

Original scheme	New scheme																			
<p><b>Name and Location</b> Southampton-Woolston Rapid Bus: Itchen Bridge Roundabout</p>	<p><b>Name and Location</b> Southampton-Woolston Rapid Bus:                      1. Manor Road South                      2. Woolston and Peartree ATZ extension                      3. Woolston Mobility Hub extension</p>																			
<p><b>Mode / type</b> Bus, active travel</p>	<p><b>Mode / type</b> Active travel, rail, bus</p>																			
<p><b>Alignment with Strategic TCF objectives</b></p> <p>Replacement of roundabout at eastern end of Itchen Bridge with signalised junction with bus priority and cycle priority routes/crossings.</p> <p>Four strategic objectives were developed for the Southampton TCF Programme. These were based on the broader strategic objectives of the two authorities (SCC and HCC) and the DfT's objectives for the TCF Programme.</p> <p>Alignment of the group of schemes with each of the four Southampton TCF objectives is summarised below:</p> <table border="1" data-bbox="209 853 783 1274"> <thead> <tr> <th>Strategic Objective</th> <th>Alignment</th> </tr> </thead> <tbody> <tr> <td>Making Southampton City Region a productive, vibrant and successful place at the forefront of innovation</td> <td></td> </tr> <tr> <td>Supporting sustainable economic growth by connecting our city region together</td> <td></td> </tr> <tr> <td>Providing people with a more effective commute through a new rapid transit system</td> <td>Improving bus journey times</td> </tr> <tr> <td>Providing additional sustainable, healthy and active mobility options to meet the needs of and empower all residents</td> <td>Making active travel more appealing by improving cycle links across Itchen Bridge Roundabout</td> </tr> </tbody> </table>	Strategic Objective	Alignment	Making Southampton City Region a productive, vibrant and successful place at the forefront of innovation		Supporting sustainable economic growth by connecting our city region together		Providing people with a more effective commute through a new rapid transit system	Improving bus journey times	Providing additional sustainable, healthy and active mobility options to meet the needs of and empower all residents	Making active travel more appealing by improving cycle links across Itchen Bridge Roundabout	<p><b>Alignment with Strategic TCF objectives</b></p> <p>The three new proposed schemes are:</p> <ol style="list-style-type: none"> <li>1. Improve pedestrian and cycle facilities and add traffic calming measures to Manor Road South (Figure 1). Improved crossing facilities on Portsmouth Road.</li> <li>2. Increase the size of Woolston ATZ to cover Itchen and Peartree, approximately double the size (see Figure 2).</li> <li>3. Expand Woolston mobility hub to include station access improvements at Woolston station (Figure 3)</li> </ol> <p>Alignment with Southampton TCF strategic objectives is summarised below:</p> <table border="1" data-bbox="815 943 1386 1364"> <thead> <tr> <th>Strategic Objective</th> <th>Alignment</th> </tr> </thead> <tbody> <tr> <td>Making Southampton City Region a productive, vibrant and successful place at the forefront of innovation</td> <td rowspan="2">Creating a high-quality interchange between public transport, active travel and micro mobility</td> </tr> <tr> <td>Supporting sustainable economic growth by connecting our city region together</td> </tr> <tr> <td>Providing people with a more effective commute through a new rapid transit system</td> <td>Better, more coherent connections between rail and local bus services</td> </tr> <tr> <td>Providing additional sustainable, healthy and active mobility options to meet the needs of and empower all residents</td> <td>Improved pedestrian and cycle safety in the Woolston area, making active modes more attractive</td> </tr> </tbody> </table>	Strategic Objective	Alignment	Making Southampton City Region a productive, vibrant and successful place at the forefront of innovation	Creating a high-quality interchange between public transport, active travel and micro mobility	Supporting sustainable economic growth by connecting our city region together	Providing people with a more effective commute through a new rapid transit system	Better, more coherent connections between rail and local bus services	Providing additional sustainable, healthy and active mobility options to meet the needs of and empower all residents	Improved pedestrian and cycle safety in the Woolston area, making active modes more attractive
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<p><b>Total Cost</b> £1,142,400</p>	<p><b>Total Cost</b> TBC following feasibility design</p>																			
<p><b>Sunk Costs</b> £126,724</p>	<p><b>Available budget</b> £1,015,676</p>																			
<p><b>Reason for change</b></p> <p>Two iterations of feasibility design were carried out with input from local bus operators. However, neither of the options satisfied the scheme objectives (reduced bus journey times; improve the environment for pedestrian and cyclists; and improve safety at the roundabout).</p> <p>16 alternative options for schemes on the Itchen Bridge Roundabout were then assessed, however none were found to sufficiently meet the scheme objectives and provide Value for Money.</p>	<p><b>Rationale for new scheme</b></p> <p><u>Manor Road South (including Portsmouth Road crossing)</u>  <b>Pedestrian and cycle safety</b> - there is a significant clustering of accidents on the approach from Manor Road South onto Itchen Bridge Roundabout. There were 13 accidents in this location between 2015 and 2020, 23% of road users involved in these accidents were active mode users (STATS19). Improvements to pedestrian and cycle facilities on Manor Road South and crossing facilities on the roundabout are needed to improve safety.  <b>Improving cycle network</b> - Woolston is an axis where four of the planned Southampton Cycle Network (SCN) routes meet. Route 9 links to Woolston Station via Manor Road South. The scheme will support the development of a safe, and attractive cycle network which will help to encourage more journeys to be taken via active modes.</p>																			

