

Borough of Test Valley (South)



Draft local cycling and walking
infrastructure plan

September 2021



About Sustrans

Sustrans is the charity making it easier for people to walk and cycle. We are engineers and educators, experts and advocates. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Sustrans works in partnership, bringing people together to find the right solutions. We make the case for walking and cycling by using robust evidence and showing what can be done.

We are grounded in communities and believe that grassroots support combined with political leadership drives real change, fast.

Join us on our journey **sustrans.org.uk**

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About Hampshire County Council

We are the local Highway Authority. Our in-house consultancy, Hampshire Services, was commissioned to deliver this Local Cycling and Walking Infrastructure Plan with input from Test Valley Borough Council as the Local Planning Authority.

Through Hampshire Services we offer professional services to other authorities and organisations. We cover our costs and our partners benefit from economies of scale, helping to protect frontline services for all. We have a 500-strong team of specialists in transport, engineering, environmental services, research and economic development to help you deliver your project.

Get in touch at **shared.expertise@hants.gov.uk** or visit our website **hants.gov.uk/sharedexpertise**

Foreword from Councillor Humby



Councillor Rob Humby

“ Hampshire County Council is committed to delivering better environments for people to walk and cycle both for their day-to-day journeys, and when spending time in our public spaces. Walking and cycling are a big part of the solution to a number of the greatest challenges that we face including climate change; air pollution; obesity; equality of opportunity and access for all.

The disparity between the number of people who want to walk and cycle and the number who actually have been regularly able to do so has never been more obvious than during the national lockdowns over the last two years. As motor traffic reverted to 1950s levels, our residents explored and rediscovered their local areas on foot and by cycle and felt safe to do so, without the fear of traffic. Families were cycling together through streets that are normally busy with cars, and many key workers found these to be practical and healthy ways to get to work. As traffic levels have crept back up, in some cases to pre-Covid levels, many have put their bikes away and returned to their cars.

If we are to meet our 2050 Vision, our Climate Change Emergency targets, and our Public Health goals we need walking and cycling to be safe, direct, and

attractive for everyone from ages 8 to 80+. We need our networks to be accessible to everyone whether they are walking with a double buggy or have a health condition or disability that makes our public spaces more difficult to use. We have been challenged in recent years by walking and cycling advocates to do better. This has been tough without steady sources of funding, but we have always shared their ambition. This LCWIP, and five others like it, have been developed alongside successful bids to the Government’s ‘Transforming Cities Fund’. Building on this foundation, we have committed to a future program of LCWIPs covering every borough and district in Hampshire.

Our officers, stakeholders and cross-party elected members have worked together to develop a common understanding of what improvements are needed. Together, we have proposed the ten bold new walking and cycling principles in this LCWIP and have recently shared these with wider stakeholders at our first ever Active Places Summit. The principles will also feature in our new Local Transport Plan.

As we were finalising our principles, Government launched its new ‘Gear Change’ policy and new cycle design guidance – Local Transport Note 1/20 (known

as LTN1/20). These documents, and related funding announcements, are welcomed by Hampshire County Council; they align closely with our own direction of travel and we are already applying them to schemes under development. When reading this LCWIP, keep in mind that the work undertaken in its production was completed before the publication of LTN 1/20. Whilst we are confident that our approach to network planning aligns with this new guidance, some of the high-level suggestions will need further development. All future schemes will be designed to comply with LTN1/20 and will be developed in line with our new walking and cycling principles.

Walking and cycling have the potential to replace shorter car trips made in Hampshire, including around a third of all commuting trips. With commuting trips representing around 16% of all trips, the overall potential is far greater. Walking and cycling are practical everyday ways of travelling, for even just part of a journey, that can help to make us healthier, happier, greener, and more equal, and we look forward to supporting increases in these modes for everyone in Hampshire.

”

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Introduction

At both Hampshire County Council and Test Valley Borough Council there is a desire to invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.

In doing so, all residents of Test Valley will experience benefits, such as: reduction in air pollution, fewer delays and decreasing frequency of collisions on the highway and improving accessibility for people of all ages and ability.

What is an LCWIP?

Local Cycling and Walking Infrastructure Plans (LCWIP), as set out in the Government's Cycling and Walking Investment Strategy, are a new, strategic approach to identifying cycling and walking improvements required at the local level.

They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.

Local policies

This plan is supported by policies developed and delivered by Hampshire County Council including; Local Transport Plan 3 and Hampshire's walking and cycling strategies which:

- provide a clear statement on Hampshire County Council's aspirations to support walking and cycling in the short, medium and long term;
- provide a framework for support of local walking and cycling strategies;
- provide a means of prioritising Hampshire County Council's funding to the best value walking and cycling investments, and;
- support Hampshire County Council in realising funding opportunities for walking and cycling measures.

The aims of the respective, county-wide strategies are:

- **Walking:** By 2025, walking will be the travel mode of choice for short trips and the most popular and accessible means of recreation.
- **Cycling:** By 2025, cycling will be a convenient, safe, healthy, affordable and popular means of transportation and recreation within Hampshire.

Why do we want an LCWIP for Southern Test Valley?

In June 2019, Hampshire County Council declared a Climate Emergency, joining more than 70 local authorities across the country in committing to put environmental issues at the heart of everything it does. With around a third of carbon emissions in Great Britain coming from road transport¹, this report supports important mitigation and adaptation to climate change, including targets for carbon neutrality.

Transformative walking and cycling improvement programmes in other parts of the country, are helping to build healthy and friendly neighbourhoods. In this regard, the plan will help us to achieve our duty to improve both the physical and mental health of our residents.

It will support the aims of our public health strategies by making local places healthy and safe², and building physical activity into daily routines³.

Walking and cycling are good for the economy. Whilst it might be harder to do a weekly shop without a car, studies have shown that pedestrians and cyclists spend more than drivers in local shops per month, through multiple visits; and that traders frequently

overestimate access by car⁴. Walking and cycling schemes frequently achieve better value for money than schemes aimed at relieving congestion, and have wider benefits such as improved public health, air quality, reduced community severance and congestion relief⁵.

This new LCWIP has been developed alongside a second bid to Government's Transforming Cities Fund for the Southampton and South East Hampshire City Region.

A first, joint bid between Hampshire County Council and Southampton City Council has already secured £5.7m in the first round of funding announcements from the Department for Transport awarded in 2020. The funding will accelerate plans to make it easier and safer for people to cycle by completing three Cycle Routes across Southampton and the wider City Region in Hampshire. It will also help fund innovative new technology to help people have reliable journeys particularly when travelling by bus.

Three major cycle corridors in the Southampton Region totalling £4.437m will be delivered, this includes:

- the SCN5 (Hut Hill) Northern Cycle Route to Chandler's Ford (in Eastleigh Borough);

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- the SCN1 Western Cycle Route between the city centre, the Port, Totton and the New Forest (within New Forest District);
- the SCN3 Eastern Cycle Route from the city centre to Bitterne and Bursledon along the A3024 Bursledon Road.

Improvements to cycle routes linking the main employment hubs of Southampton Airport, the University of Southampton, the General Hospital, Adanac Park and Test Lane.

The remaining £1.26m will go towards, improving people’s bus journey time and reliability in two areas:

- smart technology in the traffic signals at the junctions of A335 Stoneham Way/A27 Wide Lane/ Wessex Lane;
- Using technology to help buses get through congestion along four corridors across Southampton (this includes the Waterside area of New Forest, parts of Eastleigh; namely routes to serve Eastleigh Town Centre, Fair Oak and Hedge End).

The second bid was submitted in Nov 2019. In March 2020, as part of the 2020 Budget, the Chancellor announced £57m funding for the Southampton- Hampshire bid, to be spent by March 2023. The outcome of this successful funding bid included a mix of Bus and ITS measures, Cycle routes to complete the wider Southampton network and a total of six Mobility Hubs and Active Travel Zones (ATZs).

Three transport corridors will receive funding: Funded corridors are:

1. Waterside (Southampton via Totton, Eling to Holbury)
2. Southampton, via Portswood to Eastleigh
3. Southampton via Woolston/Bitterne to Bursledon

This would include transforming public transport connections and interchange between various modes, in continuing to deliver the Southampton Cycle Network, making the city centre a better place to live, and using smart infrastructure to make people’s journeys to work more reliable.

Description of Southern Test Valley (Southampton travel to work area)

As this LCWIP has been developed in support of the TCF bid, it covers the geographic area of southern Test Valley within the Southampton travel to work area. A plan of this area is included on the map below.

Hampshire County Council intends to develop LCWIPs for other areas, including areas of Test Valley outside of this Plan, at a future date.

The whole of Test Valley Borough has a population of around 116,000 and is located to the north of the city of Southampton and between the cities of Salisbury and Winchester. At almost 63,000 ha in size, it borders the authority areas of Southampton, Eastleigh, Winchester,

New Forest, Basingstoke and Deane, West Berkshire and Wiltshire.

Settlements in the south of the Borough include: Romsey, Nursling, Rownhams, North Baddesley, Chilworth, and Ampfield. With key link corridors between these settlements, as well as towards Winchester, the New Forest, Southampton and Eastleigh.

Transport

The M27 routes through the south of the Borough, and both the M3 and M271 have short sections within the Borough. The M27 routes east-west between Portsmouth and Cadnam. The M271 routes south towards Southampton. The M3 heads north from Southampton towards Winchester, just entering the south east corner of the Borough. The A3057 runs north from Romsey to Andover. The A27 runs east-west, south of Romsey, between Eastleigh (and beyond) and the A36 in Wiltshire. The A3090 routes between the A36 on the south west border of the borough to Winchester.

Romsey train station is on the Wessex Main Line. Services travel onwards to Southampton, Portsmouth, Salisbury, Brighton, Cardiff. Services also run to Eastleigh on the Eastleigh-Romsey line via Chandler’s Ford.

There are a number of bus services which provide public transport within the borough, and services to nearby towns and cities. A bus station is situated

within the town centre, approximately 700m from the train station.

Local trip generators

Romsey town centre is a destination for employment, leisure, tourism and shopping. Other large employment sites include Nursling Industrial Estate, Hampshire Corporate and Chandler’s Ford Industrial Estate (these last two in Eastleigh District). Further educational and healthcare facilities are among other key trip generators.

Walking and cycling in Southern Test Valley

The Borough comprises of a mix of urban and rural communities. Walking and cycling trips are likely to be constrained by the distances between settlements, with higher levels achievable within and between more urban areas.

Trips under 2km are very walkable for most people within around 30 minutes. The 2011 Census reported that, around 18% of commuting trips in the Borough are under 2km. Of these around 52% are driven, and 37% are on foot.

32% of commuting trips made by Test Valley residents are under 5km, a distance that can easily be cycled in around 20-30 minutes. 66% of these short trips are currently made by car or van and only 2% by cycle.

44% of children walk to school in Test Valley and 2% cycle. Around 37% travel by car. Cycling to secondary

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school is more common (5%) than cycling to primary school (1%). National Cycle Network route 24 passes through southern Test Valley area. It runs from Eastleigh train station to Bath, via Romsey and Salisbury.

Developments and opportunities

Test Valley’s local plan (2016) allocations identify sites across the Borough which are likely to be developed during the local plan period, for residential, business, or mixed-use development. These local plan allocations were considered at the stakeholder engagement session. Romsey Town, and Test Valley Access Plans, and the local Cycle Strategy and Network Supplementary Planning Document have also been considered.

It is acknowledged that local plan allocations, within the borough, will have impact on population growth, densities and distribution on infrastructure, services and employment.

The current adopted Test Valley Local Plan (2016) **testvalley.gov.uk/planning-and-building/planningpolicy/local-development-framework** allocates sites for the development of new communities at North Baddesley (Hoe Lane), Romsey (Whitenap) and Stoneham (Park Farm). New employment developments at Nursling (Adanac Park and Bargain Farm) and Romsey (Whitenap). In addition there are significant new developments under construction and/or nearing completion at Abbotswood, Cupernham Lane, Ganger Farm and Oxlease in Romsey.

Although the census data used may not reflect any new or planned future developments, the potential options outlined within this LCWIP will nevertheless enhance key corridors that are likely to serve these developments.

Any planned development will be taken into consideration within future versions of this LCWIP.

Hampshire County Council are currently working on a Multi Modal Waterside Transport Strategy was subject to public consultation during Summer 2021. This Strategy will replace the interim study of 2017. Land south of Bury Road, at Marchwood, is allocated for residential development for up to 700 new homes and public open space, and Land to the north of Totton is allocated for residential-led mixed use development and open space, comprising of up to 1,000 new homes, business and employment use, a primary school and public open space.

Romsey Future

Romsey Future consists of a partnership of groups and organisations who work together to deliver projects, attract funding and guide future policies and strategies within Romsey.

It is split into a number of workstreams, one of which is involved in Cycling, Walking and Public Transport. The group consists of a number local residents who are passionate about making Romsey a more appealing, accessible and safe place for pedestrians and cyclists.

The workstream aims to make improvements to cycle parking, improve awareness of cycling and walking routes and to encourage highways improvement works.

More information on the work of Romsey Future can be found online: **romseyfuture.org.uk/**

Romsey town centre improvements: market place

Over the last few years Hampshire County Council worked in partnership with Test Valley Borough Council to make Romsey town centre more accessible to pedestrians and cyclists, reduce traffic speeds and make the area more attractive for all who live, work and shop there.

The improvements covered the areas of Church Street, Bell Street and Market Place with the aim of providing residents, as well as the many visitors to the area, with a fresh looking town centre that was easier to navigate on foot, while in keeping with the town’s historic character.

These enhancements, which were completed in early 2020, have strived in supporting the future vitality of this thriving Hampshire market town.

Market place before:



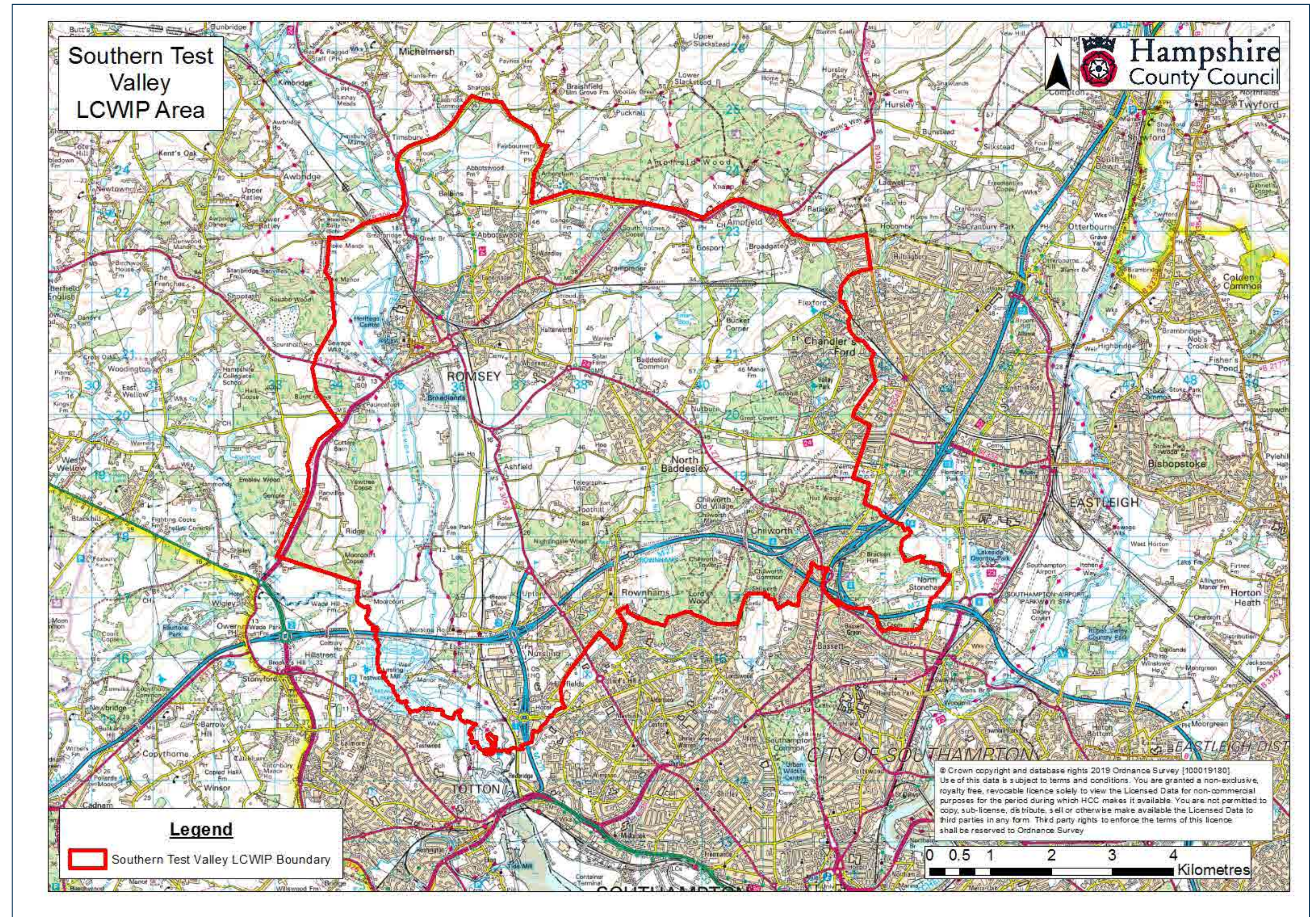
Market place after:



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Southern Test Valley LCWIP boundary

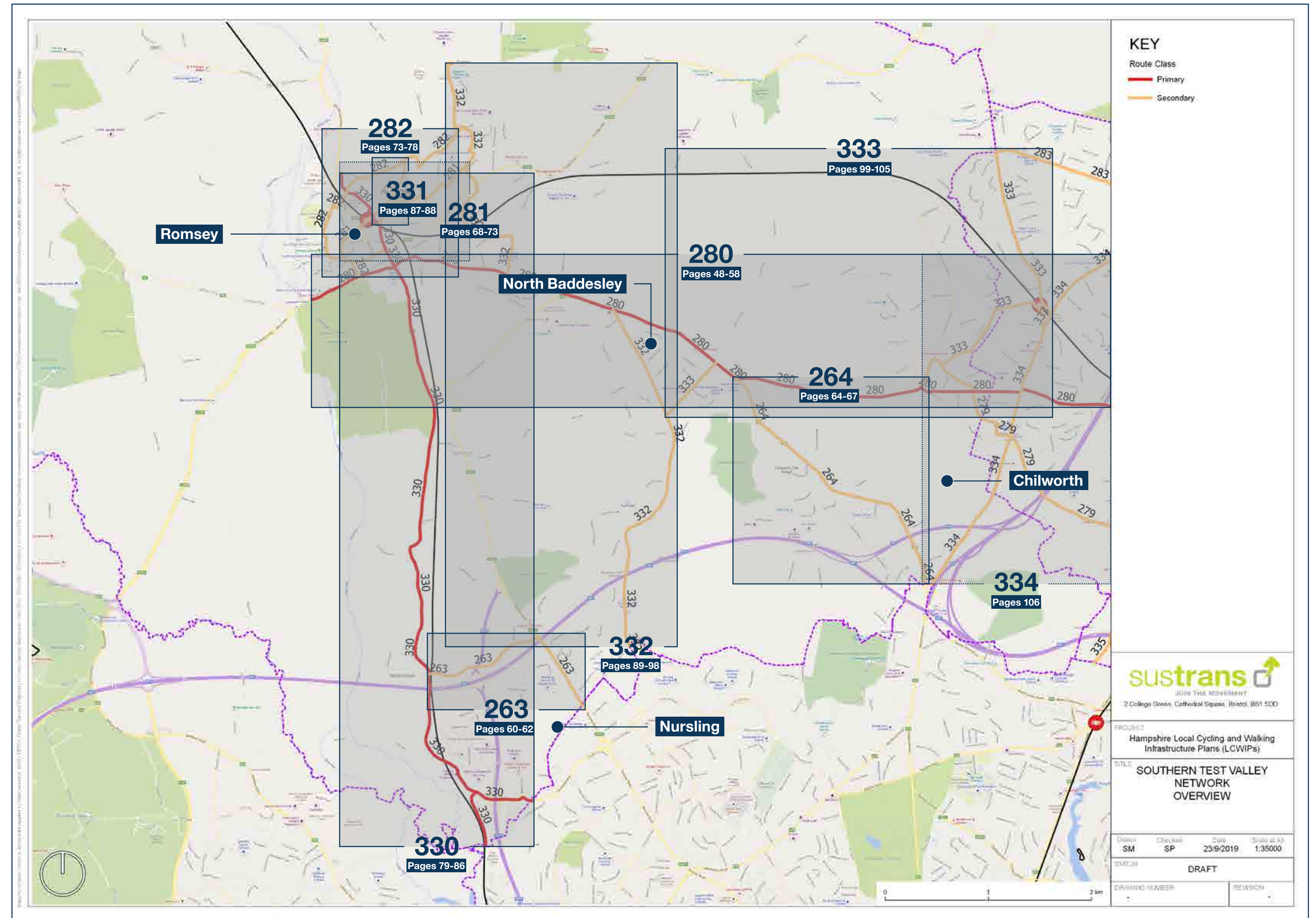


Southern Test Valley network overview

This map represents an overview of the Southern Test Valley area, and the proposed cycle network.

Each route has been assigned a three-digit reference number and divided up into two categories of routes – ‘primary’ which represent busy, direct, and main routes and ‘secondary’ which represent medium usage routes through local areas, feeding into the primary routes.

Click on the page number box (below the route reference number) to view that specific area in more detail.



Hampshire County Council

walking and cycling principles

Together with movements in national policy and guidance Hampshire County Council has developed new draft principles for walking and cycling as part of the development of a new Local Transport Plan. These new principles have been designed to:

- enable more people to walk, cycle or use public transport in scale with our **Climate Emergency**;
- deliver better environments to match our **2050 Vision**, both in towns and in the countryside;
- deliver better transport for all;
- play our part in addressing the factors that contribute to public health including social disparities;
- reduce social inequalities and exclusion by improving the ability for everyone to access destinations including work, education, visiting friends and family, shopping, and leisure, without reliance on private cars.

Hampshire County Council have developed 10 walking and cycling principles, reviewing best practice, and giving consideration to: aspirations, movement, place, maintenance and engagement.

These principles have all been established via County Council Member and Officer steering groups and

consulted on through these groups.

They were presented at Hampshire County Council's first ever Active Places Summit (online October 2020) to engage with a wide range of people who use our streets, high streets, walking and cycle routes on a day-to-day basis. The principles sit under three headings:

1. Overarching principles
2. Planning
3. Design and implementation

Overarching principles

- Prioritise walking and cycling for healthier people, healthier transport, and a healthier planet.
- Have an integrated approach to all aspects of planning, development, design, and operation.
- Ensure our planning is network based, shaped by evidence, and monitored.

Planning

- Engage a wide range of users, and potential users, in the design process.

- Reframe the potential for walking, cycling and public transport to work together for longer distance journeys.
- Trial new things, and if they do not work, we'll change them.

Design and implementation

- Focus street design on people.
- Incorporate national design principles into every transport scheme. Our designs will be:
 - safe;
 - coherent;
 - direct;
 - comfortable;
 - attractive;
 - adaptable and;
 - accessible to all.
- Deliver walking and cycling environments that feel comfortable and provide inclusive access for everyone regardless of confidence, age and disability.
- Design the right scheme for each location.

These principles, when applied, will help reinforce Hampshire County Council's goals in delivering

a healthy, sustainable, and active county, well into the future.

Hampshire walking and cycling strategies

Hampshire covers a geographically diverse landscape with distinct localities. The existing cycle network in Hampshire provides over 750 miles of off-road and urban cycle paths which along with an extensive network of footways and a 2,800 mile rights of way network, offering a wealth of walking and cycling opportunities.

In 2015 Hampshire County Council adopted its first Cycling Strategy, followed in early 2016 by the adoption of its first Walking Strategy. Both strategies provided a clear statement of Hampshire County Council's aspirations for walking and cycling. The strategies aimed to:

- set a strategic framework to support the planning and development of cycling measures with local partners and support the development of local walking strategies;

Hampshire walking and cycling strategies

- provide a means to prioritise funding for cycling to the best value for money investments for active travel modes;
- help support the County Council in attracting and realising additional funding opportunities for active and sustainable transport measures.

This LCWIP seeks to build on these established Walking and Cycling Strategies, which operated at a broader and higher level, to address active travel modes, countywide.

LCWIPs allow a more detailed and local level focus, concentrating on strategic network improvements that aim to help connect people directly, safely and conveniently.

For further information on the Hampshire County Council walking and cycling strategies please follow this link – **hants.gov.uk/transport/strategies/transportstrategies**

It should be noted that since both the Strategies have been adopted, national policy and guidance on active travel has moved forward, particularly with the Government’s publication of its Walking and Cycling Investment Strategy in 2017 (the origin on LCWIPs), and more recently with the new Gear Change Policy and Local Transport Note 1/20.

