared to existing on Bassett Avenue particularly for less confident people</p> <p>Improvements at the Glen Eyre Road/Burgess Road junction are supported by the University of Southampton as a main route between their halls and campus.</p> <p>Bus journey times are maintained and improved with bus priority</p> <p>Avoids the AQMA at Burgess Road/Bassett Avenue</p> <p>The development of Glen Eyre Road provides greater opportunities for linking with cycle schemes to the east and west of The Avenue, such as the Cantell School Street (ATF funded), the Flowers Estate and Bassett West ATZs, as well as the SCNs 4 & 8 that connect via the Common to the University Hospital Southampton and</p>

	<p>on to Lordshill and the Southampton West P&R. This is a particularly strong route for cycles between the University and the Hospital and is being upgraded via Active Travel Fund.</p> <p><u>Negative Programme Impacts</u></p> <p>For direct commuters, the alternative scheme is slightly longer (approx. 300m) and therefore is not as beneficial as the original scheme. The facilities on Bassett Avenue will remain but The Avenue between Burgess Road and the subway will continue to have no dedicated cycle facilities. SCC is exploring with the Police the potential to reduce the speed limit on The Avenue-Bassett Avenue from 40mph to 30mph (which formed part of the temporary scheme) which would support those still choosing to cycle on The Avenue.</p> <p>Procurement</p> <p>The proposed scheme would continue to be delivered through SCC's Highways Services Contract with BBLP as per the original scheme</p> <p>Key risks <i>[incl narrative on risk / opportunity of changing scheme]</i> The main risks are</p> <ul style="list-style-type: none"> • Consultation both via the preliminary perception surveys and also the formal Traffic Regulation Order (TRO) consultation. • Interaction with Common Land at the Burgess Road/Glen Eyre Road junction • Trees and drainage • Statutory undertaker equipment • Design and decision delay – concept has been briefed with Cabinet Member and Ward Cllrs with their agreement • Timing with the University academic terms <p>Alignment with delivery of nearby projects</p> <p>The Glen Eyre Road scheme directly links with TCF investment on Bassett Avenue and Chilworth Roundabout and will be the continuation of the recently completed section on The Avenue from Northlands Road to the subway. SCC has put forward a route via Butterfield Road and Winchester Road to the west of</p>
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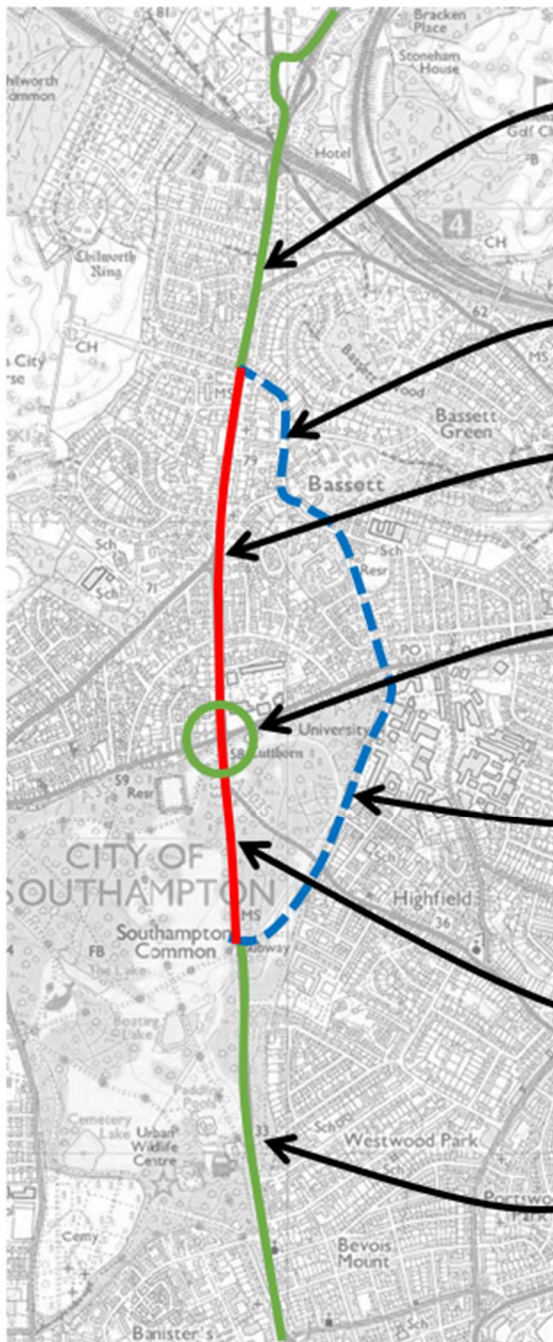
	<p>Bassett Avenue through ATF3 submission as a mirror quietway to this scheme Lovers Walk is a SCC-led scheme that will complete the route.</p>
	<p>Impacts on any specific user groups</p> <ul style="list-style-type: none">• Users of the Common maybe impacted negatively by additional cycles on Lovers Walk, this is to be mitigated by widening, signage and other design features.• Disabled people will benefit from improved crossing facilities at Glen Eyre Road/Burgess Road junction• Bus users will benefit from improved priority and bus stops• Cycles on The Avenue may be disadvantaged by no specific cycle provision but those less confident