	<p><u>Woolston and Peartree ATZ extension</u>  <b>Making walking and cycling more attractive</b> - the ATZs in Southampton aim to make walking and cycling more attractive for local trips by working with local residents to develop measures that reduce vehicle speeds, restrict through traffic and improve connections. Engagement in Woolston has demonstrated interest in extending ATZ measures to the area north of the station into Peartree. The proposed extension would double the size of the ATZ impacting a greater number of residents and journeys. In addition, a larger ATZ is expected to have greater impact than the sum of its parts because it will generate greater local support and create a more significant deterrent to private car journeys to the area.</p> <p><u>Woolston Mobility Hub extension</u>  <b>Improved interchange between public transport, active travel and micro mobility.</b> The existing Mobility Hub proposals will provide solutions for last-mile travel (e-bikes, cycle parking, e-cargo etc) near to bus and rail stations in Woolston. In keeping with the Transforming Gateways theme, the proposal is to extend the scheme to include public realm and station access improvements at Woolston Station to create a seamless connection between the station, bus stops and mobility hub, complementing the surrounding Woolston and Peartree ATZ.</p>																
<p><b>Qualitative impact of removal on programme level VfM for schemes &lt;£5m</b></p> <p>Junction modelling during feasibility design demonstrated that the scheme would have Introduced journey time delays along the corridor for bus and other highway users.</p> <p>The removal of the scheme is not expected to change the <b>high</b> VfM categorisation of the overall programme.</p>	<p><b>Qualitative impact of inclusion of new scheme on programme level VfM</b></p> <p>The three proposed schemes will generate additional benefits, particularly in terms of safety for active mode users and supporting modal shift (see Table 1 for more detail).</p> <p>These benefits are not expected to change the <b>high</b> VfM categorisation of the overall programme.</p>																
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	<p><b>Critical milestones / decision dates / delivery confidence</b>  <i>[incl approvals (FBC), contract award, start / finish delivery]</i></p> <p><u>Manor Road South</u></p> <table border="1" data-bbox="810 1431 1386 1509"> <thead> <tr> <th>Milestone</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>Detailed design</td> <td>May to September 2022</td> </tr> <tr> <td>Start construction</td> <td>January to March 2023</td> </tr> </tbody> </table> <p><u>Woolston and Peartree ATZ extension &amp; Mobility Hub</u></p> <table border="1" data-bbox="810 1568 1386 1697"> <thead> <tr> <th>Milestone</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>Co-design workshops end</td> <td>January 2022</td> </tr> <tr> <td>Feasibility design</td> <td>January to March 2022</td> </tr> <tr> <td>Detailed design</td> <td>May to August 2022</td> </tr> <tr> <td>Construction</td> <td>January to March 2023</td> </tr> </tbody> </table>	Milestone	Date	Detailed design	May to September 2022	Start construction	January to March 2023	Milestone	Date	Co-design workshops end	January 2022	Feasibility design	January to March 2022	Detailed design	May to August 2022	Construction	January to March 2023
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	<p><b>Impact on forecast benefits</b></p> <p>*See table 1 below</p>																
	<p><b>Procurement</b></p> <p>All schemes will be delivered via the Strategic Highways Partnership contract already in place with BBLP which runs until 2025. BBLP have supported with the development of schemes and are involved in delivering other schemes along the corridor and in the local area.</p>																