Test Valley Borough Council planning policy

As well as the Hampshire County Council principles and strategies, the following Test Valley Borough Council strategies would also need to be taken into account within the development of this LCWIP.

Test Valley Borough Council cycle strategy and Network SPD

The cycle strategy and network Supplementary Planning Document (SPD) was adopted by Test Valley Borough Council on 11 November 2015, following a recommendation by the Council's cabinet on 30 September 2015.

The document sets out the proposed approach to improve facilities for cyclists, including a network of potential cycle routes across the Borough. It forms part of the Local Development Framework (LDF) for the area and therefore forms part of the basis for decisions on land use planning.

For more information follow this link:

testvalley.gov.uk/communityandleisure/cyclingwalking/cyclestrategyspd

South of Romsey town centre masterplan

This masterplan document was adopted by Test Valley Borough Council in September 2020. Following extensive consultation, this masterplan will shape development of this area of Romsey. This includes, amongst other aspects, improvements to public realm, cycle/walking facilities, and a new bus station.

For more information on this follow this link:

testvalley.gov.uk/planning-and-building/planningpolicy/south-of-romsey-town-centre-masterplan

Department for Transport Local Transport Note 1/20 – cycle infrastructure design

The publication of the LTN 1/20 in July 2020 followed the Government’s announcement for new investment provided towards cycle improvements, across the country. Local Authorities and developers are now expected to use LTN 1/20 in the design of their schemes.

The key principles that underpin LTN 1/20 are:

- cyclists must be separated from volume traffic, both at junctions and on the stretches of road between them;
- cyclists must be separated from pedestrians;
- cyclists must be treated as vehicles, not pedestrians;
- routes must join together; isolated stretches of good provision are of little value;
- routes must be direct, logical and be intuitively understandable by all road users;
- routes and schemes must take account of how users actually behave;
- purely cosmetic alterations should be avoided;
- barriers, such as chicane barriers and dismount signs, should be avoided;
- routes should be designed only by those who have experienced the road on a cycle.

When reading this LCWIP, keep in mind that the huge amount of work undertaken in its production was completed before the publication of LTN1/20.

Whilst we are confident that our approach to network planning aligns with this new guidance, some of the high-level suggested options will need further development.

Any future scheme will be designed to comply with LTN1/20 and will be developed in line with our new Walking and Cycling Principles.

For the full information on these documents please see:

DfT’s Gear change: **a bold vision for cycling and walking: Cycling and walking plan for England – GOV.UK**

Link to DfT’s Cycle infrastructure design (LTN 1/20) guidance: [gov.uk/government/publications/cycle-infrastructure-design-ltn-120](https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120)

Cycle parking

Cycle parking is integral to any cycle network, and to wider transport systems incorporating public transport.

The availability of secure cycle parking at home, the end of a trip or at an interchange point has a significant influence on cycle use.

The new LTN 1/20 states that:

- Cycle parking is an essential component of cycle infrastructure. Sufficient and convenient residential cycle parking enables people to choose cycling. At the trip end, proximity to destinations is important for short stay parking, while for longer-stay parking security concerns can be a factor. As with other infrastructure, designers should consider access for all cycles and their passengers.
- Cycle parking would be considered as part of relevant schemes and is something that is also being considered as part of Hampshire’s developing Local Transport Plan 4 (LTP4).

Some examples of best practice cycle parking:



An example of on street lockable cycle ‘hangar’ style parking facilities – Waltham Forest, London



An example of cycle hub parking facilities – Winchester Train Station

Wayfinding

Wayfinding refers to information systems that guide people through a physical environment and enhance their understanding and experience of the space.

Wayfinding is particularly important in complex built environments such as urban centres, long distance trails, and transportation facilities.

As environments become more complicated, people need visual cues such as maps, directions, and symbols to help guide them to their destinations. In these often high-stress environments, effective wayfinding systems contribute to a sense of well-being, safety, and security.

The new LTN 1/20 states that:

- There is a balance to be struck between providing enough signs for people to be able to understand and follow cycle infrastructure and ensuring that the signs themselves do not create confusion or street clutter. Routes on other Rights of Way not on the highway can use customised waymarking.
- Hampshire County Council would include wayfinding as part of our network planning in all schemes, in line with LTN1/20.

Low traffic neighbourhoods

Low traffic neighbourhoods, or LTNs, are often described as ‘cells’ of residential streets bordered by main roads. Within these cells, access is maintained for residents, deliveries and emergency vehicles, but motor vehicle “through” traffic is discouraged or in some cases removed.

Through-traffic or rat-running can have a serious impact on the health and quality of life of the people living on a street, and impact disproportionately on more deprived communities. Noise and air pollution, and speed and volume of traffic are often sighted as issues that effects peoples’ enjoyment of spending time on their own streets.

Low traffic neighbourhoods can create an improved environment, get neighbours talking, and even see a return of children playing in the street. Quieter and safer-feeling streets can support a switch to more healthy, active ways of travelling around, particularly for shorter journeys to local amenities.

Residents, visitors, or delivery drivers needing to reach anywhere within the low traffic neighbourhood would still be able to do so by car – though they might have to approach from a different direction.

In a recent case study*, LTNs resulted in an increase in children playing outside, lower air pollution, together

with making walking and cycling more of a natural choice for everyday local journeys.

Furthermore, it was reported that LTNs did not add significantly to congestion on main roads.

Modal filters (also known as point closures) can take the form of many things from planters to bollards or even cycle stands, that can also act as handy cycle parking.

LTNs can also include making routes one-way, allowing footways to be widened, creating seating areas outside local businesses, and restricting access to motor traffic during certain times.

“The first low traffic neighbourhood in Waltham Forest’s mini-Holland saw motor traffic levels fall by over half inside the residential area and by 16% even when including the main roads. Motor traffic levels went down by over 5% on the main road nearest the second scheme”

Source: Living Streets

In 2018, Hampshire County Council officers attended a guided visit to the country’s flagship Low Traffic Neighbourhood in the London Borough of Waltham Forest.



Northcote Road, Walthamstow – Modal filter with wooden bollards, planting, and cycle parking



Francis Road, Leyton – Time restrictions on through motorised traffic, footway widening and bollards to allow for seating areas



Orford Road, Walthamstow Village – Footway widening, cycle parking stands and one-way traffic flow with time restrictions on motorised traffic (except buses)

“Recent research showed that more people in Waltham Forest are cycling. In our 2016 resident insight survey, 17% (approx. 46,100 people) said they cycle, compared to 12% (approx. 32,500 people) the year before – and two-thirds (73%) said they cycle at least once a week, up from 62% in 2015”

The Waltham Forest scheme cost £27m and was funded in 2013 by the Mayor of London’s Mini-Hollands fund.

Hampshire’s approach to low traffic neighbourhoods

Low Traffic Neighbourhoods will be included in the forthcoming engagement on Hampshire’s emerging Local Transport Plan 4.

Hampshire County Council is open to hearing from local communities who might like to develop or trial one of Hampshire’s first low traffic neighbourhoods in their area.

We recognise that there are many challenges to introducing Low Traffic Neighbourhoods, however, examples from across London have proved they can work and once settled in, are very popular.

*Source: enjoywalthamforest.co.uk/

Methodology

Sustrans was commissioned by Hampshire County Council in July 2019 to support the development of Local Cycling and Walking Infrastructure Plans (LCWIPs) in six areas (Fareham, Gosport, Havant, Eastleigh, Southern Test Valley and New Forest Waterside) to support two separate bids to the DfT’s Transforming Cities Fund. These LCWIPs have been co-developed by both organisations. Sustrans were engaged for their particular expertise in:

- identifying new and improved walking and cycling routes for prioritisation;
- aligning with key Council policies and programmes that support local economic growth, improvements to health and well-being and the environment;
- engaging key local stakeholders.

The scope of the work was limited to utility trips to work, education and shopping of up to 5km. It does not include consideration of leisure trips outside the urban areas. Survey work was undertaken by both Sustrans and Hampshire County Council staff.

The approach was to look afresh at opportunities to create walking and cycling networks. Existing facilities and routes were considered, along with known improvement proposals. Local stakeholders helped to identify where new routes and improvements were needed. The potential routes were then surveyed on

foot and bicycle. The methodology adopted was informed by the Design Guidance published as part of the Active Travel (Wales) Act 2013, the London Cycling Design Standards (first published 2005, latest update 2016) guidance on developing a coherent cycle network and the LCWIP Technical Guidance (published 2017).

LCWIP technical guidance

Under the guidance, the key outputs of LCWIPs are:

- a network plan for walking and cycling which identifies preferred routes and core zones for further development;
- a prioritised programme of infrastructure improvements for future investment;
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

This draft consultation report addresses the first and third outputs, but further work will be needed for the second output, including feedback from the current consultation. The LCWIP process has six stages as set out below:

1. Determining scope

Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.

2. Gathering information

Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.

3. Network planning for cycling

Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.

4. Network planning for walking

Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.

5. Prioritising improvements

Prioritise improvements to develop a phased programme for future investment.

6. Integration and application

Integrate outputs into local planning and transport policies, strategies, and delivery plans.

Stage 1 was determined by Hampshire County Council who will also lead on Stages 5 and 6 together with Test Valley Borough Council. Sustrans and Hampshire County Council have jointly developed Stages 2, 3 and 4.

Gathering information

Comprehensive information and data sources were provided by Hampshire County Council and Test Valley Borough Council, which was augmented by publicly available datasets from the 2011 Census

(e.g. population and employment), DfT Traffic Counts, Road Traffic Collisions, schools, public amenities and previous consultation plans exploring existing and new networks. Review and analysis of the data was undertaken using a bespoke online map created on Sustrans Earthlight platform. The main trip generators were identified and an initial network mapped out to link residential areas with these locations.

A stakeholder workshop was held at an early stage of the process (30 August 2019) to test assumptions and to gather useful information from local stakeholder groups. They were asked to identify barriers to walking and cycling, including crossing points of the main barriers (roads, railways, rivers), which form the nodes in the network. Large blank maps were provided for people to draw on, as well as background maps of the local transport network with information on trip generators from the Sustrans GIS database.

Existing walking and cycling network

The main existing routes comprise National Cycle Network (NCN) Route 24 along the coast between Salisbury, Romsey and Eastleigh and Route 246 between Romsey, Stockbridge and Andover. There is a number of existing cycle routes of variable quality, particularly around schools.

There is an extensive Rights of Way network, across the Borough. The urban public footpaths are fragmented and do not comprise a comprehensive joined-up walking network, although they will be locally useful for trips on foot. With the exception of the Park Lane bridleway, the urban Rights of Way have limited value for cycling, as they do not serve everyday journeys.

Trip generators

An important starting point in designing a walking and cycling network is to determine the likely origin and destination points for everyday trips to work, school, shopping and leisure. The trip generators map in the following pages gives a visual indication of the destinations, including: employment areas, secondary schools, shopping areas, hospitals, leisure or sports centres. Future development sites such as draft local plan allocations give an indication of potential future transport demand.

There is a significant concentration of trip generators in the town centre, especially retail and employment,

but there are also large employment sites at Nursling and Chandlers Ford. There are two secondary schools in Romsey, at the western and eastern edge of the town. There is a leisure centre in Romsey and another in Valley Park. All residential areas in Romsey are within 5km of all destinations in the town, providing a strong argument in favour of a comprehensive walking and cycling network across the whole urban area. Nursling is only 6km from Romsey, while the large employment sites in Chandlers Ford are 7km distant.

Population densities are generally higher in central areas and more dispersed further out, which suggests that short trips are likely to be concentrated in these central areas. However, most residential areas are within 5km of many major destinations, providing a strong argument in favour of a comprehensive walking and cycling network across the whole urban area.

Propensity to cycle data

The cycle commute map for Test Valley based on census 2011 flow data indicates that Romsey town centre and industrial estate are important destinations, with flows radiating to all parts of the town. There are also significant flows in Nursling and Valley Park. It should be noted that commuting is only 14% of all trips nationally.

The school travel map shows weak flows across the Borough, concentrated on the main urban centres, with a strong flow between North Baddesley and Romsey. It should be noted that education and escort to

education is only 13% of all trips nationally. We have also analysed the short car trips under 5km for journeys to work, on the basis that these might reveal the potential for modal shift towards walking and cycling. These show strong flows in Romsey, with weaker flows between the urban centres due to the distances involved. This map suggests that there is good potential for modal shift in Romsey.

Commuting, education and escort education trips only account for 27% of all trips in England, so there is a danger that too much weight is given to these types of trip, because the data is readily available from the Census 2011. Shopping accounts for 18% of all trips and leisure 22% so arguably we should focus on these trips, but unfortunately there is limited data available. The full breakdown from the National Travel Survey of English residents published in July 2019 is shown in the table.

English residents published in July 2019 is shown in the table below:

Journey purpose	Annual trips per person	Percent
Commuting	188	14.16%
Business	43	3.27%
Education	94	7.04%
Escort education	80	6.00%
Shopping	245	18.42%
Other escort	116	8.76%
Personal business	130	9.75%
Visit friends at private home	127	9.58%
Visit friends elsewhere	70	5.26%
Sport/entertainment	99	7.48%
Holiday/day trip	61	4.57%
Other including just walk	76	5.71%
All	1,329	

Network planning for cycling

There is a wealth of information to consider when planning a cycle network for Test Valley, as described above. Our approach was to work through all the data, switching layers on and off within our GIS mapping system to test the emerging network. The sequence below reflects the series of maps on the following pages:

- when considering the number of routes to include in this plan, we have taken the advice from para. 5.21 of the LCWIP Technical Guidance that “it will take time to develop a network with a tight density, and wider mesh widths (distance between routes) of up to 1000m would be expected within the initial phases of the network’s development”. Further routes can be added at a later stage to create a denser network, but our advice is to start with fewer routes and implement them to a high standard. The proposed network is denser within the central area, closer to the ideal density of 400m between routes;
- the primary routes are judged to be the most popular and strategic routes, linking residential areas with the key trip generators. Secondary routes can be locally important but are less strategic as they fill the gaps in the primary network. Some sections of secondary routes may have higher flows than parts of the primary routes, so the distinction between primary and secondary should not form the basis of investment priorities;

- The proposed network has been visually tested against the Propensity to Cycle data and there is a high degree of correlation between the two networks, with all the major employment sites and secondary schools served by the proposed network as shown on the Proposed Network map. The proposed network also serves the main shopping areas, hospitals, leisure and sports centres and development sites.

Network planning for walking

We have assumed that the trip generators for walking are the same as those for cycling, albeit that shorter distances will be involved (less than 2km as recommended by LCWIP guidance). The proposed cycle network provides a suitable framework for walking trips, although it is recognised that a much finer-grained network is required for walking since most streets have footways.

When the cycle network is designed, it will be vital to ensure that people on foot do not have a reduced level of service, for example no existing footways to be converted to shared use without widening. All crossings on the cycle network must accommodate people on foot and on bikes.

Door to door journeys

In addition to planning for local trips on foot and by bike, it is important to ensure that longer distance journeys are made as easy as possible by integrating walking and cycling networks with public transport interchanges.

The concept of the ‘door-to-door’ journey was introduced by the Campaign for Better Transport in 2011, leading to the publication of a Government door to door strategy in 2013. The emphasis is on access to public transport interchanges at both ends of the journey – perhaps walking or cycling from home to

the train station, then picking up a hire bike to the final destination.

The government strategy focuses on four areas:

- accurate, accessible and reliable information about the different transport options for their journeys;
- convenient and affordable tickets, for an entire journey;
- regular and straightforward connections at all stages of the journey and between different modes of transport;
- safe, comfortable transport facilities.

As most public transport journeys involve a mode change, interchange between these is very important. Users do not want to have to go out of their way to access the next mode. Signing also needs to be clear, passengers often have short connection times so need reassurance they will be able to locate their next connection within their time frame.

Larger interchanges, such as train station to bus station, should also have facilities appropriate to usage. If there is shelter from the elements, a safe place to wait and possibly additional facilities such as a coffee shop then wait times can seem shorter than they actually are. It is also very useful to provide real-time information at interchanges.

Where users are not taking a motorised form of transport to access or exit their next mode of transport then interchange is still as important. Cycling facilities

LCWIP ref	Map ref	Analysis	Recommendations
5.40	Barriers to movement (traffic flows)	Crossing points of major roads	New crossings if required
4.4	Existing walking and cycling network	Quality, value for local journeys	Improvements if required
5.9	Trip generators	Map all important origins and destinations	Ensure the network swerves all major destinations
4.8	Propensity to Cycle Tool (cycle commute, cycle to school and short car trips)	Existing trips and modelled increases	Design network to accommodate the major flows
5.23	Proposed walking and cycling network	Test against core design outcomes	Improvements if required

needs to be safe and secure and in an accessible place for changing modes quickly. This is the same for bike hire facilities. Walking and cycling routes need to be well signed giving distances and potentially times to key destinations. Provision for taxis, good pedestrian access and, where appropriate car parking, also need to be made.

Implementation

The inclusion of a route in the network plan is no guarantee that it will be implemented. While we have made every effort to ensure that our proposals are practical, it should be recognised that there are competing demands for highway space, including cars, parking, buses, taxis and parking. Some sections of proposed routes may be on private land and discussions with landowners will be required.

Proposed road space reallocations for walking and cycling will need to carefully consider implications across all modes, although the ultimate aim must be to reduce the dominance of motor vehicles, thereby easing congestion. This report is not a feasibility study, but a high level assessment. All proposals will be subject to further feasibility work and detailed design work will be necessary. In some cases, this may mean that a route is moved to an alternative parallel alignment. If schemes are to be progressed, they will need to be prioritised for inclusion in delivery programmes alongside other proposals, with schemes subject to the appropriate level of business case development. It is also intended that this LCWIP would be used to

inform developers of the level of ambition for the walking and cycling network so that they may contribute towards it.

Hampshire’s first LCWIP focus is on the routes and zones that have the greatest potential to convert car trips to walking and cycling trips. This means they tend to have a more urban focus, where trips are often shorter, and where more people live, work and visit.

Hampshire County Council recognises this and will seek to address the balance for more rural areas, walking zones and tertiary cycle routes, in future versions of LCWIPs. These future versions are likely to have closer links to our Public Rights of Way network.

Propensity to cycle scenarios

The Propensity to Cycle (PCT) is an open source transport planning system, part funded by the Department for Transport. It was designed to assist transport planners and policy makers to prioritise investments and interventions to promote cycling. More information is available from the PCT website pct.bike/m/?r=hampshire

The aim of the PCT is to inform planning and investment decisions for cycling infrastructure by showing the existing and potential distribution of commuter cycle trips and therefore inform which investment locations could represent best value for money. PCT uses two key inputs:

- census 2011 Origin and Destination commuting data (O-D data);
- cycle Streets routing.

The model estimates cycling potential adjusted for journey distance and hilliness as well as predicting the likely distribution of those trips using the Cycle Streets routing application **cyclestreets.net/**. The model can be applied to consider different scenarios such as:

- **Gender Equality:** where women cycle as frequently as men;
- **Go Dutch:** if cycling levels were the same as in the Netherlands;
- **Government Target:** where cycling levels meet the current target for government’s aim for cycling.

Whilst this model is a useful tool, there are a number of limitations which should be considered especially when making decisions based on the patterns shown. Firstly, the data only shows travel to work and school trips, only 27% of all journeys; travel for shopping and for leisure is not included. Secondly, the data also misses out minor stages of multi-stage commuter trips so cycle journeys to train stations and bus stops are not represented. Lastly the distribution of journeys is a prediction of the likely route taken based on the Cycle Streets routing algorithm and not the actual route being used.

It is worth noting that whilst the model builds an assessment of cycling propensity, it does not segment potential users, or provide any insight into people on foot. Although this model does provide planners

with an overview to identify areas for appropriate investment for cycling trips to work, it does not provide further information on those potential cyclists and their personal attributes and behaviours to help design the most effective interventions.

In relation to the PCT maps contained within the Mapping Data chapter of this LCWIP the first map shows current levels of cycling to work, which are above the UK average in Test Valley, the second map shows the Government Target scenario which indicates a relatively modest increase in cycle commuting.

The third map shows the Go Dutch scenario which indicates that a significant proportion of commuter trips could be made by bike.

People in the Netherlands make 28.4% of trips by bicycle, fifteen times higher than the figure of 1.6% in England and Wales, where cycling is skewed towards younger men. By contrast in the Netherlands cycling remains common into older age, and women are in fact slightly more likely to cycle than men. Whereas the cycle mode share is ‘only’ six times higher in the Netherlands than in England for men in their thirties, it is over 20 times higher for women in their thirties or men in their seventies.

The Go Dutch scenario represents what would happen if English and Welsh people were as likely as Dutch people to cycle a trip of a given distance and level of hilliness. This scenario thereby captures the proportion of commuters that would be expected

Methodology

to cycle if all areas of England and Wales had the same infrastructure and cycling culture as the Netherlands. We have created a series of maps based on data available on the PCT website, which are displayed on the following pages:

- commuter and school travel area data for Test Valley Borough, based on the Census 2011, Government target and Go Dutch scenarios;
- commuter route data for Test Valley Borough, based on the three scenarios;
- school route data for Test Valley Borough, based on the three scenarios;
- commuter short car trips based on Census 2011 data.

Case studies

In addition to the Government’s Cycling and Walking Investment Strategy, a number of local authorities and devolved administrations have published their own strategies for increasing levels of walking and cycling and some of these are summarised below, together with a few practical examples.

London cycling design standards

The Mayor of London has set out his vision for cycling and his aim to make London a ‘cyclised’ city. Building high quality infrastructure to transform the experience of cycling in London and to get more people cycling is one of several components in making this happen. This means delivering to consistently higher standards across London, learning from the design of successful, well used cycling infrastructure and improving substantially on what has been done before. It means planning for growth in cycling and making better, safer streets and places for all.

The six core design outcomes, which together describe what good design for cycling should achieve, are: Safety, Directness, Comfort, Coherence, Attractiveness and Adaptability. Adaptability is a measure in the Cycling Level of Service assessment matrix, with scores given against the following factors:

- Public Transport Integration;

- flexibility;
- growth enabled.

The key point here is that provision must not only match existing demand, but must also allow for large increases in cycling.



Greater Manchester: Made to move

The goal in Manchester is to double and then double again cycling in Greater Manchester and make walking the natural choice for as many short trips as possible. The intention is to do this by putting people first, creating world class streets for walking, building one of the world’s best cycle networks, and creating a genuine culture of cycling and walking. According to the 2011 Census, the proportion of commuters who cycled to work in Greater Manchester was 2.2%.

To make the vision a reality, the aim is to create dedicated networks for walking and cycling. This means building segregated cycling routes on main roads and through junctions supported by traffic-calmed cycling routes. It also means improving the quality of the public realm and better wayfinding to make walking short journeys much easier. The key actions being undertaken are listed below.

Taking action

1. Publish a detailed, Greater Manchester-wide walking and cycling infrastructure plan in collaboration with districts.
2. Establish a ring-fenced, 10 year, £1.5 billion infrastructure fund, starting with a short term Active Streets Fund to kick-start delivery for walking and

cycling. With over 700 miles of main corridors connecting across Greater Manchester, this is the scale of network being aimed for.

3. Develop a new, total highway design guide and sign up to the Global Street Design Guide.
4. Deliver temporary street improvements to trial new schemes for local communities.
5. Ensure all upcoming public realm and infrastructure investments, alongside all related policy programmes, have walking and cycling integrated at the development stage.
6. Develop a mechanism to capture and share the value of future health benefits derived from changing how we move.
7. Work with industry to find alternatives to heavy freight and reduce excess lorry and van travel in urban areas.



Cycling action plan for Scotland

Scotland’s plan is that a shared national vision for a 10% modal share of everyday journeys by bike is being targeted, with a related clear aspiration for reduction in car use, especially for short journeys, by both national and local government. They state that a long term increase in sustained funding is required, with year-on-year increases over time towards a 10% allocation of national and council transport budgets as are currently being achieved in Edinburgh. The primary investment focus is on enabling cycling through changing the physical environment for short journeys to enable anyone to cycle.

There is commitment to a shared vision of 10% of everyday journeys by 2020 by bike, and positively promoting modal shift away from vehicle journeys which will over time reduce car use for local trips.

At its meeting on 9 February 2012, Edinburgh City Council committed to spend 5% of its 2012/13 transport budgets (capital and revenue) on projects to encourage cycling as a mode of transport in the city, and that this proportion should increase by 1% annually. This funding would be used to support the delivery of the Active Travel Action Plan (ATAP). In 2010, the Council approved its ATAP, which seeks to build on the high level of walking in Edinburgh and the growing role of cycling. It set targets of 10% of all trips and 15% of journeys to work by bike by 2020. These targets are incorporated in the Local Transport Strategy.