Appendix 1: Maps

Map 1 – Original Proposed SCN5 Scheme



Map 2- Proposed Changes to SCN5



Complete:
Bassett Avenue & Chilworth
Shared Use

Proposed Change:
Glen Eyre Road Quietway

Not Proceeding:
Winchester Road Roundabout

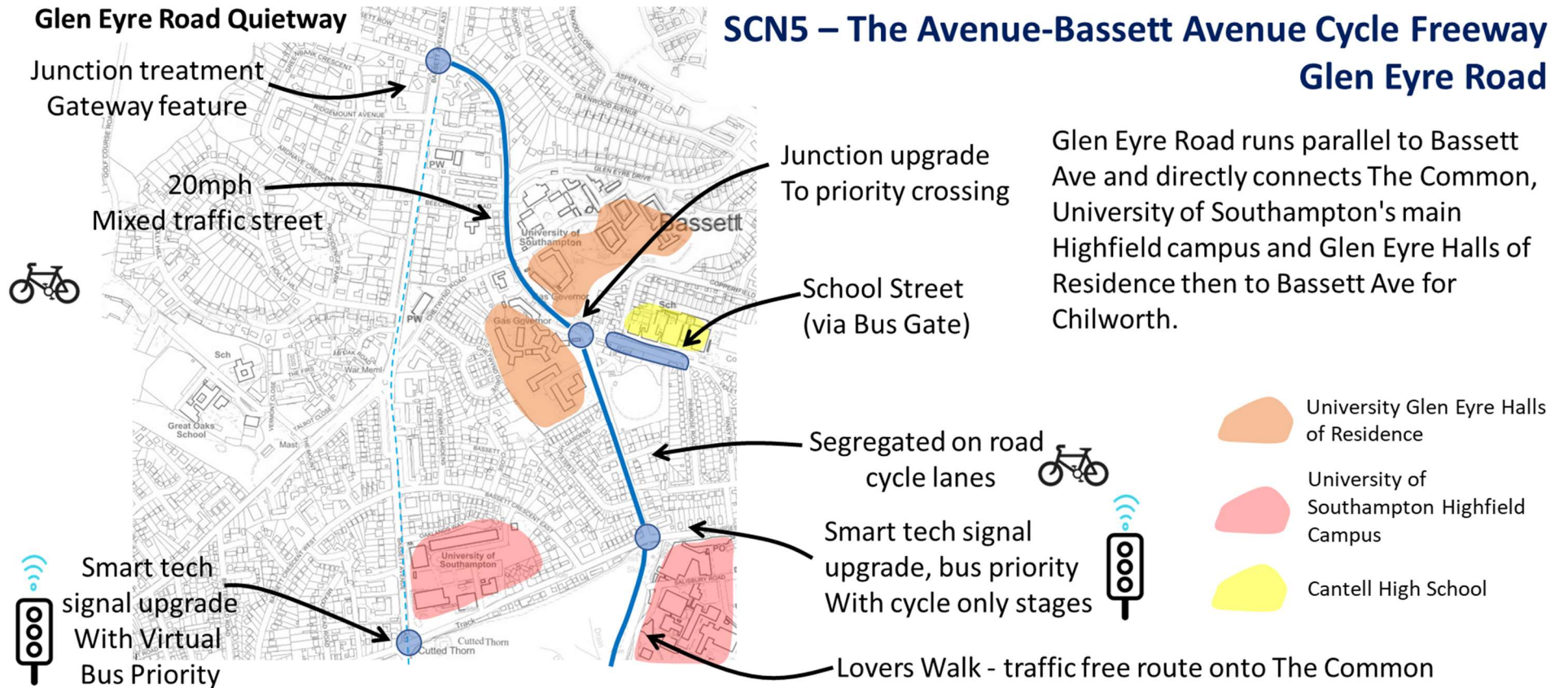
Proceed as per bid:
Burgess Road / Bassett Avenue
Junction

Proposed Change:
Lovers Walk (non TCF project)

Not Proceeding:
The Avenue-Basset Avenue
Segregated Cycle Lanes

Complete (as per bid):
The Avenue
Segregated Cycle Lanes

Map 3 – Proposed Amended Scheme – Glen Eyre Road Quietway



Appendix 2: Photos of Completed Scheme (The Avenue)