	<p><b>Key risks</b></p> <p><u>Manor Road South</u></p> <table border="1"> <tr> <td data-bbox="810 277 911 400">Budget</td> <td data-bbox="911 277 1388 400">Scheme has not been costed as a standalone item. Proposed scheme will include elements of two separate feasibility studies. Updated general arrangement drawing and construction cost estimate required.</td> </tr> <tr> <td data-bbox="810 400 911 553">TRO</td> <td data-bbox="911 400 1388 553">Scheme will require the removal of on street parking and conversion of footway to permit shared use. Early engagement with general public making clear the objectives and benefits of the scheme. Include St Patricks school in conversations</td> </tr> </table> <p><u>Woolston and Peartree ATZ extension</u></p> <table border="1"> <tr> <td data-bbox="810 607 911 781">Scope</td> <td data-bbox="911 607 1388 781">Extension will necessitate co-design with 2300 residential properties, 60 businesses and 3 ward councillors. The wider area has already been included in initial community engagement (via Commonplace), however additional co-design workshops are needed for the Itchen/Peartree area.</td> </tr> </table> <p><u>Woolston Mobility Hub extension</u></p> <table border="1"> <tr> <td data-bbox="810 835 911 965">TRO</td> <td data-bbox="911 835 1388 965">TROs are required for double yellow lines to facilitate reconfiguration of parking and installation of uncontrolled crossing. May also be needed for any changes to the subway.</td> </tr> <tr> <td data-bbox="810 965 911 1061">Stakeholder engagement</td> <td data-bbox="911 965 1388 1061">Engagement is required with SWR/Network Rail as forecourt area is within their land. They have been supportive in initial discussions.</td> </tr> </table>	Budget	Scheme has not been costed as a standalone item. Proposed scheme will include elements of two separate feasibility studies. Updated general arrangement drawing and construction cost estimate required.	TRO	Scheme will require the removal of on street parking and conversion of footway to permit shared use. Early engagement with general public making clear the objectives and benefits of the scheme. Include St Patricks school in conversations	Scope	Extension will necessitate co-design with 2300 residential properties, 60 businesses and 3 ward councillors. The wider area has already been included in initial community engagement (via Commonplace), however additional co-design workshops are needed for the Itchen/Peartree area.	TRO	TROs are required for double yellow lines to facilitate reconfiguration of parking and installation of uncontrolled crossing. May also be needed for any changes to the subway.	Stakeholder engagement	Engagement is required with SWR/Network Rail as forecourt area is within their land. They have been supportive in initial discussions.
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	<p><b>Alignment with delivery of nearby projects</b></p> <p>The scheme complements the existing plans for Woolston ATZ and Mobility Hub. The scheme will also be complemented by the Portsmouth corridor cycle scheme including proposals for access and cycle improvements around Sholing Station (currently at feasibility stage).</p>										
	<p><b>Impacts on any specific user groups</b></p> <p>The scheme will benefit the following vulnerable user groups (listed in TAG A4.2): lower income groups, children, young people, older people, people with a disability and people without access to a car.</p>										