South West City Way, Glasgow

From 2014 to 2016, the estimated number of cycling trips on the route of the South West City Way increased by 70%, from 115,450 trips by bike in 2014 to 195,800 in 2016. In 2016, cycling trips made up 22% of all estimated trips on the route. An estimated 43.5% of journeys made on the South West City Way in 2016 were journeys to or from work.



Before



After

Old Shoreham Road

Brighton and Hove City Council reallocated road space on Old Shoreham Road in 2012 and introduced “hybrid” cycle lanes, with low-level kerbs separating cycles from motor vehicles and from the footway. The improvements also included:

- full segregation for cyclists from motor vehicles, achieved by providing a low kerb edge;
- improvements to side road junctions to make crossing the road easier for pedestrians and people with mobility problems;
- shared areas for cyclists and pedestrians at bus stops;
- A new zebra crossing across Old Shoreham Road at Chanctonbury Road.

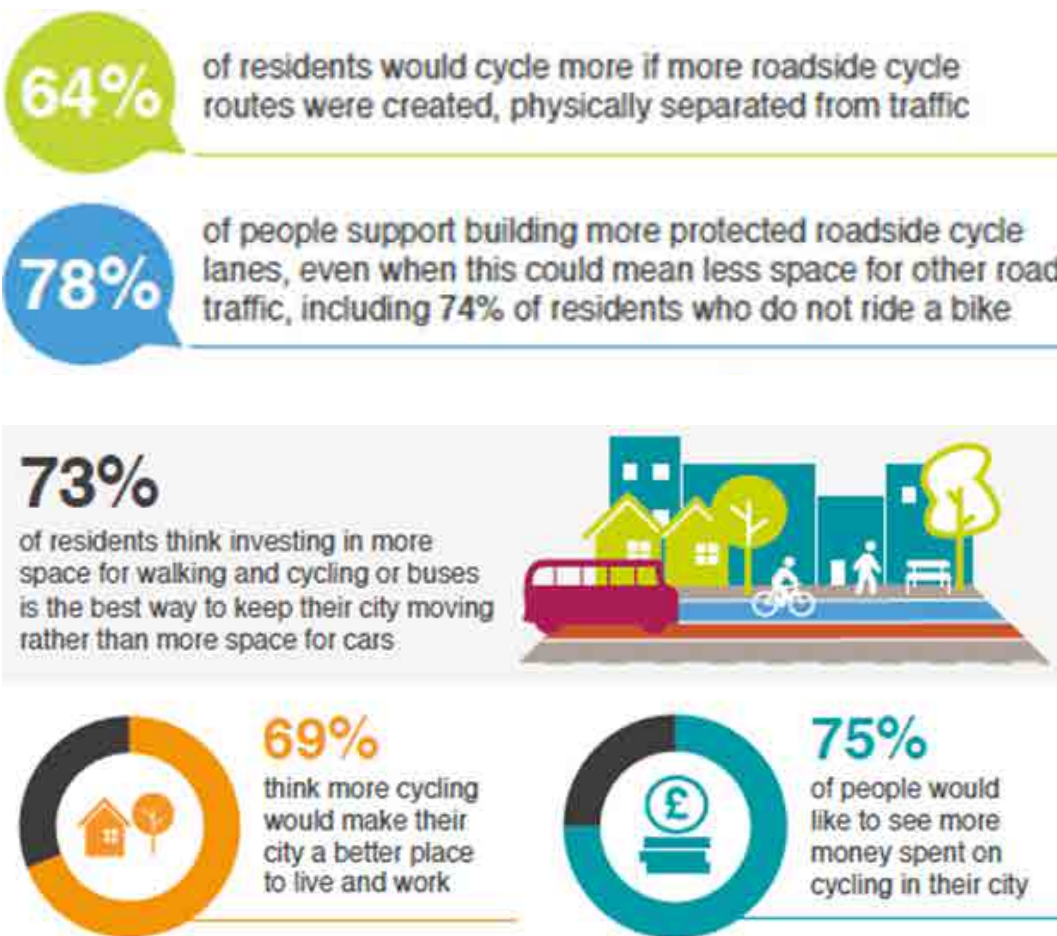


Old Shoreham Road

Bike Life

Sustrans 2017 Bike Life report is the UK’s biggest assessment of cycling in seven major cities: Belfast, Bristol, Edinburgh, Birmingham, Cardiff, Greater Manchester and Newcastle.

Bike Life is inspired by the Copenhagen Bicycle Account (a biennial summary of key statistics on cycling in Copenhagen) and is an analysis of city cycling development including infrastructure, travel behaviour, satisfaction, the impact of cycling and new initiatives. The information in the report comes from local cycling data, modelling and a representative survey of over 1,100 residents in each city conducted by ICM Unlimited, social research experts. There is widespread public support for creating dedicated space for cycling, as shown in the infographics below.



Southampton Cycle Network

The Southampton Cycle Network (SCN) is Southampton City Council’s statement for Southampton having a safe, integrated, and easy to use network of cycle facilities that is usable by everybody. It provides people with a choice of routes including a series of high quality safe routes that radiate out from the city centre and goes across the city, along with a network of quieter routes, open spaces, off-road paths and waterside routes.

The SCN hierarchy of strategic, local and leisure routes has been devised acknowledging that people will want to choose different routes for different purposes. The current network of cycle facilities in Southampton totals 41.3 miles (66.6km). This includes National Cycle Network (NCN) routes, commuter routes, leisure routes across Southampton Common, along the River Itchen and other open spaces, quieter routes along back streets, and local routes.

The network extends outside of Southampton connecting with the surrounding towns and villages of Totton, Romsey, Chandler’s Ford, Hedge End and into the Hamble Peninsula.

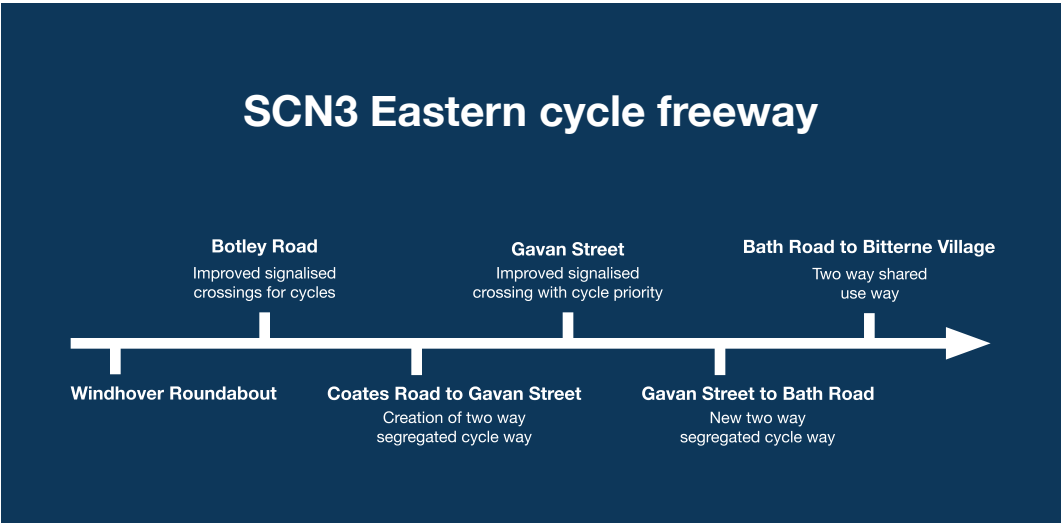
The SCN3 Eastern Cycle Freeway is part of the Southampton Cycle Network (SCN). It provides a new segregated, shared route to help more people in the east of the city and Hampshire cycle safely and with confidence. The route includes a new 2.6km segregated cycle freeway along Bursledon Road from

Windhover Roundabout as well as priority for people cycling over side crossings and improved crossing points. At Bitterne village, the route connects to the SCN4 which provides a network of ‘quiet ways’ through Bitterne to Northam Road.

Southampton City Council completed work on Bevois Valley in October 2020, creating the first stages of the SCN6 cycle route from the city centre to Portswood and Eastleigh. Improvements along Onslow Road and Bevois Valley Road include:

- Widened shared use footways and new crossing facilities to enhance access for people walking and cycling;
- Continuous crossings to prioritise people walking and cycling across junctions;
- upgraded signage;
- resurfacing;
- new toucan crossings at the junction with Mount Pleasant Road, creating new convenient crossing points for people walking and cycling;
- changes to the bus stop between Bevois Valley Road Car Park and Ancasta Road, enabling two buses to pull up at raised kerbs and allowing buses to pull out with greater ease.

More information about the SCN can be found within Southampton City Council’s Cycle Southampton: A Strategy for our City 2017-2027 **cycling-southampton-2017-2027-final.pdf** and on the My Journey website – **Southampton Cycle Network | My Journey Southampton**.



Bike Life 2019

This is the first report from the Southampton City Region, produced in partnership with Southampton City Council, Hampshire County Council and Cycle Charity Sustrans.

The information in the report comes from local cycling data, modelling and an independent survey of 1,232 residents aged 16 or above in the City Region, including Totton, Hedge End and Eastleigh.

The survey was conducted by social research organisation NatCen and is representative of City Region residents, not just those who cycle.

The results from the Bike Life survey show that 61% of Southampton area residents cycle or would like to start cycling, but only 26% feel that cycle safety in the City Region is good. That’s why Southampton City Council is striving to address these concerns across their network; ensuring that everyone from age 5 to 85 feels that cycling is an option for them.

Southampton intend to use the Bike Life report to strengthen the case for investment in their Southampton Cycle Network, and the wider improvements to make it safer and easier for people to cycle to work or school, visit friends and family, go to the shops or get out into the countryside.

The report can be found following this link – [sustrans.org.uk/bike-life/bike-life-southampton-city-region](https://www.sustrans.org.uk/bike-life/bike-life-southampton-city-region)



Bournemouth and Poole

Leigh Road – Wimborne and Colehill

A new 2.3km cycleway and improved walking facilities are being built along Leigh Road and Wimborne Road West in Wimborne and Colehill.

The plan is to transform the former trunk road into a safer residential road with:

- a reduced vehicle speed limit;
- new dedicated cycle lanes;
- improved bus access;
- better pavements for walkers.

Work on the ground is underway and is due to be completed towards the end of 2021. It will be delivered by Dorset Council.



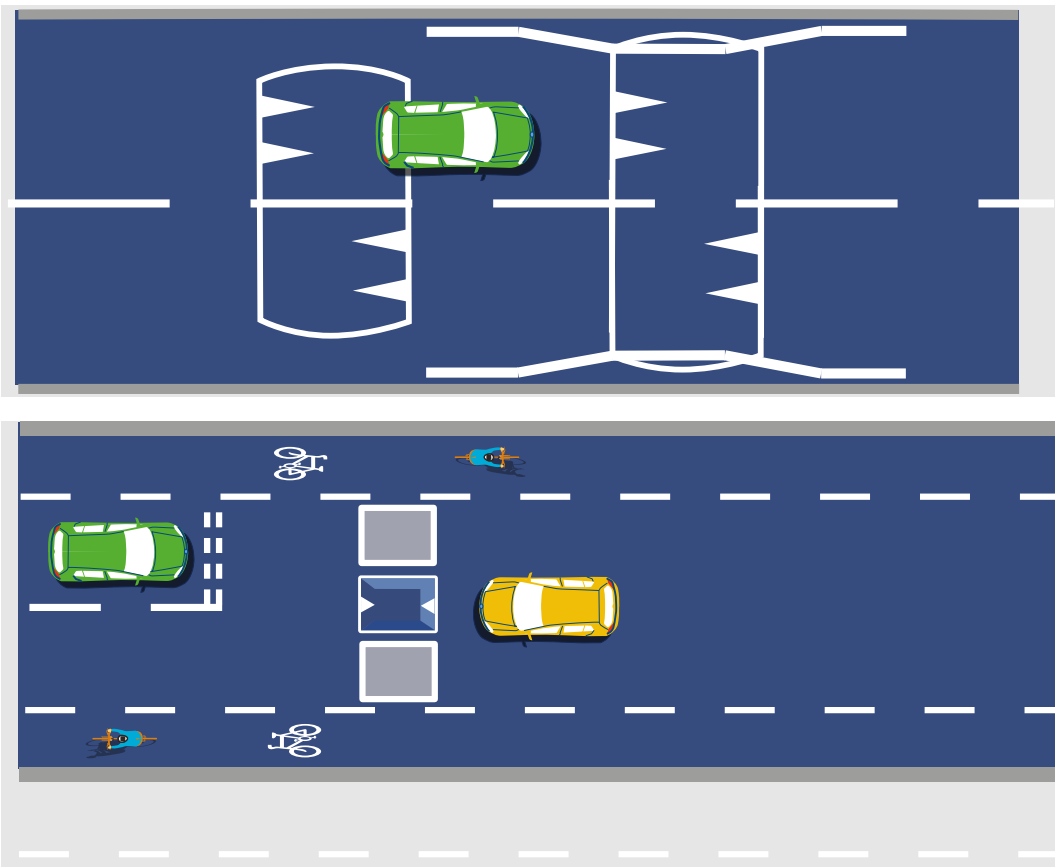
Simulated design for part of the scheme showing segregated cycle and pedestrian footways.

Recommended measures

A number of technical solutions have been included in the brief main text descriptions for each location and some of these are summarised in this section.

Traffic calming

Physical measures to reduce traffic speed can be useful in locations where the speed limit is regularly exceeded or there is a record of collisions. There may be objections from local residents, emergency services and bus operators. Extensive traffic calming is unlikely lengths. Common vertical and horizontal features are illustrated.



Informal road crossings

Where a footway alongside a main road crosses a side road, clear priority should be given to pedestrians.

The most effective approach is to provide a clear, wide contrasting surface that is raised above carriageway level. If this is not possible for reasons of available space or cost, flush dropped kerbs should be provided as a minimum.

Zebra crossings

Unsignalled ‘priority’ crossings for both pedestrians and cyclists are a standard part of the toolkit in many parts of continental Europe but are not widely used in the UK. Some local authorities have experimented with ‘Parallel Crossings’ where extra space is provided for cyclists adjacent to a Zebra crossing. These are becoming increasingly common in London and an example from Canterbury is illustrated below.



20mph speed limits

It is widely accepted that 20mph is much safer for all road users in urban areas and many towns across the UK have introduced 20mph as the default speed limit, particularly in residential areas. If collisions do occur, the risk of a fatality or serious injury is significantly reduce at 20mph compared with 30mph.

As of 2019, there are 60 local authorities on the list of places who have implemented or who are implementing a community-wide 20mph default speed limit published by ‘20’s Plenty for Us’. In the South these include Brighton and Hove, Chichester and Portsmouth. Studies show that a 20mph limit can improve traffic flows and road capacity in some situations, by reducing stop-start traffic and promoting a more even flow through urban streets.

In June 2018 Hampshire County Council reported on the outcomes of a comprehensive review of 14 pilot 20 mph speed limits, which comprised of a mix of urban residential and rural village centre areas across Hampshire. The detailed evaluation work provided a strong, evidence-based indication of the likely benefits achievable elsewhere in the County and a policy decision was reached for future implementation of such schemes.

The 14 pilot locations have enabled us to assess the effectiveness of “signed only” 20 mph speed limits, which are distinct from 20 mph zones that use

engineering measures to achieve compliance.

The comparison of traffic speed data “before” and ‘after’ the 20 mph speed limits were implemented showed an average reduction of just 0.4 mph demonstrating that reduced speed limits of this type have had very little, if any impact on driver behaviour. The policy recommendation adopted from the report is as follows:

“That any future speed limit schemes will be prioritised in accordance with the Traffic Management policy approved in 2016, and thereby limited to locations where injury collisions attributed to speed are identified, with proposals assessed in accordance with current policy and Department for Transport guidance on setting speed limits.”

20mph zones, where physical measures help made the speed limit self enforcing, could be considered as a part of the development of walking and cycling networks in future, but would be unlikely to be delivered as a standalone measure.

Point closures

Point closures (modal filters) are a simple, cheap, effective and reversible way to remove through traffic from streets. They can also reduce the need for more extensive traffic calming and are best implemented across a wider area to avoid traffic displacement onto parallel routes.

Point closures are a new name for something that has been around for a very long time. Within any local neighbourhood there will be alleyways and cul-de-sacs with cut throughs to the main road for walking and cycling. They have been used extensively in London to create ‘traffic cells’ so that through traffic is eliminated from residential neighbourhoods and Hampshire has a couple already.



Example of a point closure – Alma Road, Southampton. Photo credit: J. Bewley – Sustrans



Point closure – SCN 1 Western Cycle Freeway, Southampton

Mapping data:

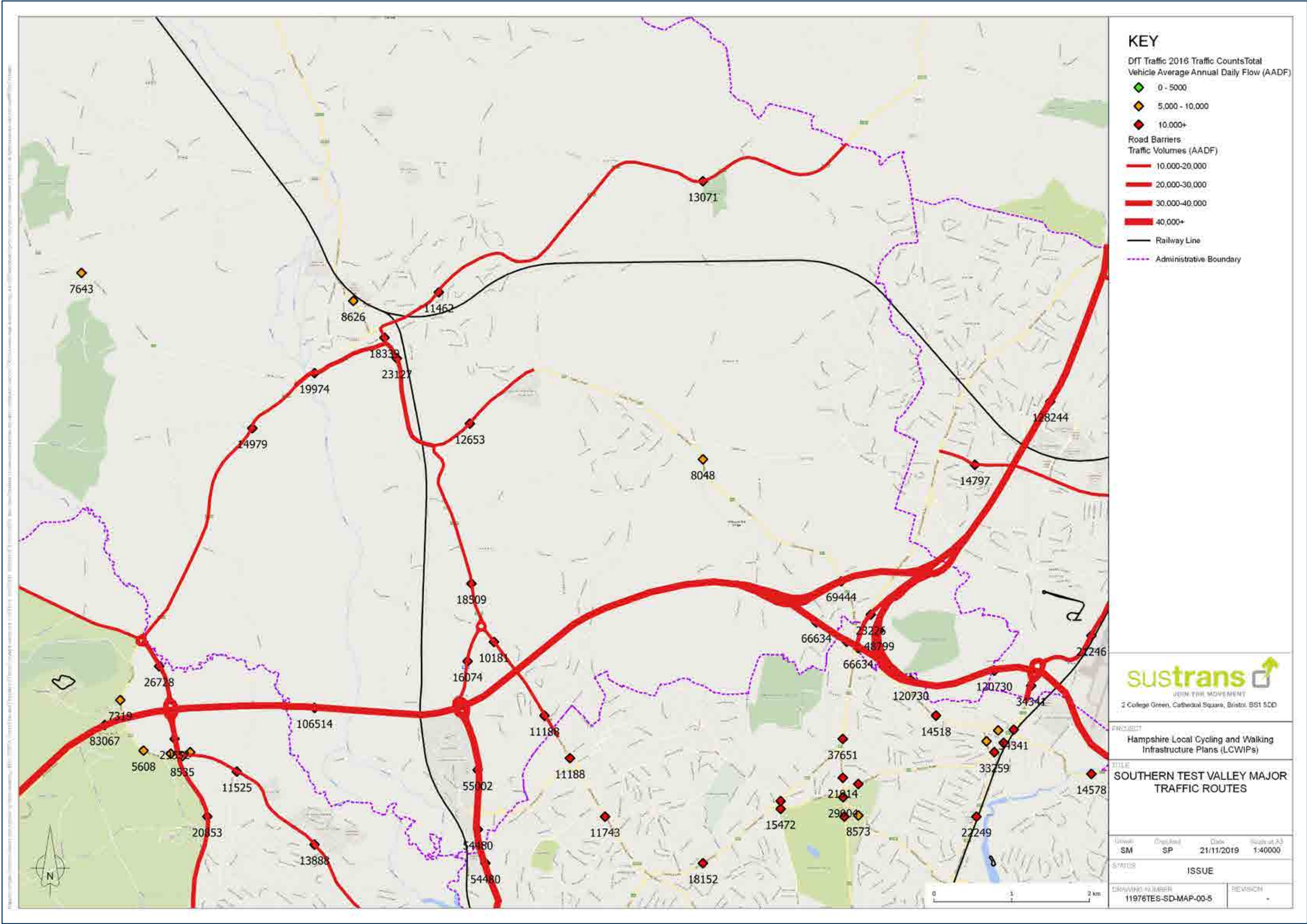
Traffic flows, current network
and key destinations

Major traffic routes

As part of the LCWIP process, it is important to identify where the main barriers to movement by walking and cycling are located, and how they may be overcome or negotiated. This plan illustrates the location of some of the roads in the Borough, which carry the highest volumes of traffic and therefore represents barriers to journeys by foot or by cycle. The traffic flows are taken from the publicly available Department for Transport (DfT) count points. This data has been extrapolated to the sections of roads either side of the count points, to the next major junction or where the next count point may be more relevant.

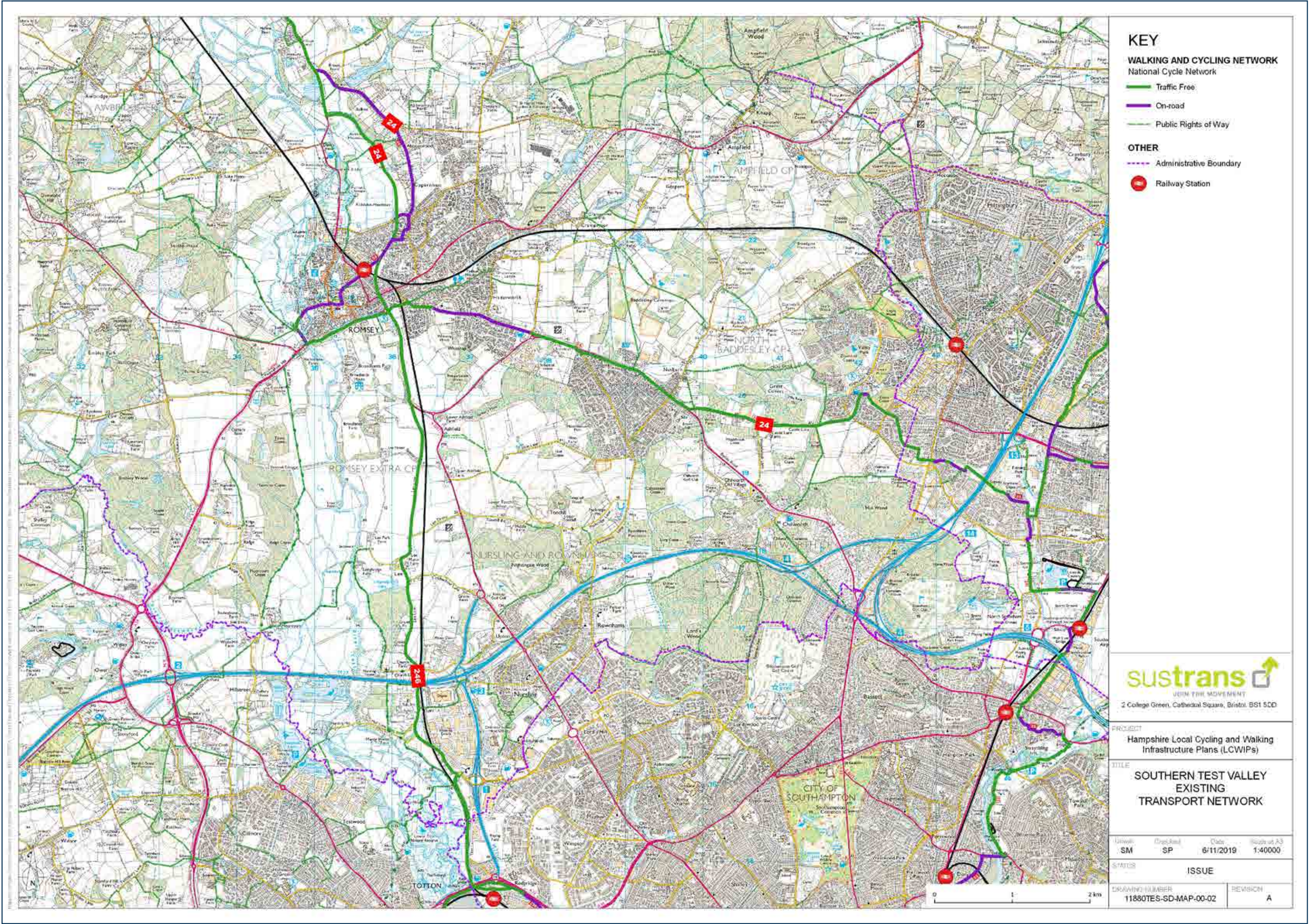
The railway and its crossings can also be considered barriers to access, connectivity and movement in the Southern Test Valley area. Often restricting and filtering access to certain points within the current network.