**\*Table 1: Impact on forecast benefits**

Type of economic impact		Impact of removal of scheme on forecast programme benefits 🔴 = positive, 🟢 = negative	Impact of inclusion of new scheme on forecast programme benefits
Level 1	User impacts	<ul style="list-style-type: none"> <li>🔴 Journey time benefits for bus users (resulting from bus priority at signalised junction) not realised</li> <li>🟢 No journey time disbenefits to other highway users</li> <li>🟢 No disruption impacts during construction</li> </ul>	<ul style="list-style-type: none"> <li>🟢 Improved cycle journey times and ambience on Manor Road South and in ATZs</li> <li>🟢 Improved pedestrian urban realm benefits in ATZs, at Mobility Hub and Woolston Station</li> <li>🟢 Slight journey time benefit to highway and bus users expected, resulting from reduced congestion due to mode shift</li> <li>🟢 Improved waiting and interchange experience for public transport users (Mobility Hub)</li> <li>🟢 Physical activity benefits including health benefits, reduction in absenteeism and avoidance of premature deaths</li> </ul>
	Non-user impacts	<ul style="list-style-type: none"> <li>🔴 Accident benefits for cyclists of signalisation not realised</li> <li>🔴 Slight impact of mode shift to bus on greenhouse gas emissions, air quality and noise not realised</li> </ul>	<ul style="list-style-type: none"> <li>🟢 Accident benefits resulting from safety improvements on Manor Road South and reduced speed limit in ATZs</li> <li>🟢 Noise, air quality and greenhouse gas benefits resulting from mode shift and vehicle restrictions in ATZs</li> </ul>
	Private provider impacts	<ul style="list-style-type: none"> <li>🔴 No benefit to bus operators from decreased journey times and increased fare revenue</li> </ul>	No change
Level 2	Additional impacts on transport network	<ul style="list-style-type: none"> <li>🔴 No benefit to bus user journey time reliability resulting from congestion improvements at roundabout</li> </ul>	<ul style="list-style-type: none"> <li>🟢 Improved bus journey reliability and resilience of network due to mode shift and restriction of vehicles in ATZs</li> </ul>
	Wider economic impacts (no land use changes)	No change	No change
Level 3	Wider economic impacts (with land use changes)	No change	No change
Non-monetised impacts	Economic impacts	No change	No change
	Environmental	No change	No change
	Social	<ul style="list-style-type: none"> <li>🔴 No improvements to severance as crossing points and speed at junction not changed</li> </ul>	<ul style="list-style-type: none"> <li>🟢 Benefits to physical activity, journey quality, severance and security</li> </ul>