Some of the existing railway line crossings including bridges and tunnels are not ideally suited or particularly attractive for accommodating walking, cycling, and for those using mobility scooters, pushchairs etc.



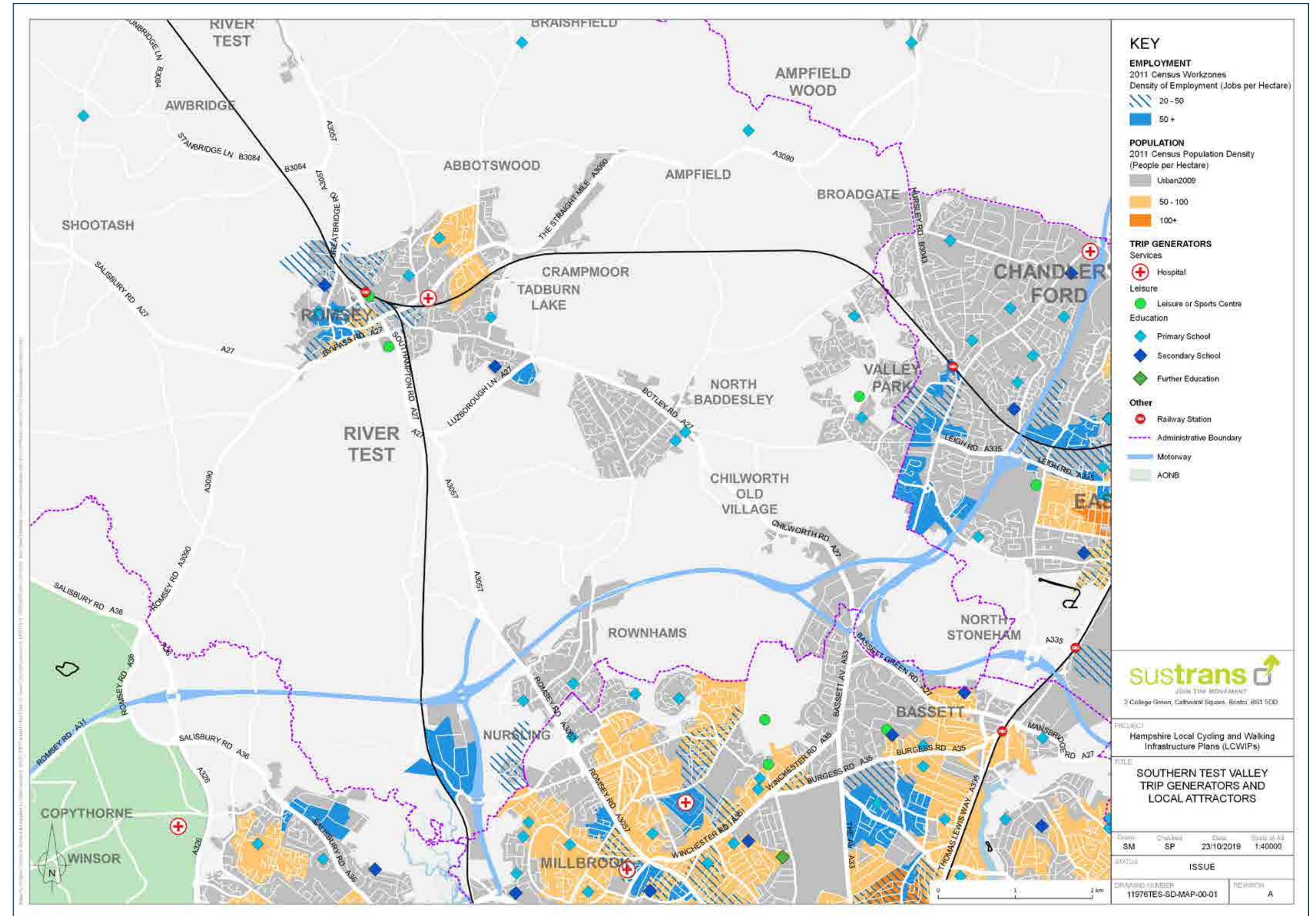
Existing transport network

This map shows the existing key strategic routes (National Cycle Network) for walking and cycling, within the Southern Test Valley area, detailing traffic free and on-road routes.



Trip generators and key destinations

This map shows the key destinations within the Southern Test Valley area, this includes education, employment, main train stations and hospitals.



Propensity to cycle tool data

The Propensity to Cycle Tool (PCT) was designed to assist transportation planners and policy makers to prioritise investments and interventions to promote cycling. The PCT answers the question: **‘where is cycling currently common and where does cycling have the greatest potential to grow?’**

The following maps outline the different scenarios from the PCT outputs, for the Southern Test Valley.

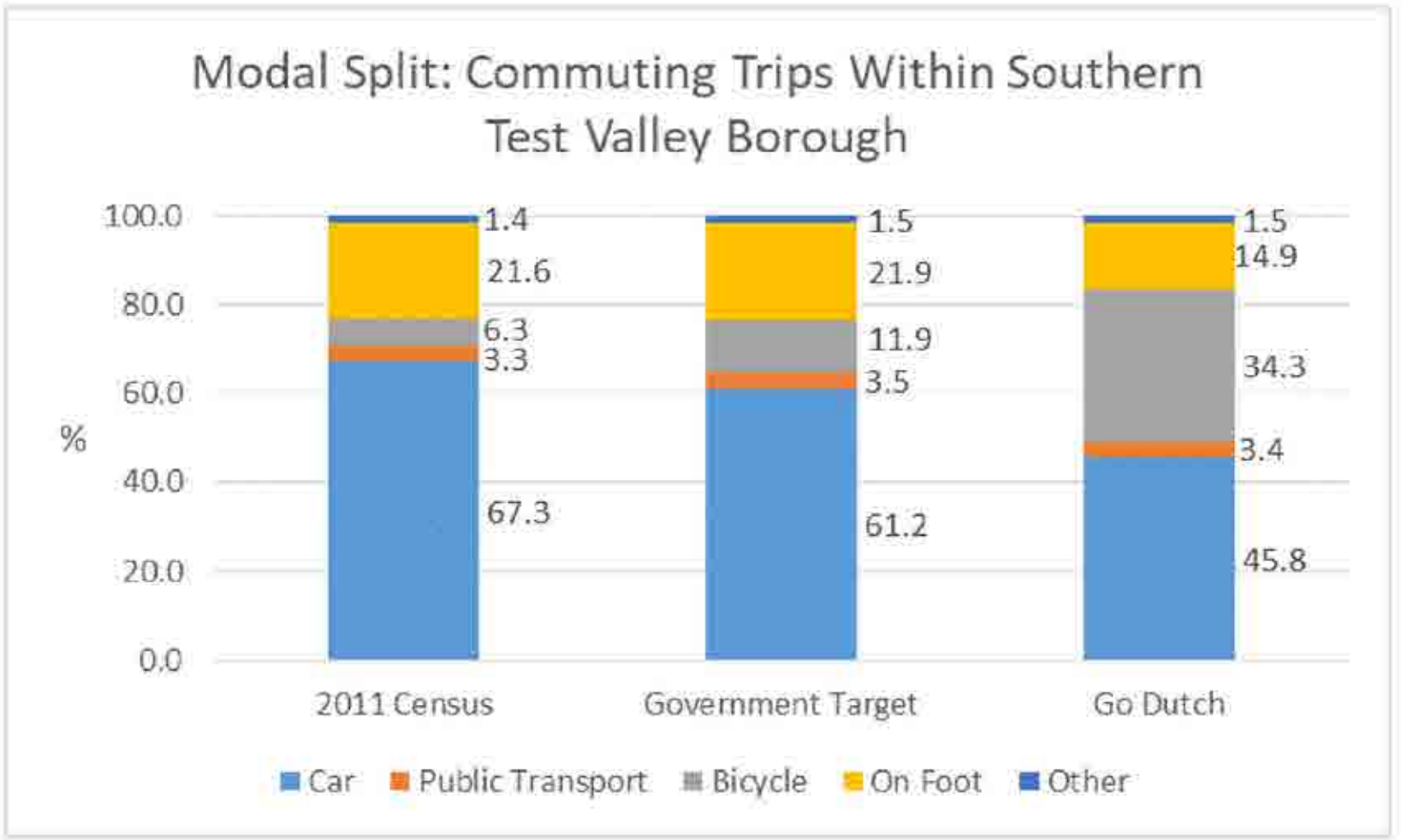
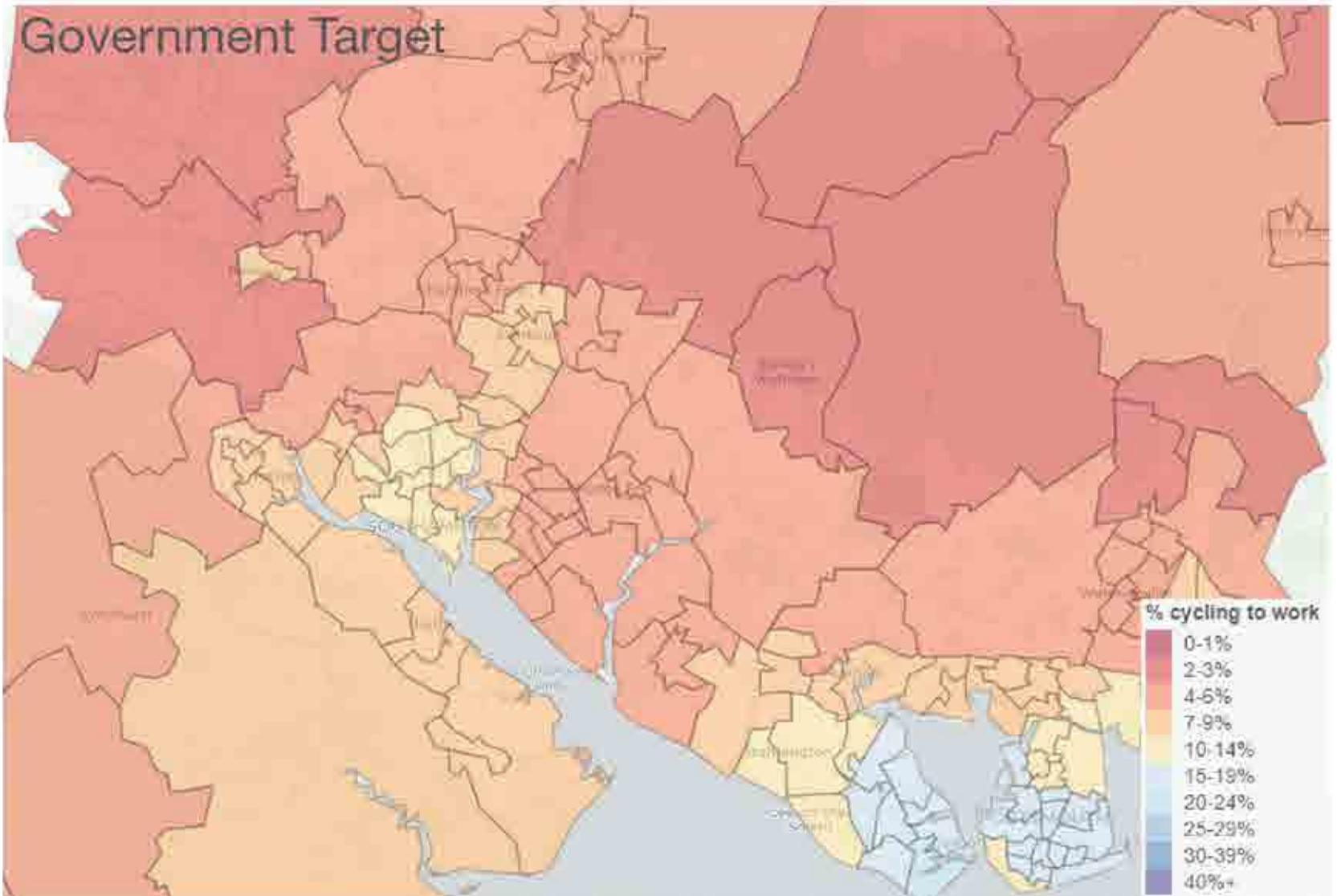
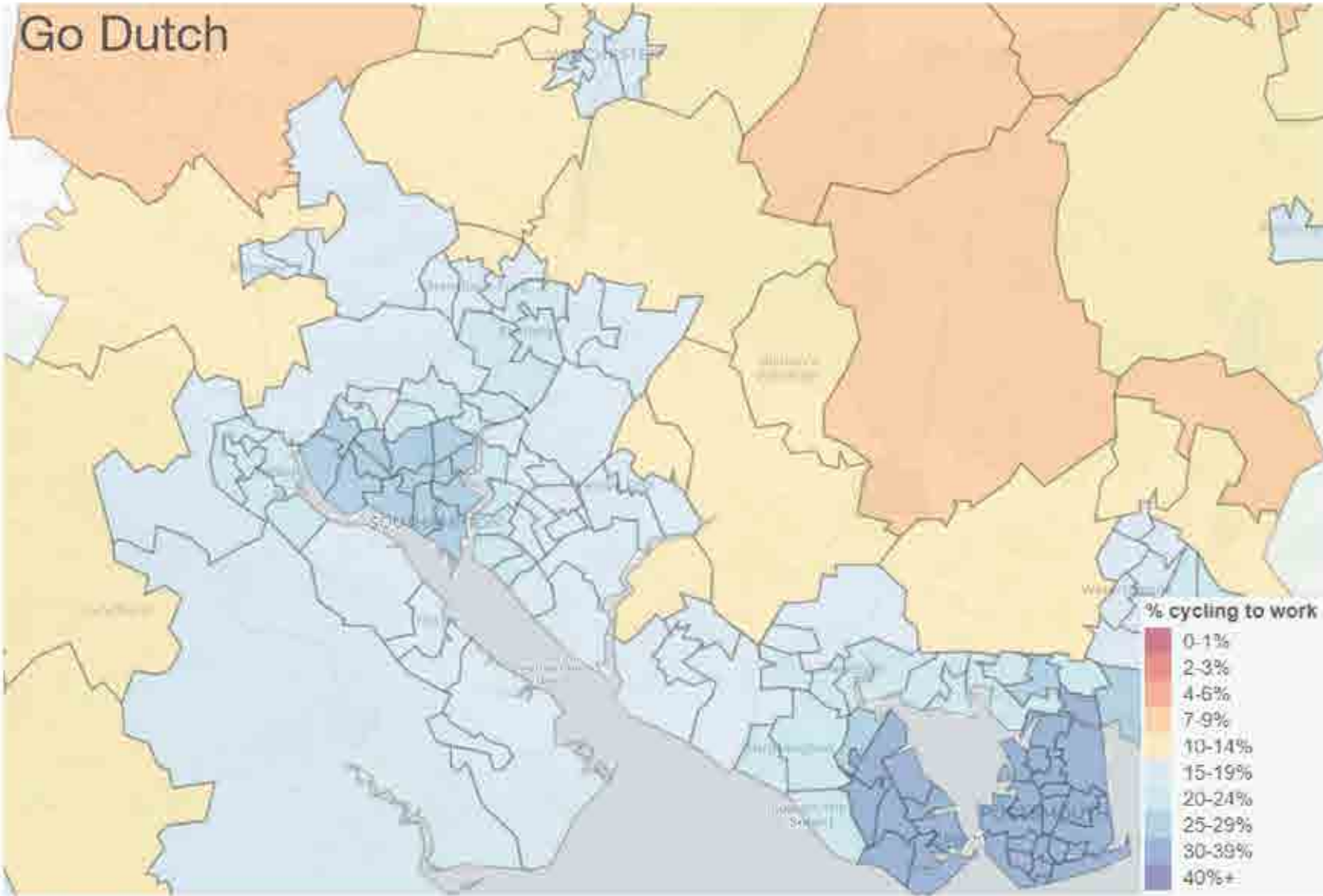
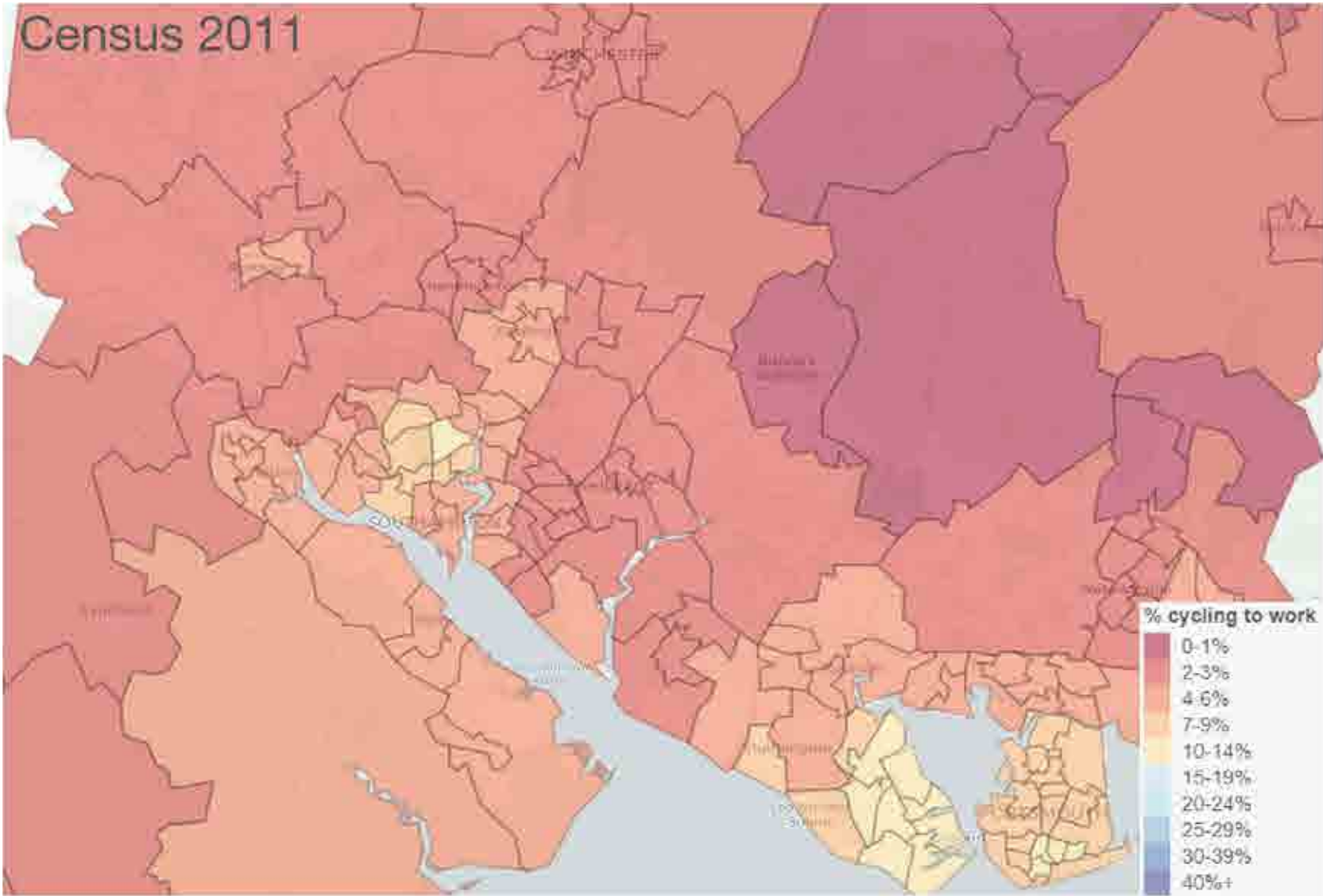
The tool can be found at: **pct.bike**

PCT commute data

Census 2011:
Baseline data

Government Target:
Corresponding to the proposed target in the DfT’s
Walking and Cycling Investment Strategy, to double
cycling in England between by 2025

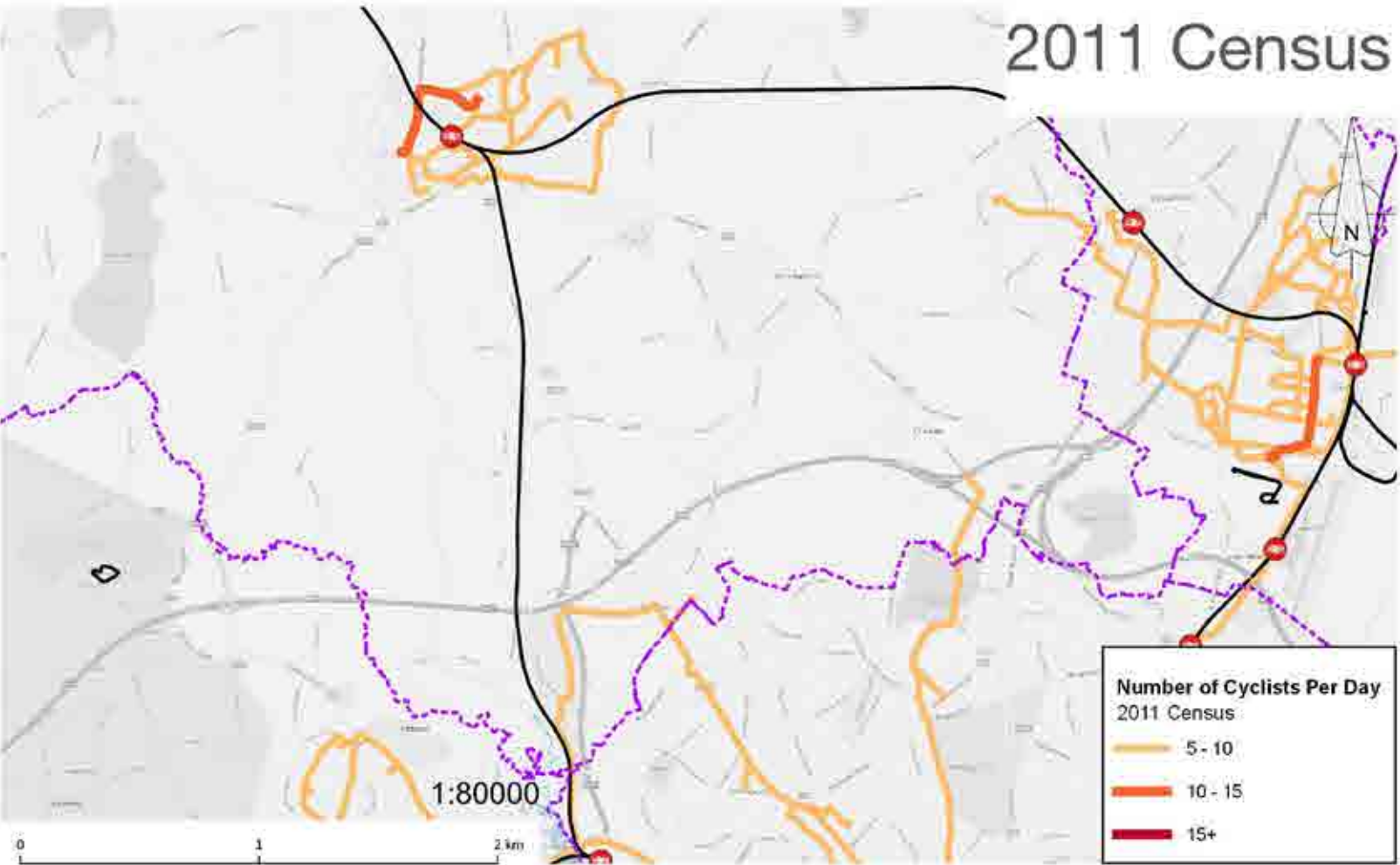
Go Dutch:
What would happen if areas had investment
bringing the same infrastructure and cycling culture
as the Netherlands.



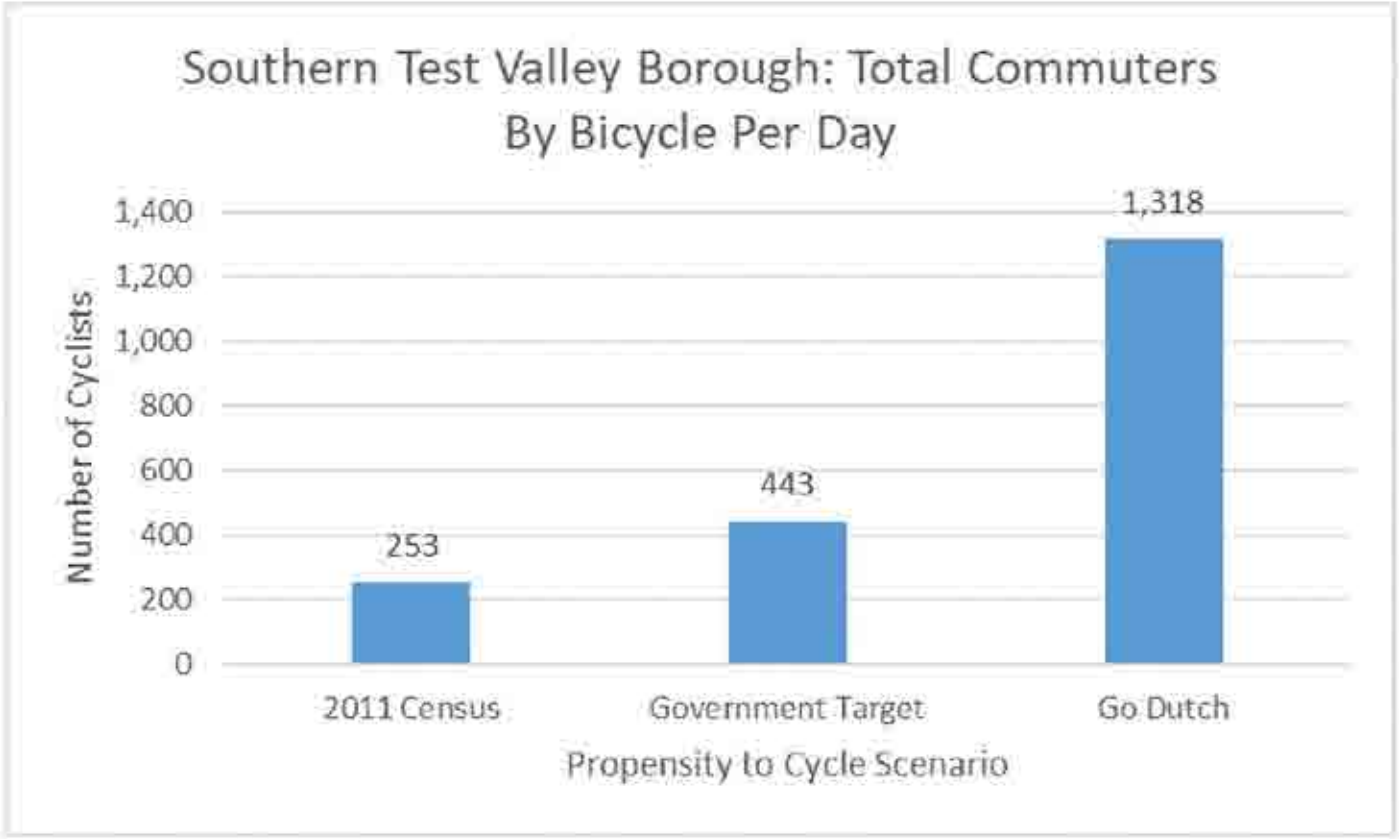
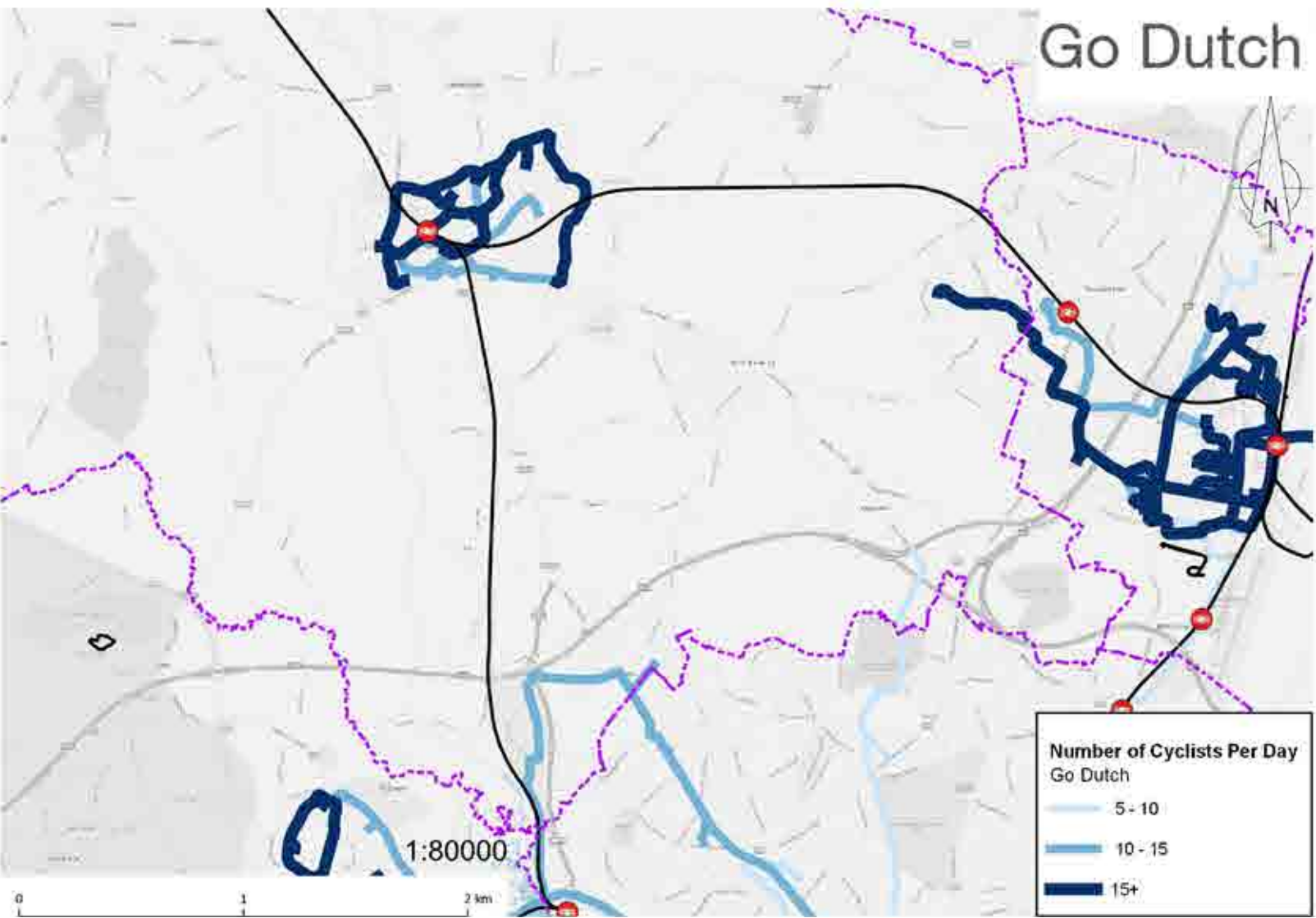
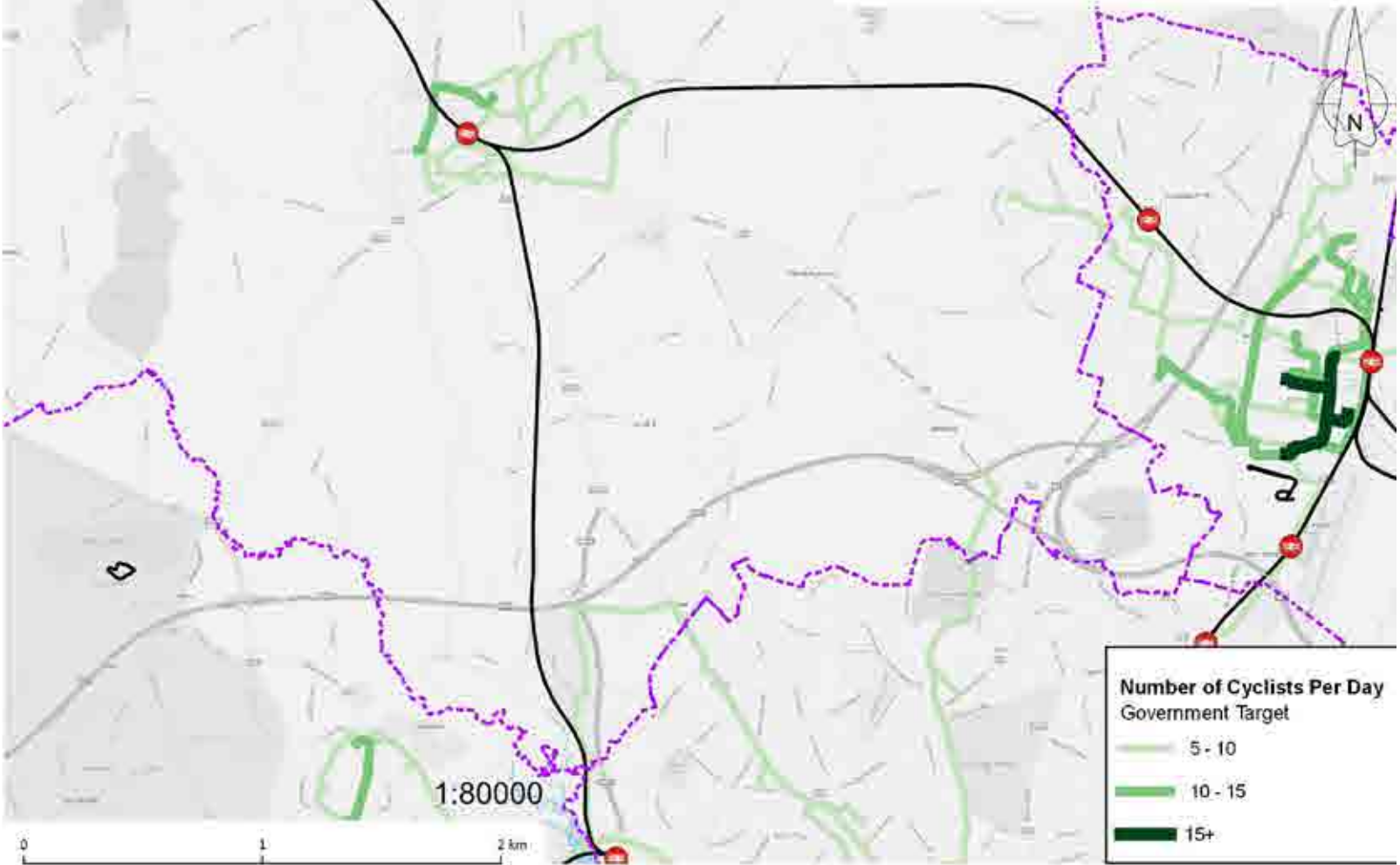
PCT commute data

These maps of cycling routes to work are derived from Census 2011 data, so do not reflect any recent changes in employment sites. If the local priority is enabling more people to cycle to work, then these travel patterns are a useful guide to routes where investment is needed. However, it must be remembered that commuting is only 14% of all trips. In Test Valley, there is clearly huge potential for increasing cycle trips to work. The Government target would see a 75% increase in trips, while the Go Dutch scenario suggests that cycling could increase more than five-fold here.

Southern Test Valley PCT Commute Data

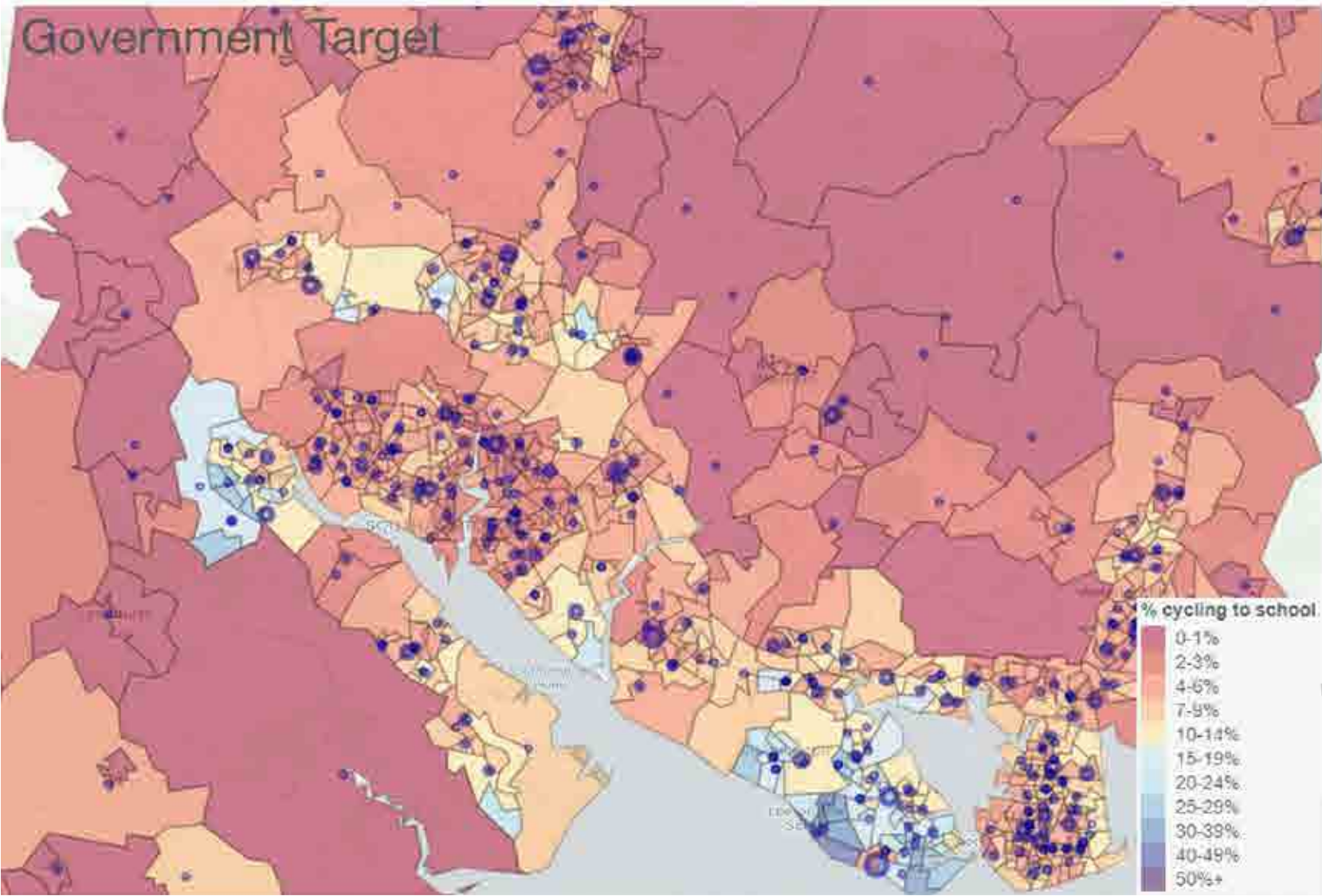
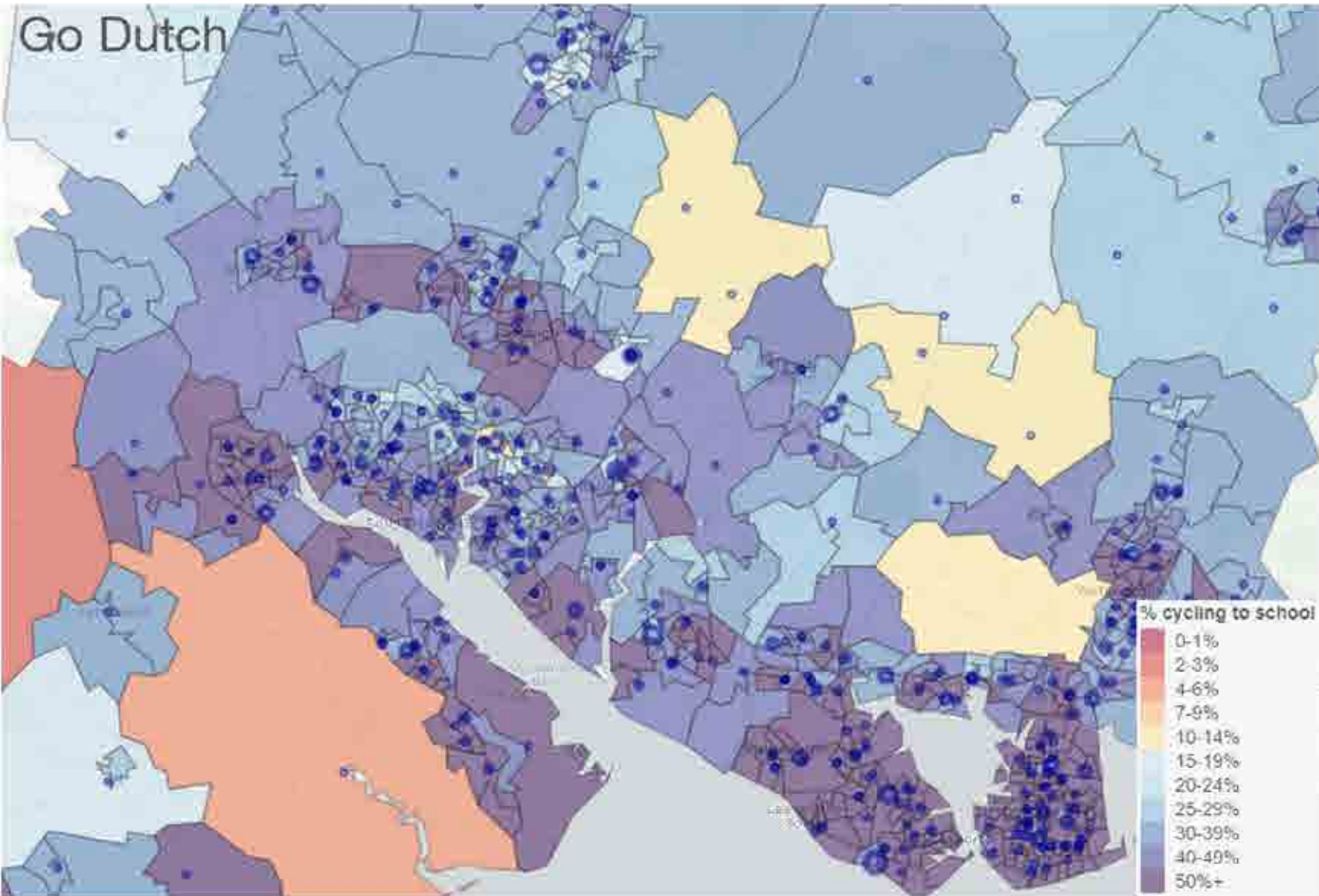
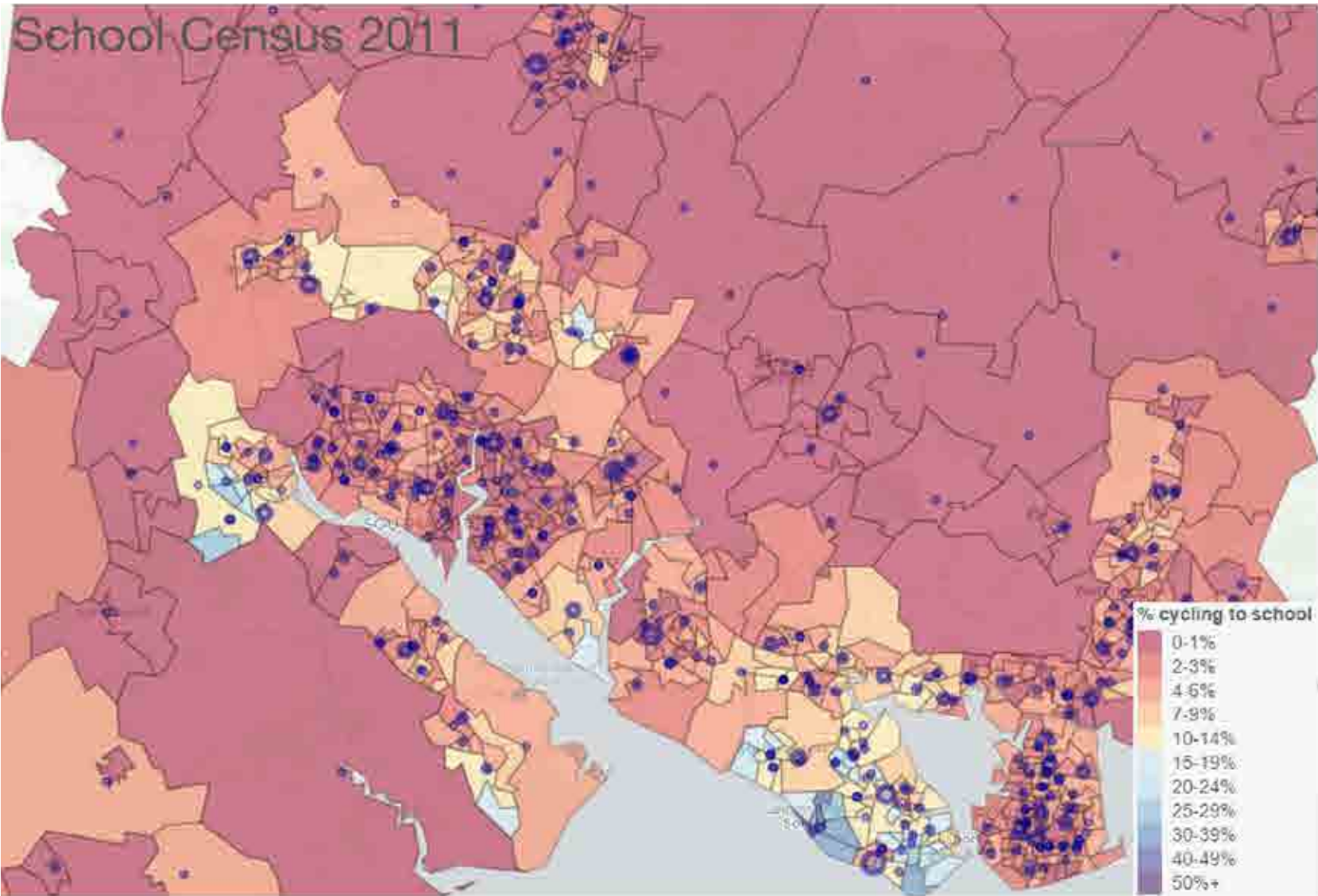


Government Target

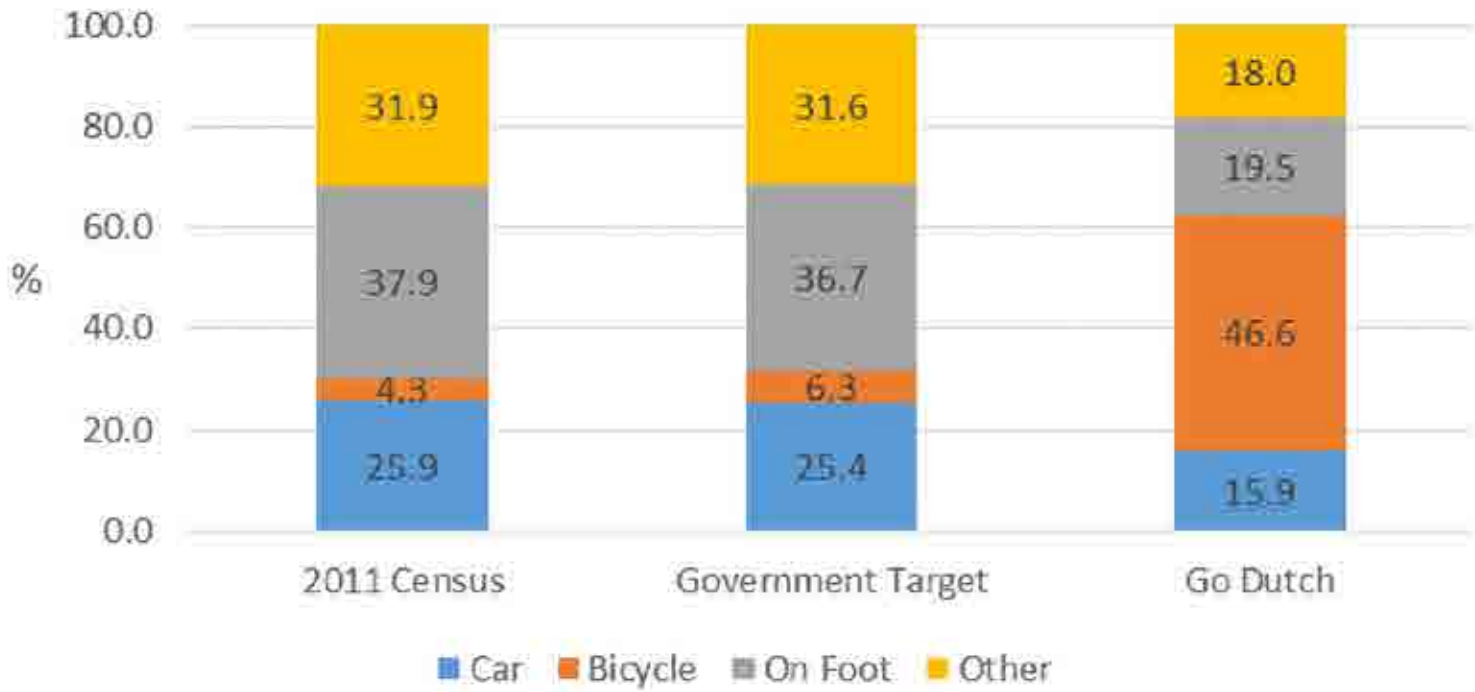


PCT school data

The PCT schools layer extends and complements the previous commuting layer by focusing on a type of travel with a different spatial distribution, home to school.