Figure 1: Manor Road South proposal

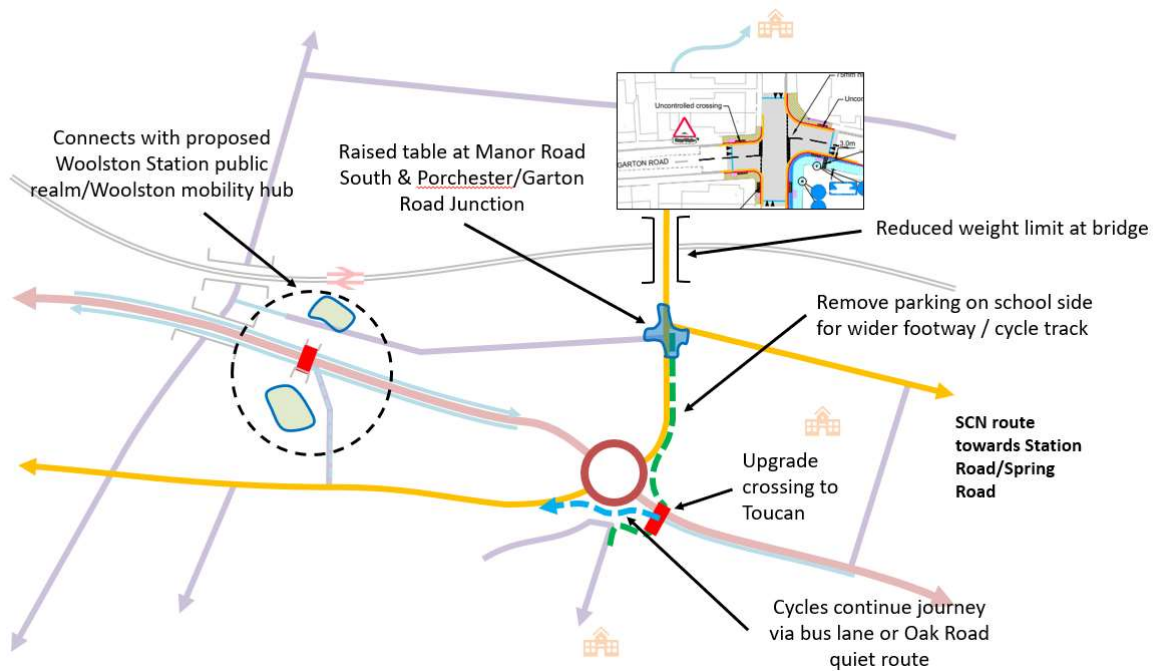


Figure 2: Extension of Woolston ATZ

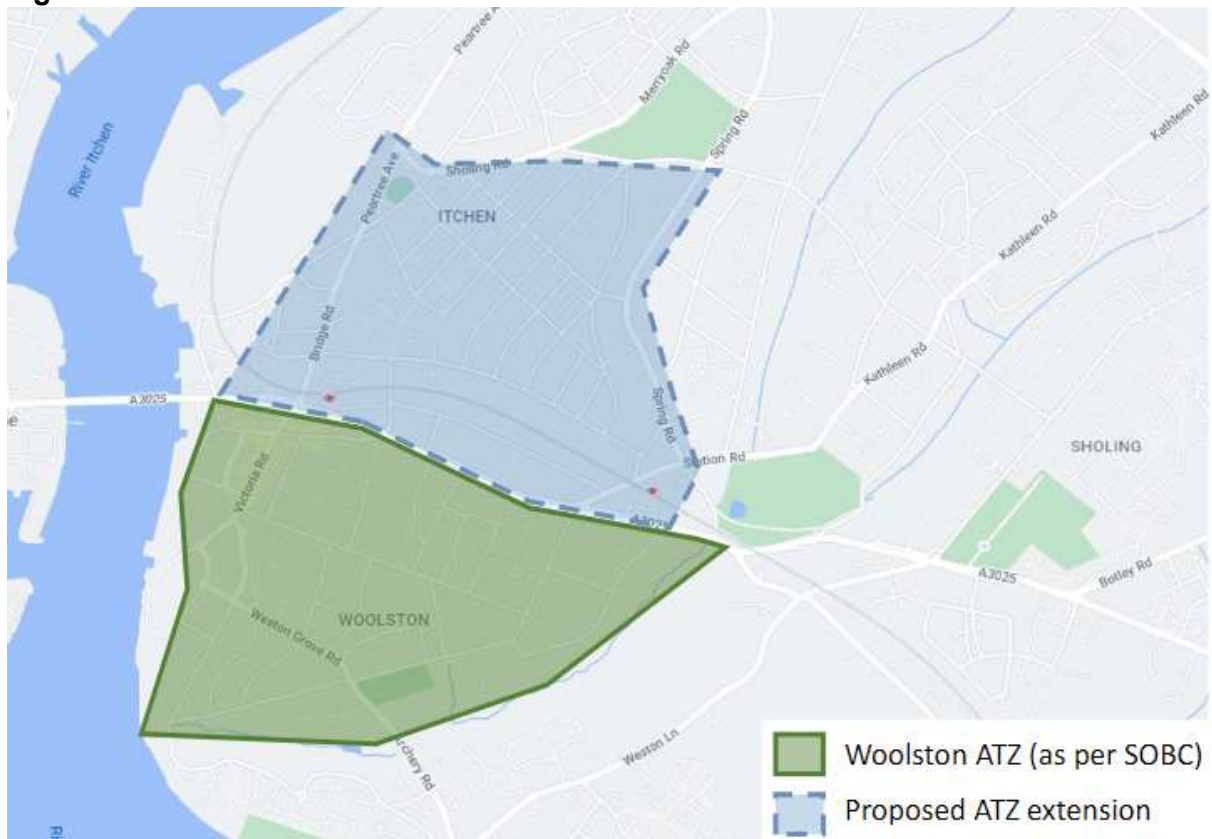


Figure 3: Proposed extension of Woolston Mobility Hub