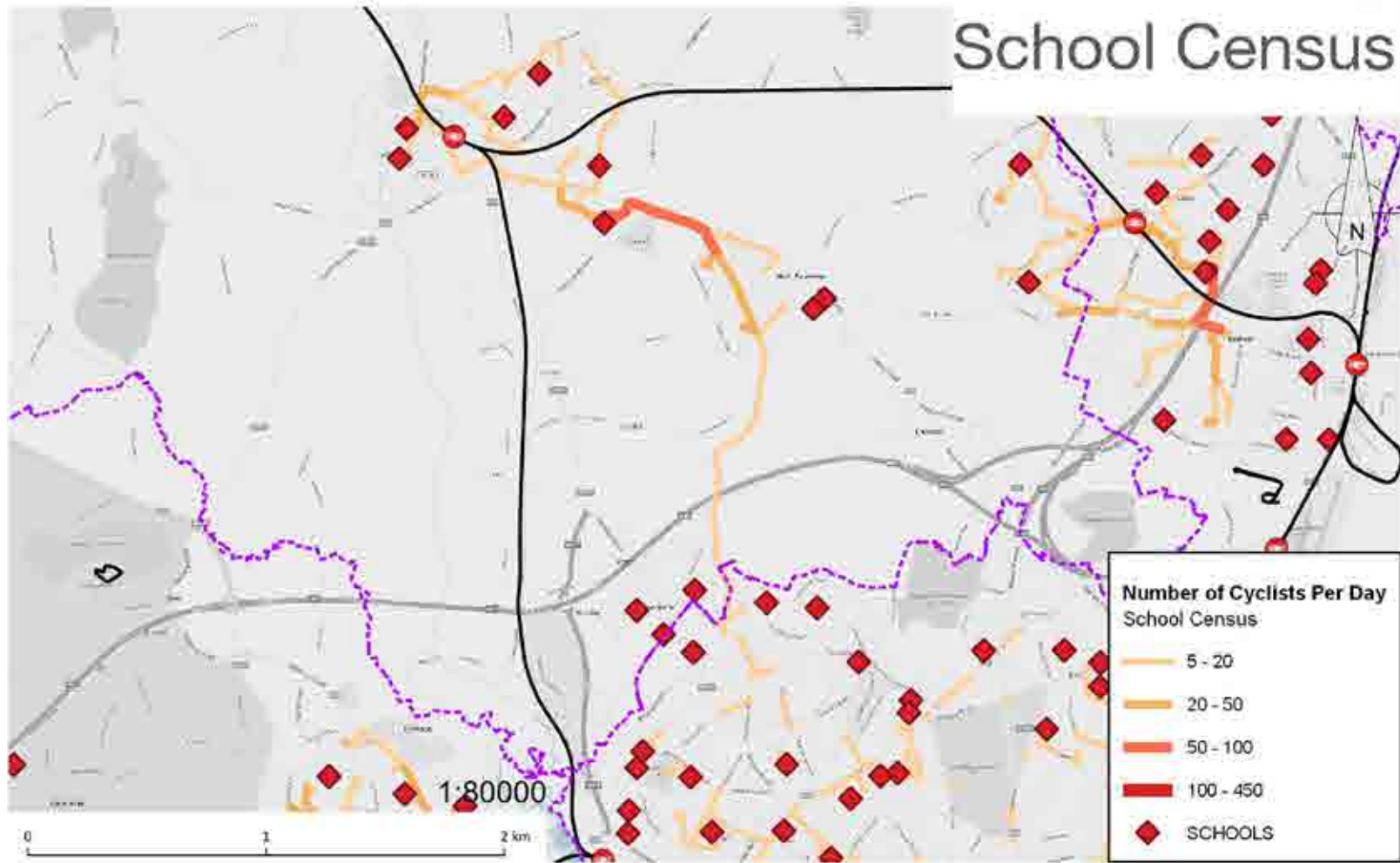
Modal Split: Southern Test Valley Borough School Trips



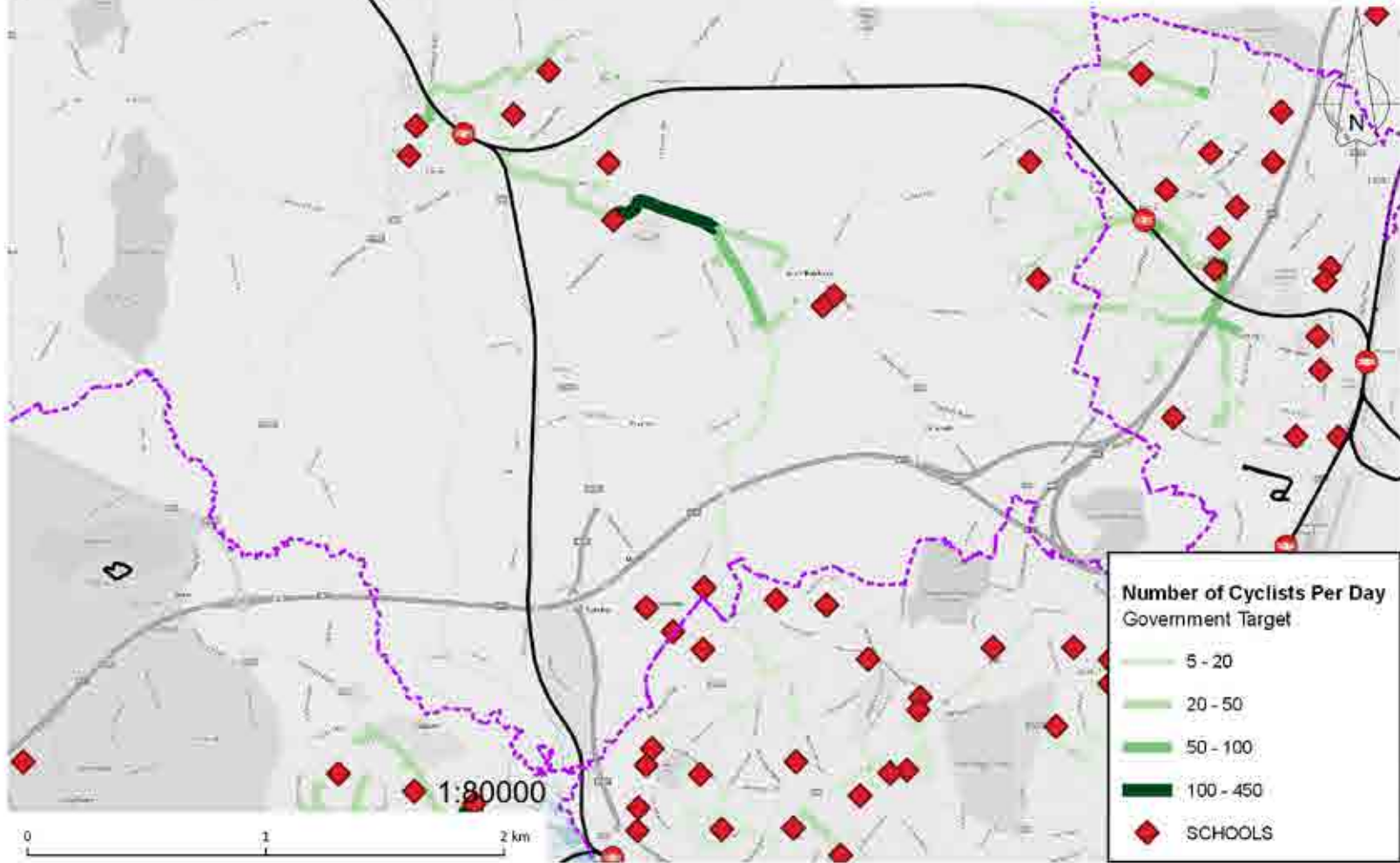
PCT school data

These maps of cycling routes to school are derived from School Census 2010/11 data, so do not reflect any recent changes in school sites or catchment areas. If the local priority is enabling more students to cycle to school, then these travel patterns are a useful guide to routes where investment is needed. However, it must be remembered that education and escort to education is only 13% of all trips. In Test Valley, the Government target would see a modest increase of 45% in cycling to school, while the Go Dutch scenario suggests that cycling could increase to nearly 11 times 2010/11 levels.

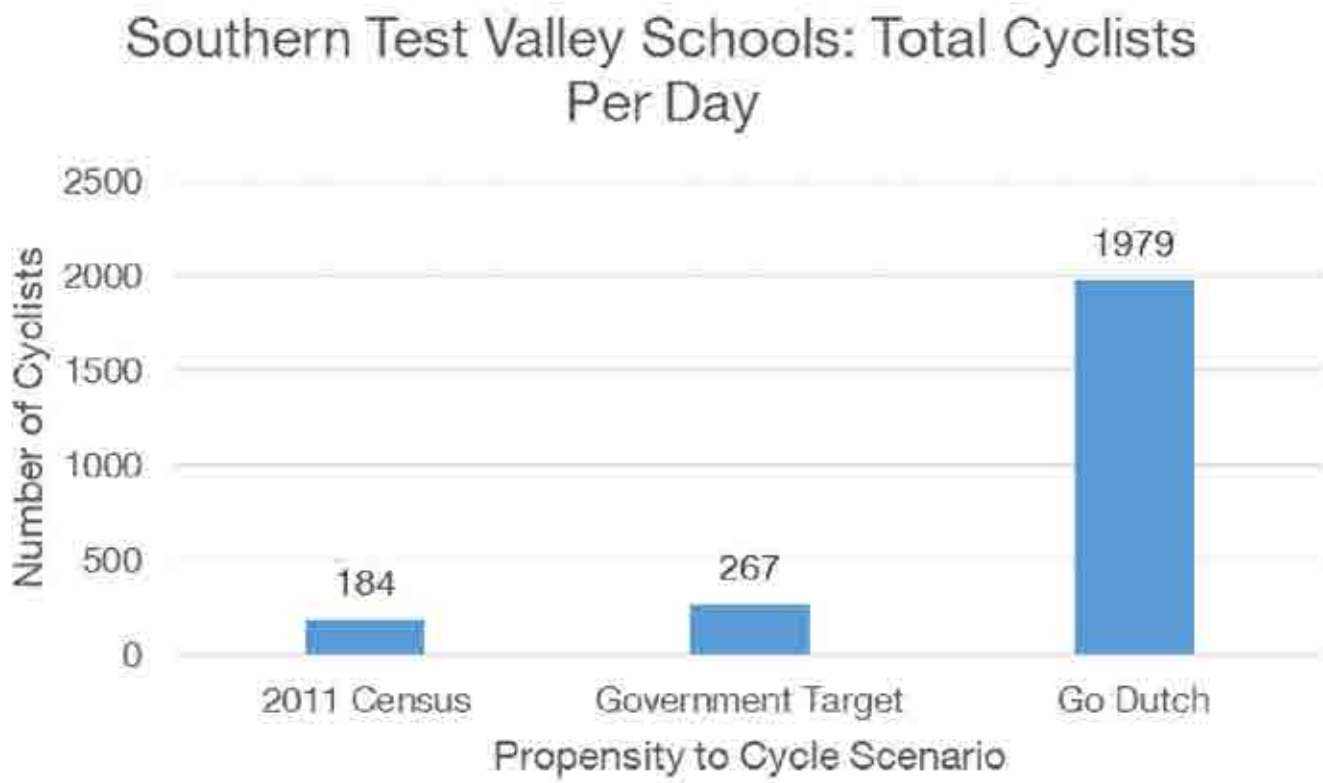
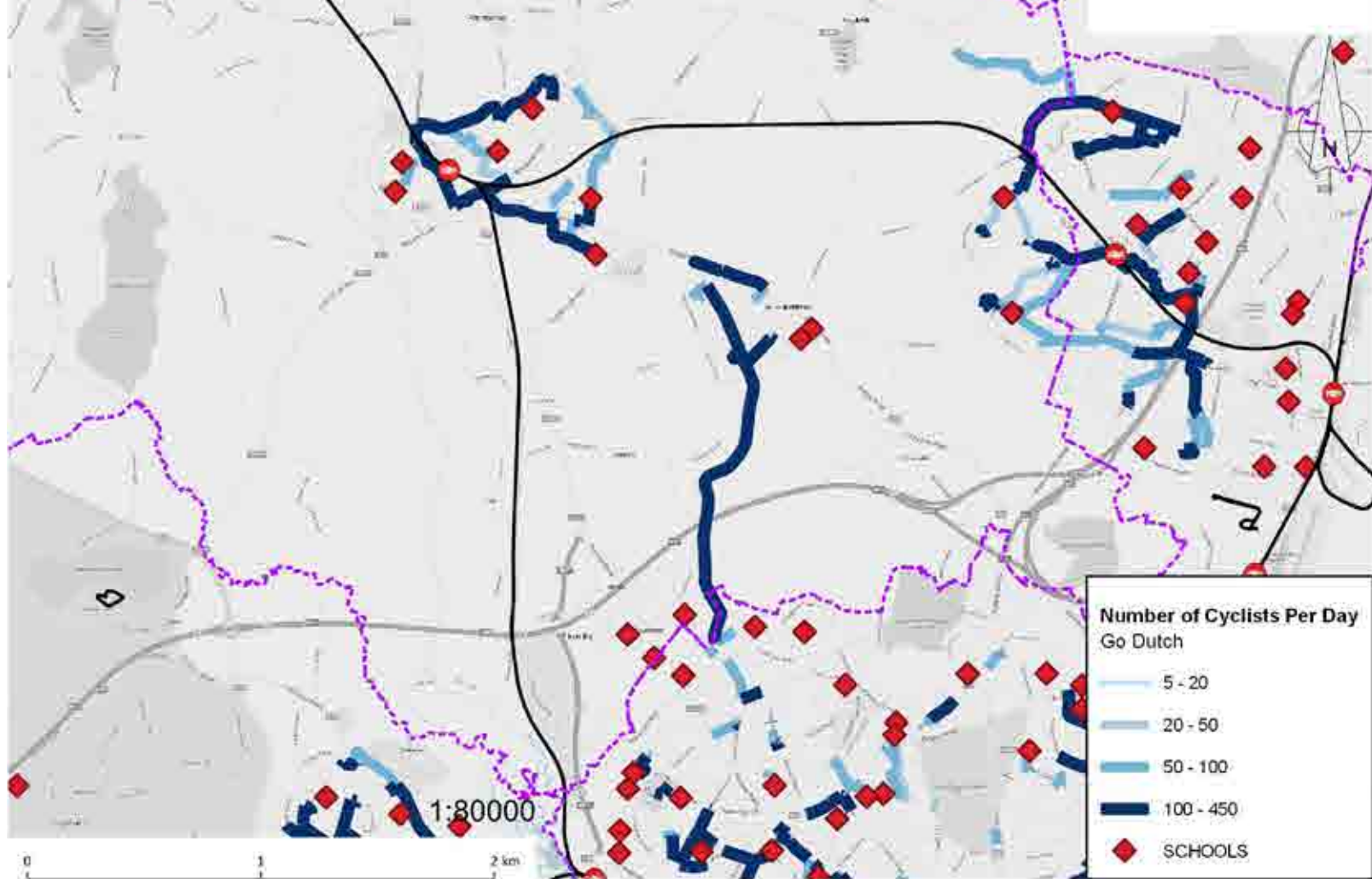
Southern Test Valley PCT School Data



Government Target

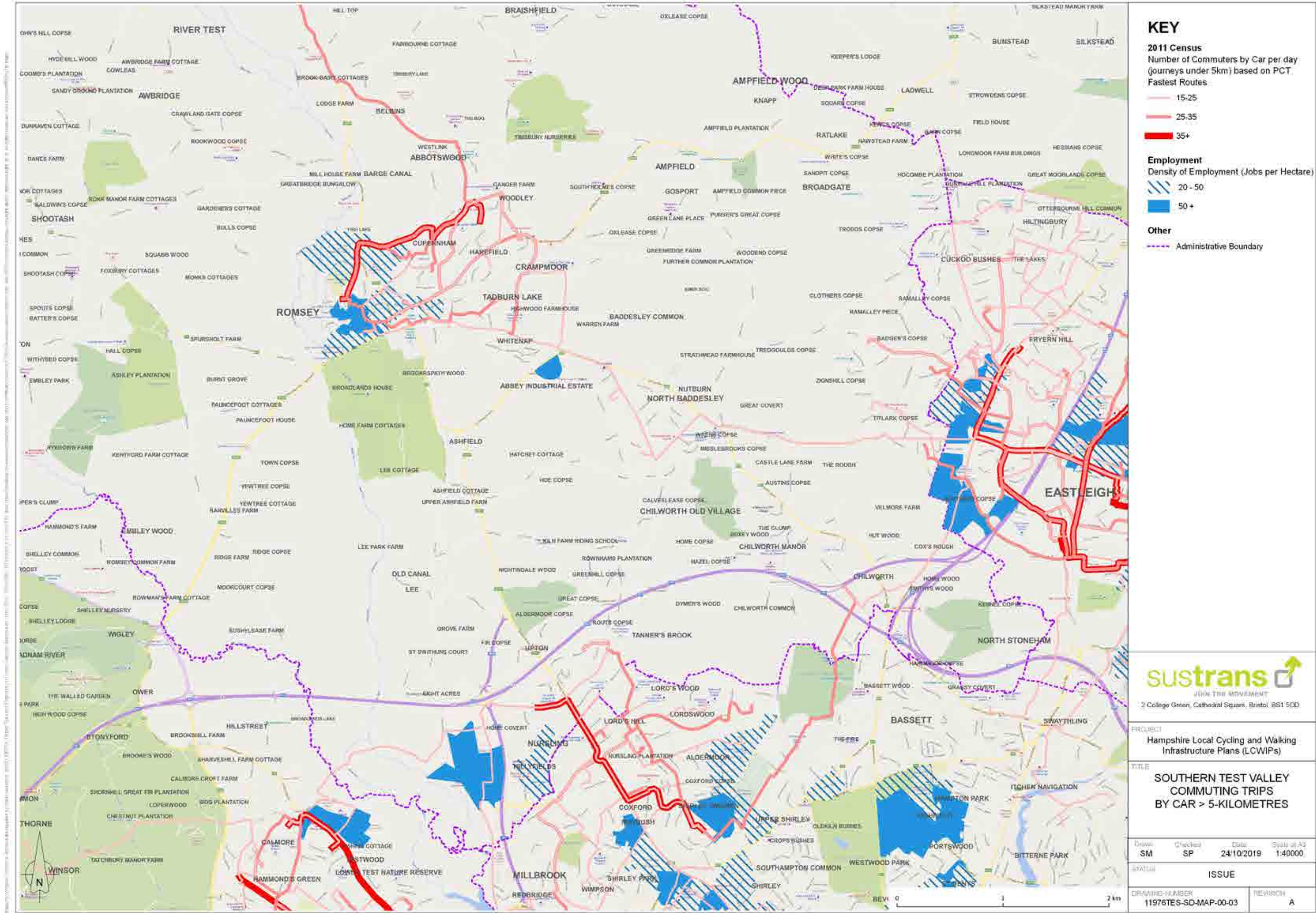


Go Dutch



PCT short car trips

One weakness of the PCT cycle commute model is that it is based on existing trips by bike and will tend to emphasise those routes that are already being used. The target market for new cycle trips is people currently driving short distances to work. This map shows the car trips under 5km from the Census 2011 travel to work data, mapped to the best available roads. Unsurprisingly, many of the same corridors are indicated for car trips as they are for cycle trips.



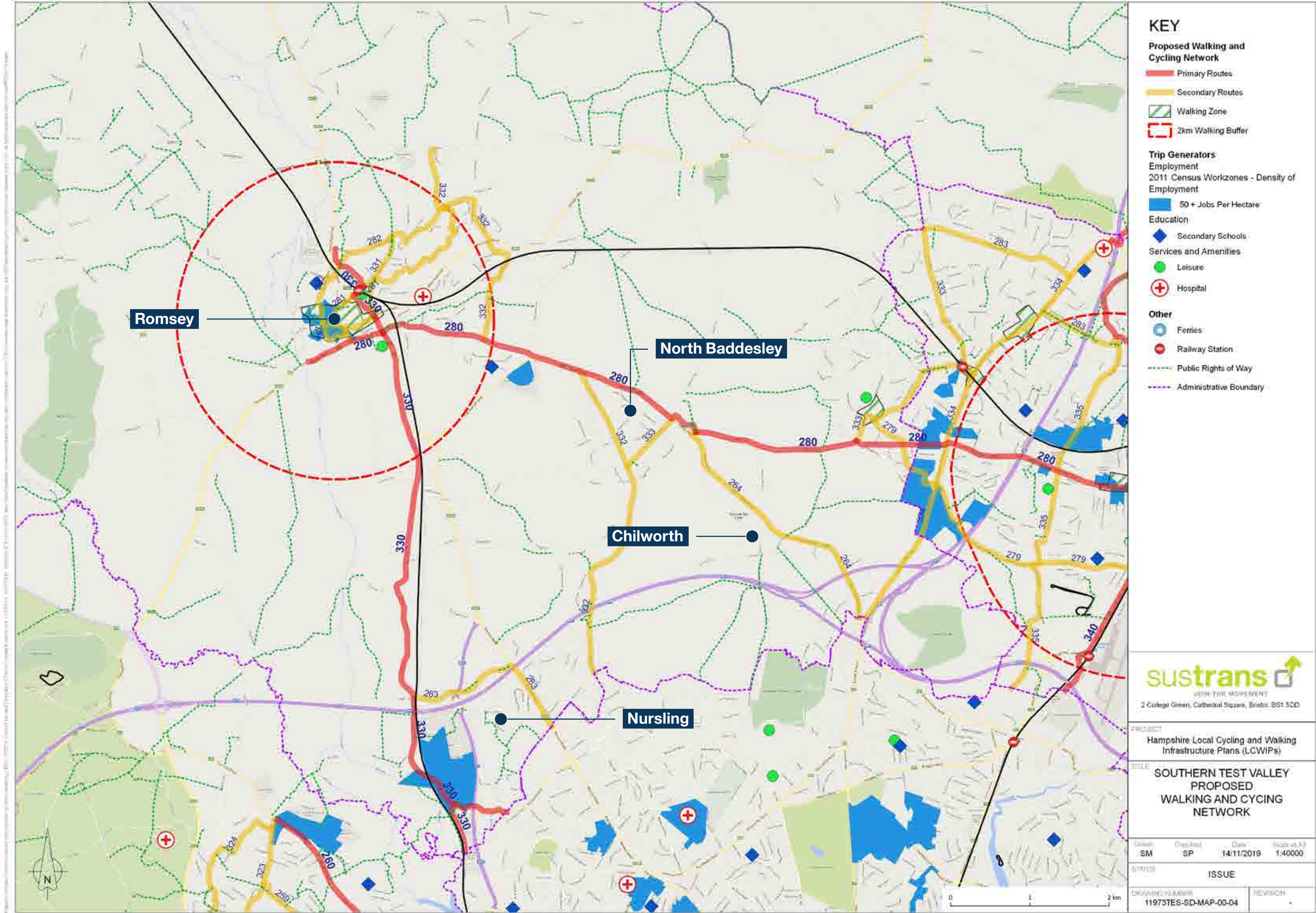
Proposed cycling network

From the available data and workshop sessions this network was produced, that targeted the best routes and zones that could see the greatest increase in walking and cycling.

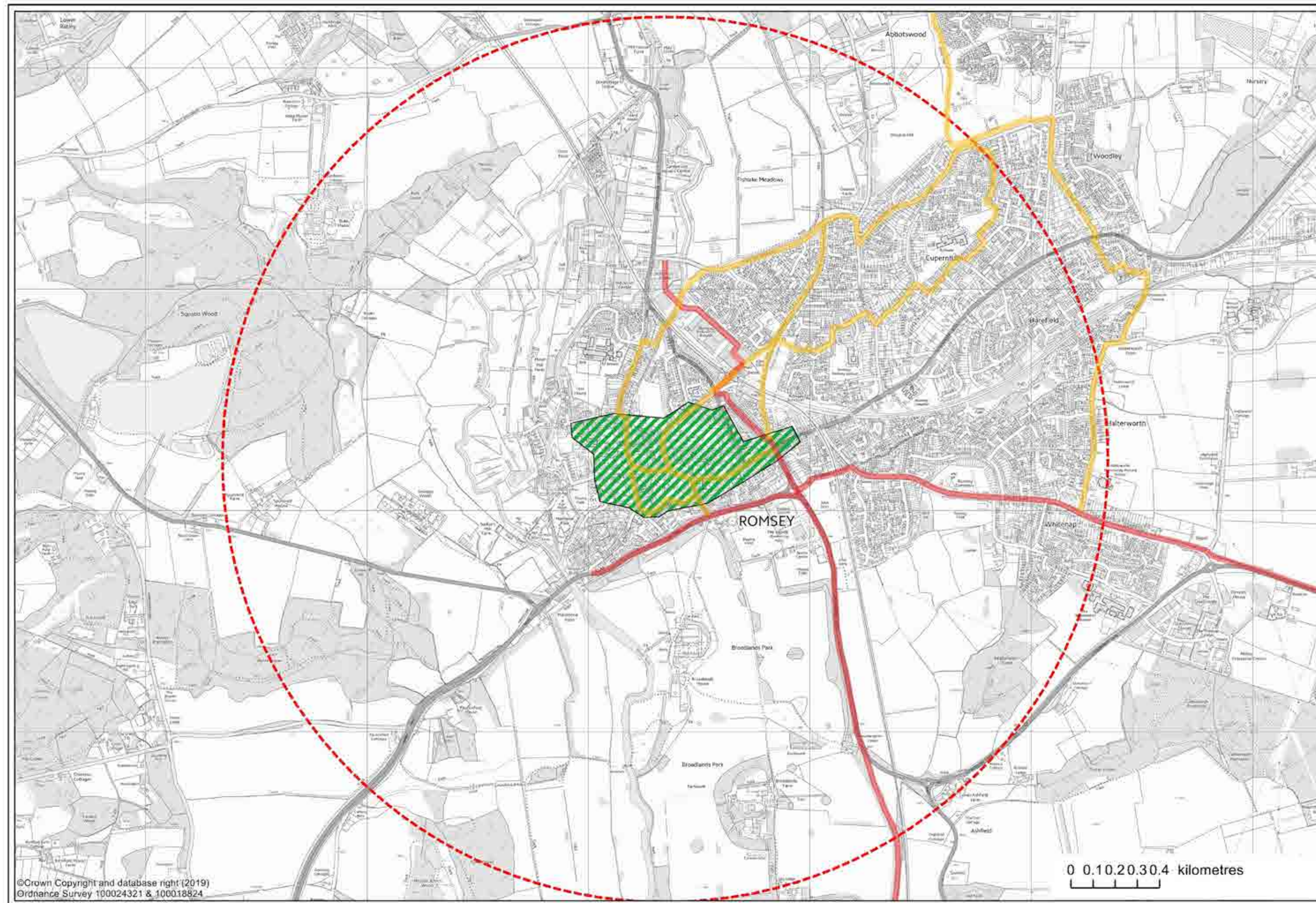
On-site auditing was undertaken to determine the most appropriate infrastructure improvements for each route and zone.

The routes were dived up into primary (busy, direct, and main routes) and secondary (medium usage routes through local areas, feeding into primary routes).

The following sections of this LCWIP outline this process for the core walking zones and cycle routes in more detail. Establishing the existing conditions, identifying barriers to travel, and outlining potential options for improvements.



Romsey core walking zone



Key:

- Primary route
- Secondary route
- Core walking zone

Description

For the purposes of this report, Romsey Core Walking Zone (CWZ) has been defined as the built up core of the town centre to the west of the railway station and A3057, and to the north of the A3090 incorporating the main trip generators for work and retail.

The CWZ includes the Plaza Theatre on Winchester Road, Church Street which is the main shopping street, Romsey bus station and a variety of visitor attractions such as King Johns House and Romsey Abbey.

Methodology

The Core Walking Zone has been considered using the categories from the Walking Route Audit Tool (WRAT) and the Healthy Streets tool. The WRAT has not been used to calculate the existing condition of the Core Walking Zone as the calculations relate to auditing a route rather than a zone. As such, the categories from that and the Healthy Streets Check have been used instead, to provide an assessment. Locations identified for improvement are shown on Map Z4, and are detailed in the following paragraphs. The core principles for consideration in the WRAT are:

- attractiveness;
- comfort;
- directness;
- safety;
- coherence.

The core principles for consideration in the Healthy Streets Check are:

- Pedestrians from all walks of life;
- Easy to cross;
- Shade and shelter;
- Places to stop and rest;
- Not too noisy;
- People choose to walk, cycle and use public transport;
- People feel safe;
- Things to see and do;
- People feel relaxed;
- Clean Air;

Z4.1 Station Road

Existing conditions

Station Approach and Station Road lead pedestrians from the train station into Romsey town centre via Latimer Street.

Barriers to walking

When arriving into Romsey by train and walking out of the train station, there is a sign post at the bottom of Station Approach providing directions to key attractions such as the town centre, however the sign post is small and easy to miss and there are no other clear visual cues to indicate the direction of Romsey town. More obvious is the road sign that directs

vehicles down Alma Road and for pedestrians following this direction it would take them on a longer and less picturesque route.

The junction that meets Alma Road and Malmesbury Road near the train station does not prioritise pedestrians. The signalised crossings are beneficial but if a pedestrian would like to cross to the diagonal corner they need to travel across two crossings which is inconvenient. The junction is also very wide and dominated by vehicular traffic. For visitors arriving by train, this is their first impression of Romsey and it is the entrance into the town centre. This experience could be improved.

Potential options

Z4.1.1 Clearer signage and a location map at the Alma Road/Malmesbury junction would welcome visitors to the town. Reduce the width of the carriageway on Station Road, increase the width of the footways and create a tree lined avenue taking pedestrians from the train station into the town centre via Latimer Street.



Z4.1.1 Station Road

Z4.1.2 As this is the key gateway into the town centre, a significant re-design of this junction would be appropriate. This could include the following:

- tighten the geometry of the junction significantly to reduce vehicle speed;
- install a crossing between Station Approach and Station Road providing pedestrians with a direct route across the junction. It could be a wide crossing as shown in Fig Z4.2 from Eastleigh, Station Hill.

Z4.2 Winchester Road Roundabout

Existing conditions

High traffic volumes and speeds were observed on Winchester Road roundabout, the geometry of the roundabout and the multi-lane entry and exits with large corner radii allow vehicles to sustain high speeds throughout the roundabout which is intimidating for pedestrians.

The Plaza Theatre is right next to the roundabout and there is a small row of shops around 50 metres along from the roundabout on Winchester Road.

Barriers to walking

The roundabout is a significant physical and psychological barrier to those using the footways as well as visitors to the shops and theatre. There is only one crossing point on the roundabout which is on the exit going west. Therefore anyone walking to the roundabout from the east or south will either risk using the splitter islands on the roundabout which might be dangerous or will need to use the crossing halfway down Winchester road to the east or at the A3090 roundabout to the south which is inconvenient.

Potential options

Z4.2.1 The geometry of the roundabout could be significantly tightened to reduce vehicle speeds and create more space on the footway.

Z4.2.2 Installing zebra crossings at all exits of the roundabout would enable pedestrians negotiate this space more easily and safely.

Z4.2.3 A-B There is potential to enhance the public realm significantly here by re-allocating space from the carriageway to the footway and improving the existing public realm. This could be done in particular in front of the theatre and local shops to create a more attractive streetscape. Street furniture, planting and public art could be installed. Fig Z4.3 show an example of what could be done in these spaces. In addition to this, the car parking next to the local shops could be moved to the edge of the carriageway, creating more space on the footway next to the shops and providing a barrier between moving vehicles on the carriageway and pedestrians on the footway.

Z4.2.4 There are large residential areas to the east and south east of Romsey town centre which means many people will be entering from this direction, especially along Winchester Road. Creating an entrance feature here, something to signify that they are arriving into Romsey centre would improve the space.



Z4.2.1 Winchester Road roundabout



Z4.2.2 Winchester Road crossing



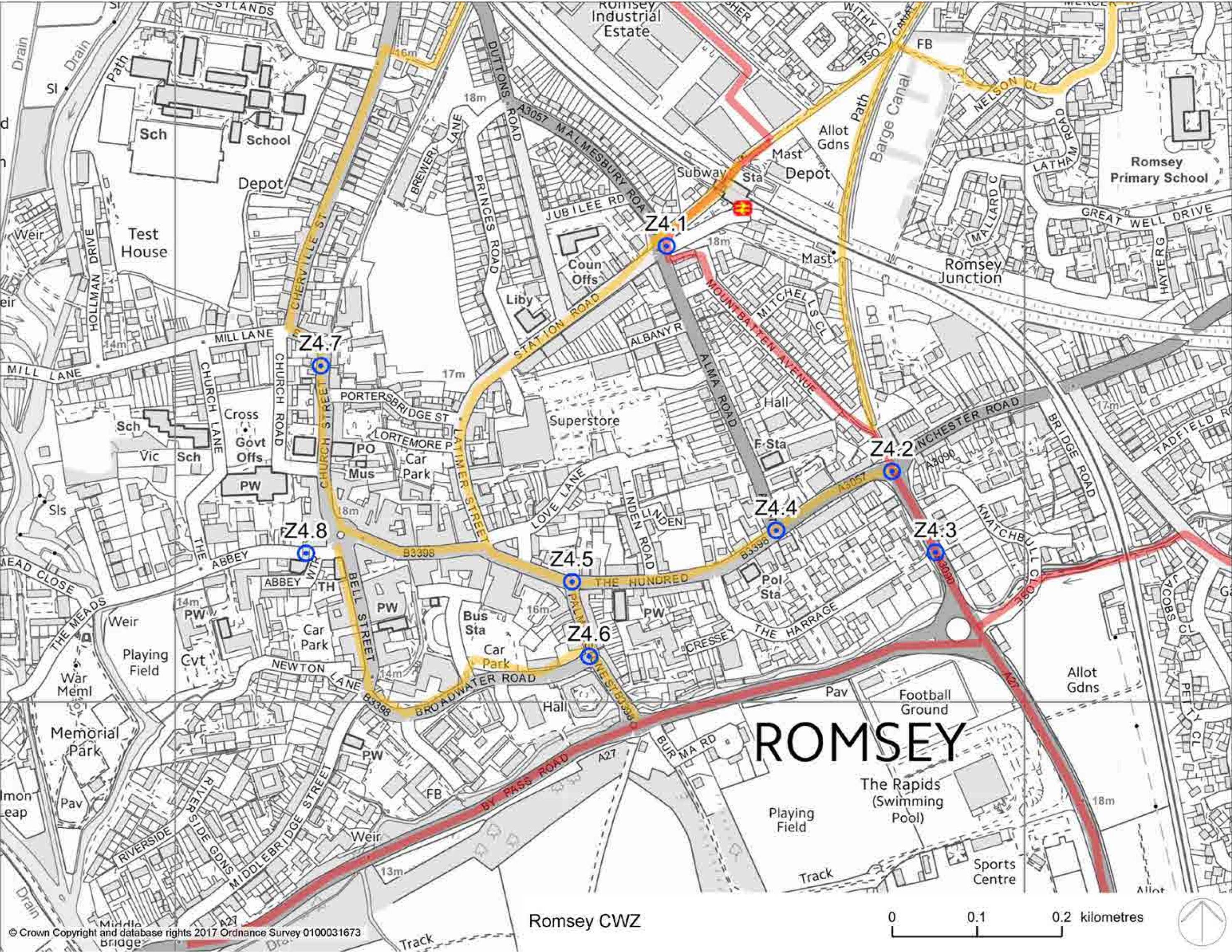
Z4.2.3A Winchester Road Plaza Theatre



Z4.2.3B Winchester Road shops



Fig Z4.3 Example of junction planting, Ardlui, London



Key:

- Primary route
- Secondary route
- Potential options

Z4.3 Southampton Road

Existing conditions

High traffic speed and volume was observed on Southampton Road.

Barriers to walking

There is a clear desire line halfway along this road where the footpath leads out onto the A335 from ‘The Harrage’. The Harrage leads into Romsey town centre so it is likely that many residents use or would potentially use this route if they live on the east side of the town but currently the road is a barrier to this movement.

Potential options

Z4.3.1 Installing a crossing to The Harrage could significantly increase footfall and reduce the number of vehicles travelling into the town centre. Improving pedestrian accessibility through an enhanced layout with a lower design speed would improve the perceived and actual safety levels along it.



Z4.4 Alma Road (A3057) junction

Existing conditions

The A3057 is one of the primary roads coming into Romsey from the north.

Barriers to walking

Where Alma Road meets The Hundred the junction is extremely wide, has high traffic volumes and the footways are less than 2 metres wide. This creates an intimidating space for pedestrians. There are metal barriers on both corners of Alma Road at this point which means that pedestrians are restricted in their movement throughout this junction.

Potential options

Z4.4.1 The junction could be narrowed and the footways widened. This will reduce vehicle speeds and provide more space for pedestrians, improving the experience of walking in this area. More convenient pedestrian accessibility could be improved through an enhanced layout with lower design speeds.

Z4.4.2 It is recommended that the metal barriers are removed on Alma Road to enable pedestrian movements.



Z4.5 The Hundred

Existing conditions

The Hundred leads into the town centre from the east.

It is worth noting that the Test Valley Borough Council Masterplan (as outlined on **page 13**) for the South of Romsey town centre will incorporate significant enhancements to the walking and cycling environment of this area of town. Including the redevelopment of the bus station facilities, public realm improvements and cycle storage.

Barriers to walking

Where The Hundred meets Palmerston Street the junction is very wide which makes it difficult for pedestrians to cross the road here. There is car parking on The Hundred to the west of the Palmerston Street junction. It is around 10 metres from the junction, which means that if the closest car parking bay is being used, visibility of oncoming vehicles is poor. This makes it difficult to cross at this point.

Potential options

Z4.5.1 The junction at Palmerston Street could be narrowed and a signalised crossing installed.

Z4.5.2 It is recommended that the car parking bays are moved further west up The Hundred or one bay is removed to allow for better pedestrian visibility at this crossing point.



Z4.5.1 The Hundred junction



Z4.5.2 The Hundred crossing point

Z4.6 Broadwater Road

Existing conditions

Broadwater Road runs south of Romsey town centre, the bus station is located just off this road. Broadwater Road leads into Romsey town centre from the south via Bell Street.

Barriers to walking

The junction at the east end of Broadwater Road is very wide, enabling high vehicle speeds.

Potential options

Z4.6.1 A-B The junction could be treated in the same manner as the junction at the west end of the road where a mini roundabout has been installed with tactile paving, narrow lanes and space at the edge of the roundabout has been enhanced with attractive planting and seating.



Z4.6.1A Broadwater Road east junction



Z4.6.1B Broadwater Road west mini roundabout

Z4.7 Church Street

Existing conditions

Church Street is one of the main streets that runs through the centre of Romsey. Church Street has in the last few years been enhanced through pedestrianising large areas and slowing the speed of traffic. The yarn bombing art was an attractive addition.

Barriers to walking

Most of Church Street is attractive and well thought out for pedestrians however at both ends the dominance of vehicular traffic increases making these sections much less safe and enjoyable to walk along.

Just after the junction with Church Road, Church street carriageway becomes wider and the footways become narrower with the footway disappearing completely for a stretch just before the junction with Portersbridge. This has the effect of vehicular traffic moving quicker and creating a more intimidating space for pedestrians.

Crossing near to the junction with Mill Lane and the junction with Portersbridge Street is difficult. This is due to vehicular traffic moving quicker than it was nearer to the town centre and lack of footways in places. Where Church Street turns into The Hundred the carriageway widens, the surfacing changes from granite setts at the edge to, tarmac throughout. This all works to create a faster, more vehicle dominant environment.

Potential options

Z4.7.1 A-B Where possible create/widen footways by reallocating space from the carriageway. Continue the textured surfacing throughout Church Street. It currently stops at Abbey Walk.

Z4.7.2 Install raised crossings along Church Street, in particular these could be installed near to the Mill Lane and Portersbridge junctions.

Z4.7.3 Maintain the same carriageway width as established along Church Street into The Hundred and for continuity and appearance use the same surface materials such as granite setts at the edge of the carriageway.



Z4.7.1A Church Street yarn bombing



Z4.7.1B Church Street no footway



Z4.7.2 Church Street textured surface



Z4.7.3 The Hundred/Latimer Street

Z4.8 The Abbey

Existing conditions

The Abbey, leads to Romsey Abbey as well as links to other destinations such as the War Memorial Park and the River Test

Barriers to walking

The pavements here are very narrow, meaning it is difficult for wheelchair users and pedestrians with pushchairs to walk along it, if a vehicle is travelling through at the same time.

Potential options

Z4.8.1 Create a shared space environment here with a textured surface in a different colour to the current carriageway.

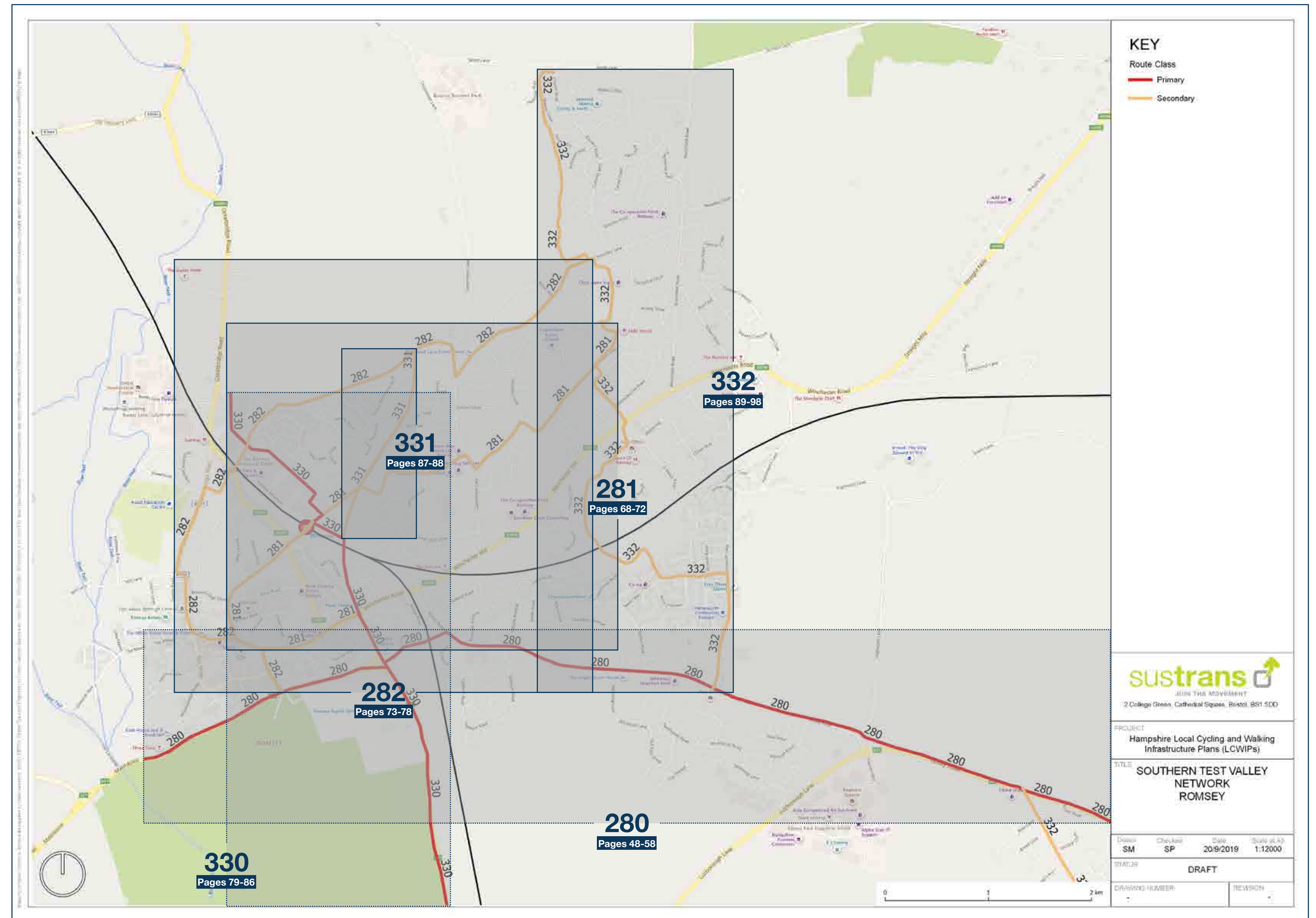


Z4.8.1 The Abbey

Proposed cycle networks:

Existing conditions, barriers
to cycling and potential options

Romsey network overview



Route 263: Romsey Bypass to Chandler’s Ford

Route description

Route 280 provides a continuous link between Romsey and Chandler’s Ford, passing through North Baddesley. This route continues from Chandler’s Ford into Eastleigh Borough. The total length of the route is 8.5km.

280.1 Romsey Bypass – Botley Road

Existing conditions

Bypass Road between the River Test and Broadlands roundabout is a 40mph road with a narrow footway along the north side, with the remainder of the road being 30mph. An existing narrow path is located between Knatchbull Close and Botley Road, running parallel to a stream and under the railway line.

Barriers to walking and cycling

Bypass Road is a busy through road, with only a narrow footway along one side, making walking and cycling uncomfortable, difficult and dangerous. The traffic free path between Knatchbull Close and Botley Road is narrow with a very small tunnel under the railway. This makes cycling incredibly difficult and walking inconvenient, especially during busier times.

Potential options

280.1.1 To provide safe access for cyclists to and from the proposed cycle track (see 280.1.2) a signal controlled crossing could be installed across Bypass Road to Middlebridge Street.

280.1.2 A two-way cycle track should be installed to the south of Bypass Road, providing a safe and convenient cycle route. This should be located between Middlebridge Street and the A27/Knatchbull Close roundabout. Slight narrowing of the carriageway may be required in places to allow for the required buffer width between the track and the carriageway.

280.1.3 So as to allow the proposed cycle track to continue uninterrupted the Broadlands roundabout should be tightened to allow space for the cycle track to continue to the south of Bypass Road. A cycle priority crossing of the Broadlands arm of the roundabout should also be installed.

280.1.4 The geometry of the south side of the A27 roundabout should be tightened to allow sufficient space for the proposed segregated cycle track to continue to the proposed crossing point on the A27 arm of the roundabout (see recommendation 280.1.5).



280.1.1 Bypass Road



280.1.3 Bypass Road/Palmerston Street Rbt



280.1.2 Bypass Road



280.1.4 A27/A3090/Knatchbull Close Rbt

280.1.5 To allow for safe crossing of the A27 near the roundabout, a signalised parallel crossings should be installed on the A27 arm of the roundabout.



280.1.5 A27/A3090/Knatchbull Close Rbt

280.1.6 The crossing point of the Knatchbull Close arm of the roundabout is dangerous for pedestrians and cyclists. A parallel crossing should be installed at this location, potentially on a raised table.



280.1.6 A27/A3090/Knatchbull Close Rbt

Additionally, a short section of cycle track should link the existing paths between the A27 and Knatchbull Close with Knatchbull Close itself, to give access to the paths for on-carriageway cyclists on Knatchbull Close.

280.1.7 The existing path linking Knatchbull Close with Botley Road is narrow, some sections extremely so. To make this path suitable for pedestrians and cyclists, it should be converted to a shared use path and suitably widened to reflect this. The path should be cantilevered over the stream to create the required path widths where required.

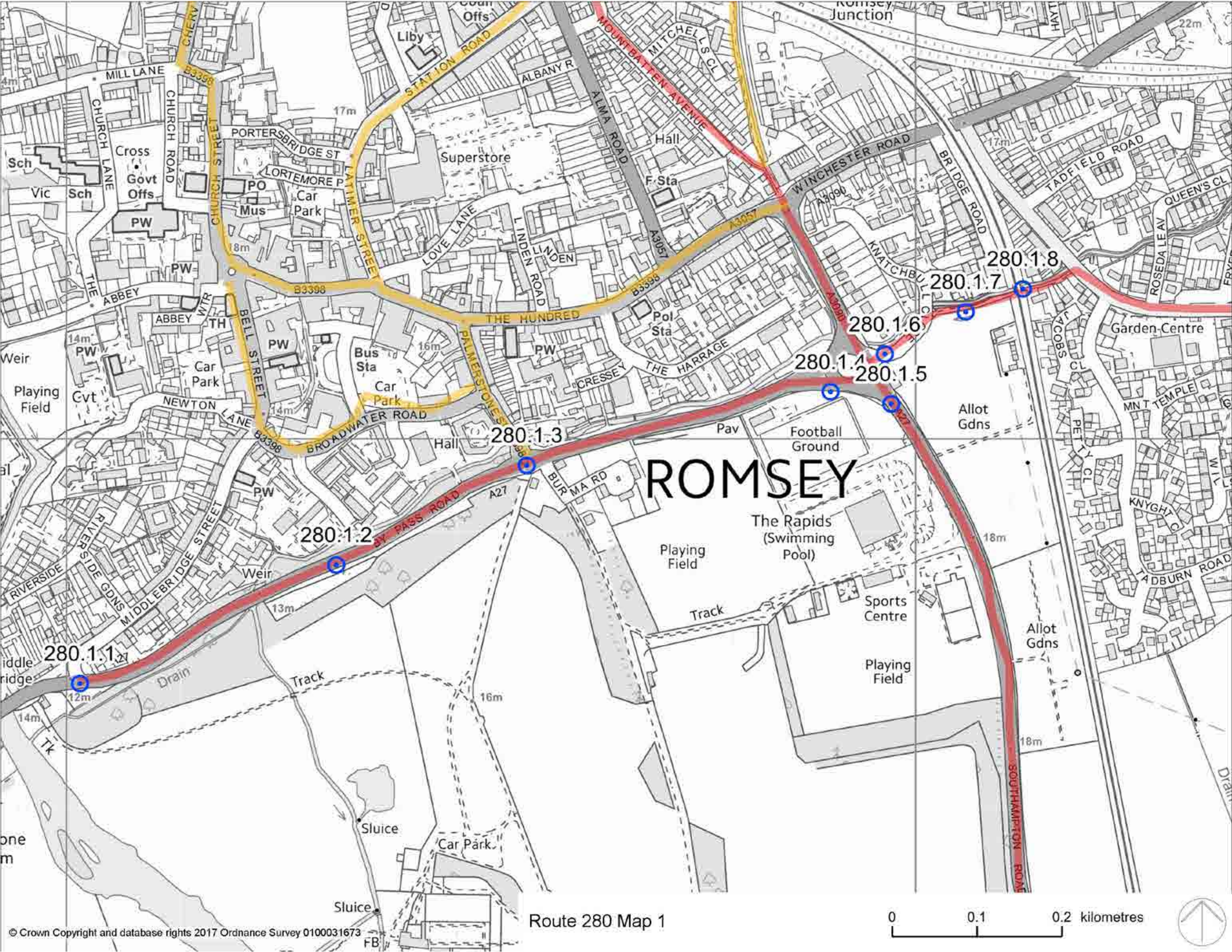


280.1.7 Knatchbull Close – Botley Road Path

280.1.8 The headroom under the railway bridge is too small, especially for cyclists. Additionally, the width of the path at this point is far too narrow. To address these issues the path could be lowered to increase the headroom under the railway. In addition, the cantilevered path (see potential option 280.1.7) should continue under the railway bridge.



280.1.8 Knatchbull Close – Botley Road Path



Key:

- Primary route
- Secondary route
- Potential options

280.2 Botley Road – A27 Roundabout

Existing conditions

Walking infrastructure along Botley Road is generally sufficient, however, no specific provision for cyclists is provided along this road.

Barriers to walking and cycling

The lack of cycling facilities forces cyclists to use the road. This can be uncomfortable and dangerous in places.

Potential options

280.2.1 Botley Road is uncomfortable and unsafe to cycle along. To improve cycle conditions between the Knatchbull Close path entry and Whitenap Lane, it is recommended that stepped tracks are installed along both sides of the carriageway. This would require narrowing of the carriageway and use of verges adjacent to the road.

280.2.2 Between Whitenap Lane and Halterworth Lane the carriageway and footways both narrow due to the available width. This makes provision for cycling and walking limited. It is therefore recommended that traffic calming approaches are implemented with cyclists directed onto the carriageway. These could include visual narrowing, removal of the centre line, raised tables for junctions and crossings, and build outs.

280.2.3 To allow safe, convenient crossing of Botley Road for pedestrians and cyclists, it is recommended that a parallel crossing is installed to the west of the Halterworth Lane junction. This will link to the proposed cycle track along Botley Road (see 280.2.4).

280.2.4 It is recommended that a two way cycle track is installed to the south of Botley Road between Halterworth Lane and the existing signalised crossing near Montfort Road. This could include a cycling priority crossing of Montfort Road.

280.2.5 So as to maintain a sufficiently wide shared use path to the north of Botley Road from the signalised crossing, it is recommended that the bus stop layby is removed and used as part of the shared use path, with the bus stop being located on the carriageway.

280.2.6 The existing shared use path is very narrow. Therefore, the path could be sufficiently widened to accommodate more walking and cycling traffic.

280.2.7 The existing crossing of Highwood Lane is difficult and inconvenient for pedestrians and cyclists on the shared use path. Therefore, it is recommended that cyclists and pedestrians crossing this road are given priority, potentially with the use of a raised crossing.



280.2.1 Botley Road



280.2.5 Botley Road



280.2.2 Botley Road



280.2.6 Botley Road



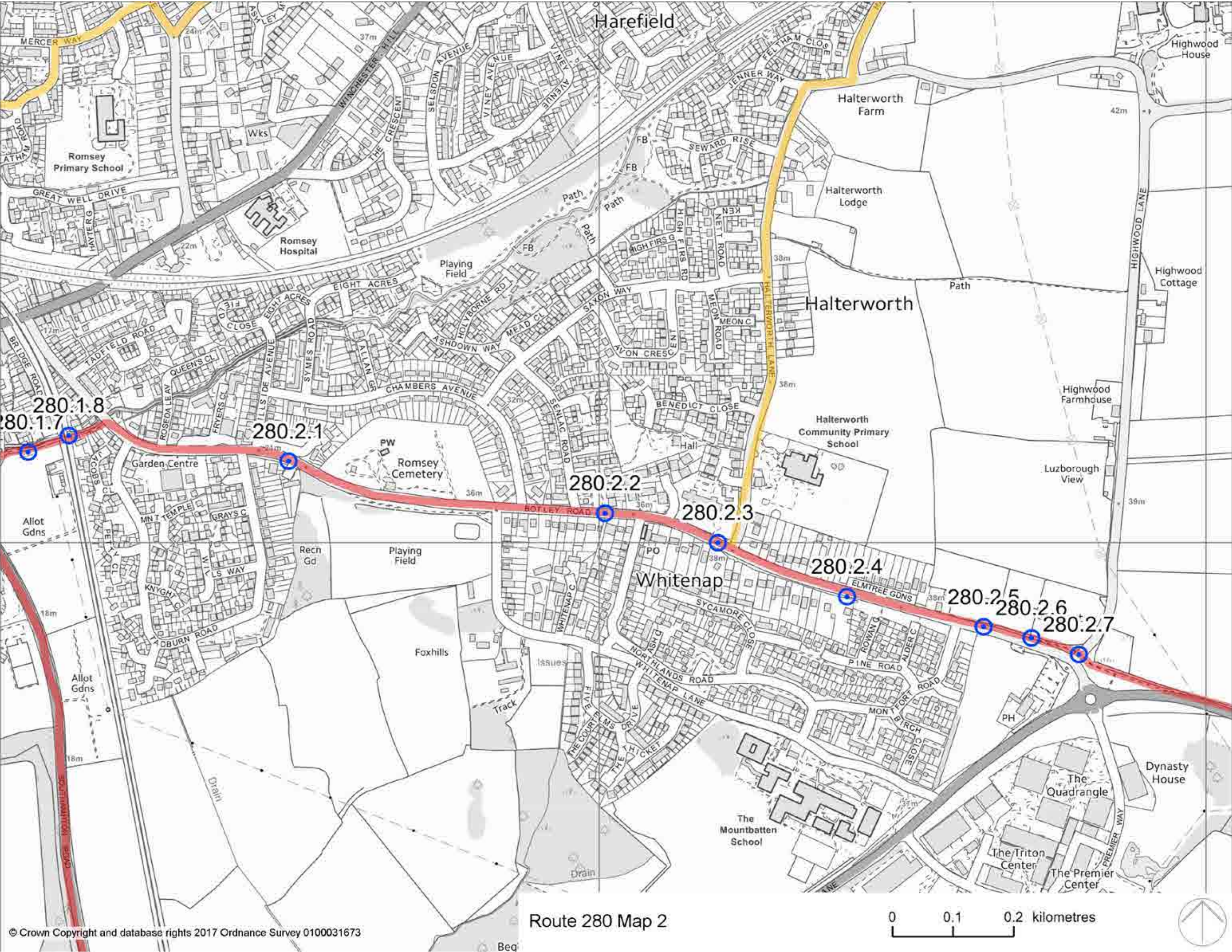
280.2.3 Botley Road/Halterworth Lane



280.2.7 Botley Road/Highwood Lane



280.2.4 Botley Road



280.3 A27 Roundabout – Castle Lane

Existing conditions

Reasonably narrow segregated and shared use paths link the A27 roundabout with North Baddesley. However, cycle provision is lacking for 600m through North Baddesley. Poor crossing facilities in a number of locations make walking and cycling difficult.

Barriers to walking and cycling

The narrow nature of the existing cycle and walking provision makes this route an unattractive option. In addition, many of the crossing points are difficult and dangerous for pedestrians and cyclists.

Potential options

280.3.1 The existing shared use path alongside Botley Road is narrow and close to the fast carriageway. It is recommended that the carriageway is narrowed, or the alignment shifted by using some of the verge on the south side to create space to widen the shared use path along the north side of the road.

280.3.2 The existing signalised crossing of Botley Road near the junction with Rownhams Lane includes a staggered central island which can be difficult to negotiate on some types of cycle. In order to improve this, it is recommended that the central island is straightened so the two crossings line up.

280.3.3 To improve the ease of movement across the junction for pedestrians and cyclists, it is recommended that the Rownhams Lane arm meets Botley Road perpendicular. A parallel crossing could be located across this arm to allow safe, convenient crossing for pedestrians and cyclists.

280.3.4 The existing shared use path between Rownhams Lane and the side road parallel to Botley Road is narrow, making cycling and walking uncomfortable. It is recommended that this is widened with segregation between pedestrians and cyclists.

280.3.5 There is currently no lighting along the side road parallel to Botley Road, making walking and cycling difficult, uncomfortable and dangerous when it is dark. Additionally there is no dedicated provision for pedestrians, making this section of the route uncomfortable for some users. It is therefore recommended that a footway is installed along the side of the route and that this section is sufficiently lit.

280.3.6 The width of the segregated path is too narrow, making cycling and walking along the path uncomfortable and inconvenient. To address this it is recommended that a separate cycle track and footway are installed, with the carriageway realigned or narrowed to accommodate this.



280.3.1 Botley Road



280.3.5 Botley Road



280.3.2 Botley Road



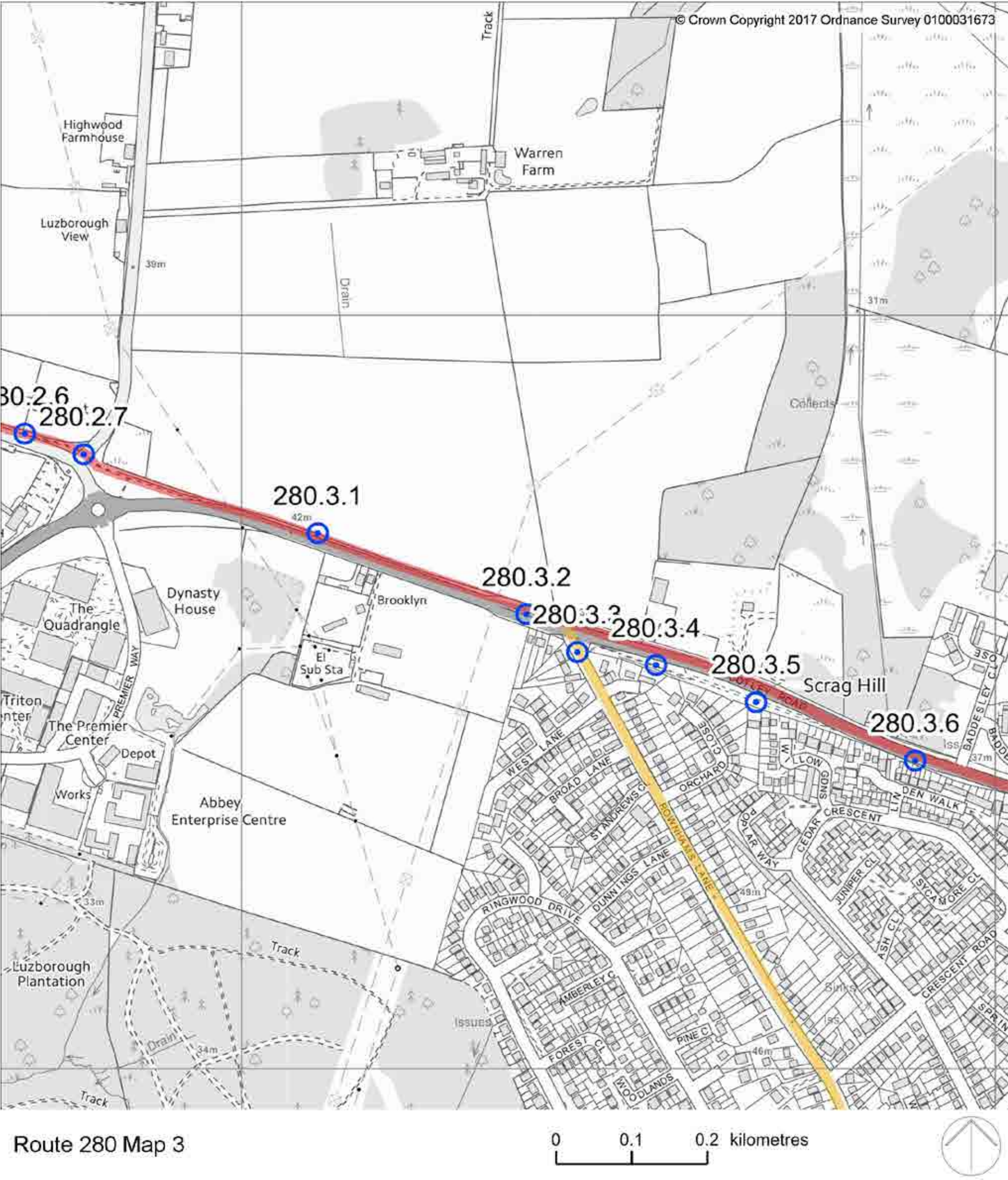
280.3.6 Botley Road



280.3.3 Botley Road/Rownhams Lane



280.3.4 Botley Road



Key:

- Primary route
- Secondary route
- Potential options

280.3.7 The existing informal crossing could be upgraded to a formalised crossing to give access to the proposed one-way cycle track to the north of Botley Road (see 280.3.8).

280.3.8 To maintain continuous cycle provision along the whole route, it is recommended that between Firgrove Road and North Baddesley Village Hall a one-way cycle track is installed to the north of Botley Road, with the existing footway on the south side of Botley Road widened and converted to a shared use path. This additional space can be gained by narrowing the carriageway.

280.3.9 Due to the limited widths available and the high traffic volume on Botley Road, walking and cycling between North Baddesley Village Hall and the crossroads at Rownhams Road is unpleasant and dangerous. To address this, and due to the presence of various shops and other attractors, it is recommended that a speed limit of 20mph is implemented. In addition traffic calming measures such as raised tables at crossings and junctions and reduced carriageway widths could be implemented to improve on-road cycling conditions.

280.3.10 Due to the phasing of the signals at the crossroads, crossing as a pedestrian or cyclist can be time-consuming and inconvenient. It is recommended that diagonal crossings are implemented at this junction. It is also suggested that ASLs are considered. These could be implemented with cycle early release to further improve safety of cyclists at the junction.

280.3.11 To ensure suitable cycle provision from the crossroads to the proposed cycle track through the recreation ground (see 280.3.12) it is recommended that a two way cycle track is installed on the east side of Nutburn Road in place of the left turn lane.

280.3.12 It is recommended that a two-way cycle track is installed around the perimeter of the Recreation Ground pitches, connecting to the access road (Sandy Lane) near the Pavilion. This will ensure that there is a safe link for cycling between the crossroads and the existing Castle Lane path.



280.3.7 Botley Road



280.3.11 Nutburn Road



280.3.8 Botley Road



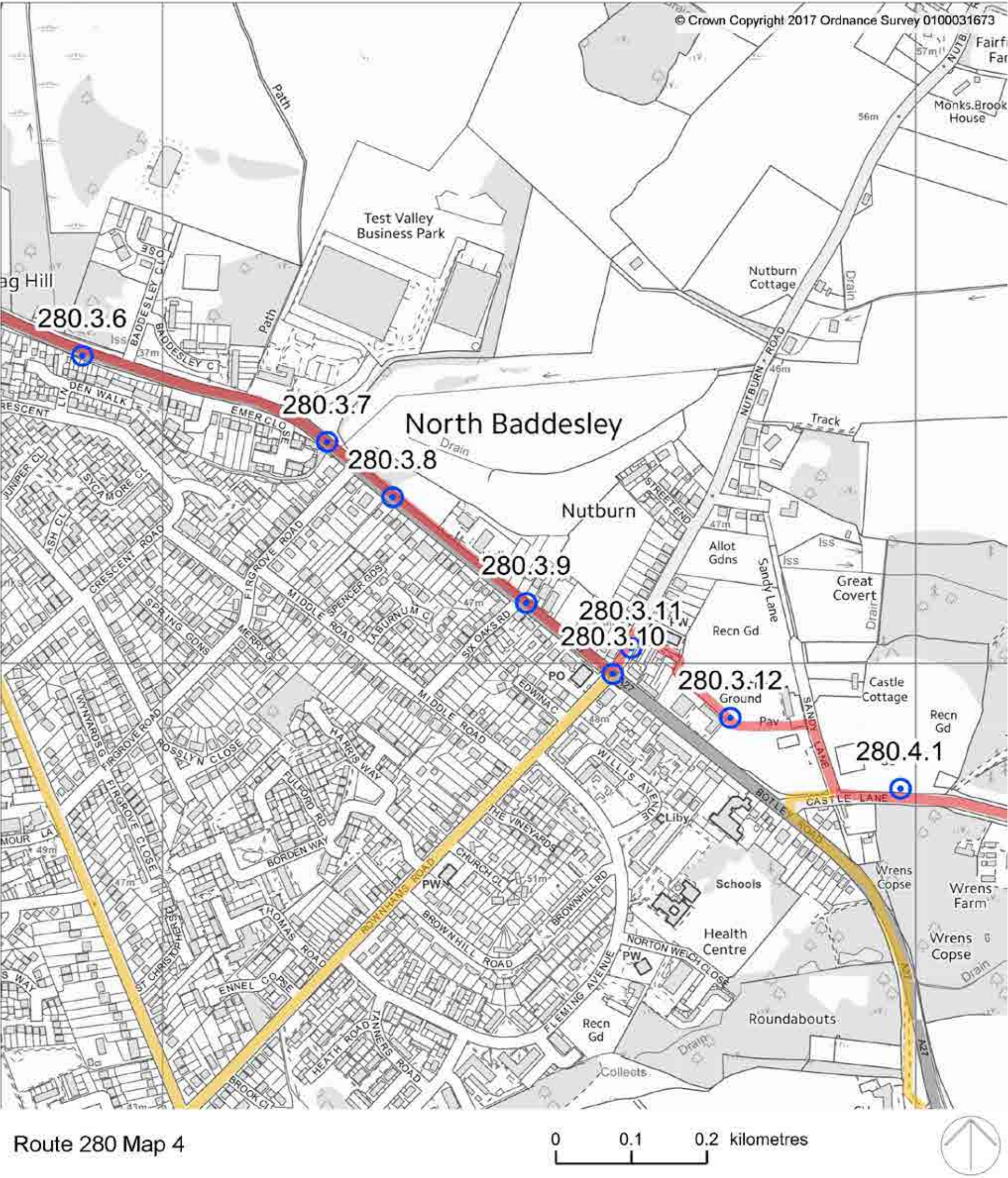
280.3.12 North Baddesley Recreation Ground



280.3.9 Botley Road



280.3.10 Botley Rd/Rownhams Rd/Nutburn Rd



Key:

- Primary route
- Secondary route
- Potential options

280.4 Castle Lane – Bournemouth Road

Existing conditions

An existing shared use path runs parallel to Castle Lane for much of its length, with only short sections running immediately adjacent to the carriageway. The residential section of Castle Lane has no specific cycling infrastructure, however, it is reasonably quiet due to it being a no through road.

Barriers to walking and cycling

Some sections of the Castle Lane path run adjacent to the carriageway, which can be uncomfortable for some cyclists.

Potential options

280.4.1 The usable width of the shared use path parallel to Castle Lane is narrow due to encroaching vegetation. It is recommended that the vegetation is cut back and maintained, and the path widened.

280.4.2 In the more built up section of Castle Lane (just east of Airlynx Parking to just east of Misslebrook Lane) walking and cycling is unpleasant due to the narrowness of the path and its proximity to the fast carriageway. The speed limit for this section of Castle Lane could be reduced to 30mph. It is also recommended that the carriageway is narrowed through this section to aid the speed

reduction and to allow for the shared use path to be widened.

280.4.3 The usable width of the shared use path parallel to Castle Lane is reduced in places due to vegetation. It is recommended that encroaching vegetation is cut back and maintained and the path widened where possible.

280.4.4 Between Botley Road and Templars Way the lighting of the shared use path is poor, with vegetation covering the lighting in places. The lighting along this route could be reviewed and adequate lighting installed so that the path can be safely used at all times of day.

280.4.5 The existing path linking Templars Way with Castle Lane is narrow and poorly positioned. It is recommended that a segregated cycle track and footway is installed, diverging from the shared use path on Templars Way, linking to the end of Castle Lane where the existing hedge line is.

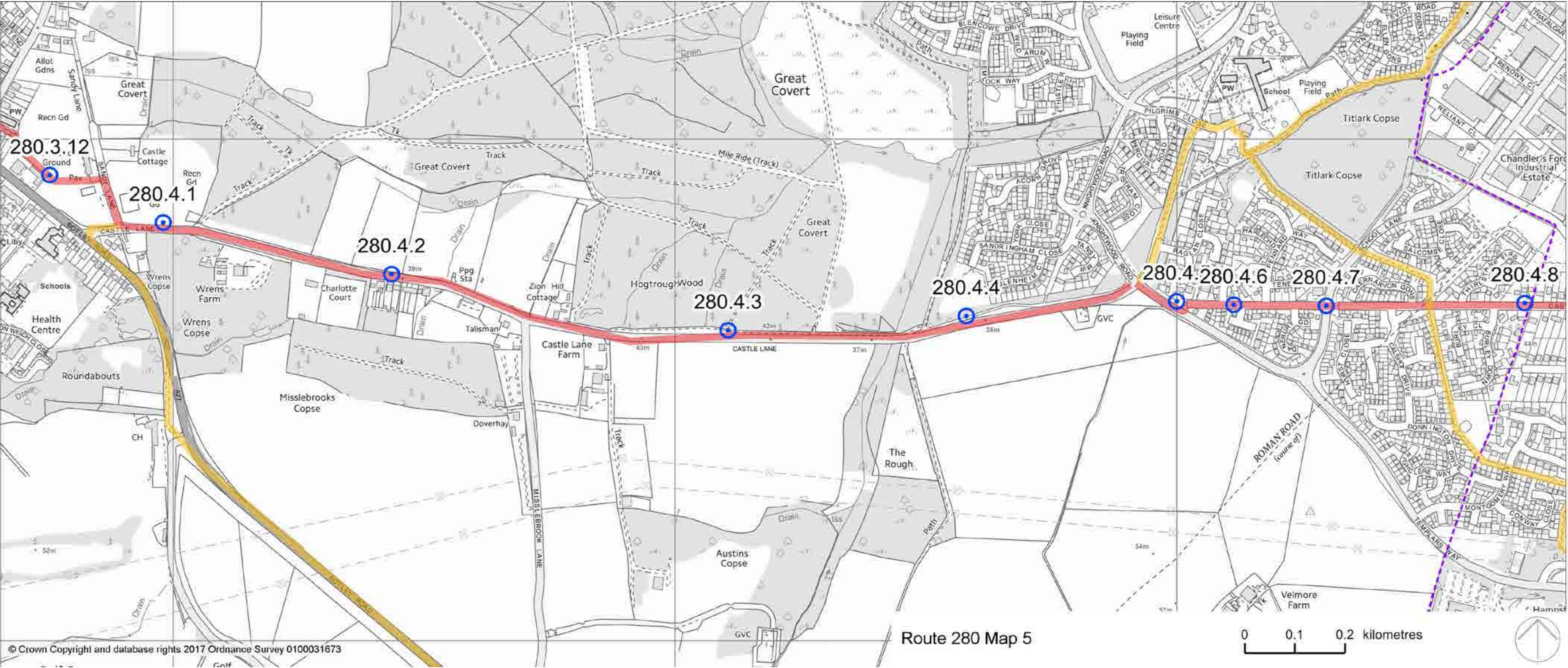
280.4.6 In places along the length of Castle Lane (between Templars Way and Bournemouth Road) there are paved rumble strips which are extremely uncomfortable to cycle over. It is recommended that these are removed to allow this to be a comfortable cycle route.

280.4.7 To allow for safer crossing of School Lane for cyclists, it is recommended that a cycle track is installed between Castle Lane (east) and School Lane,

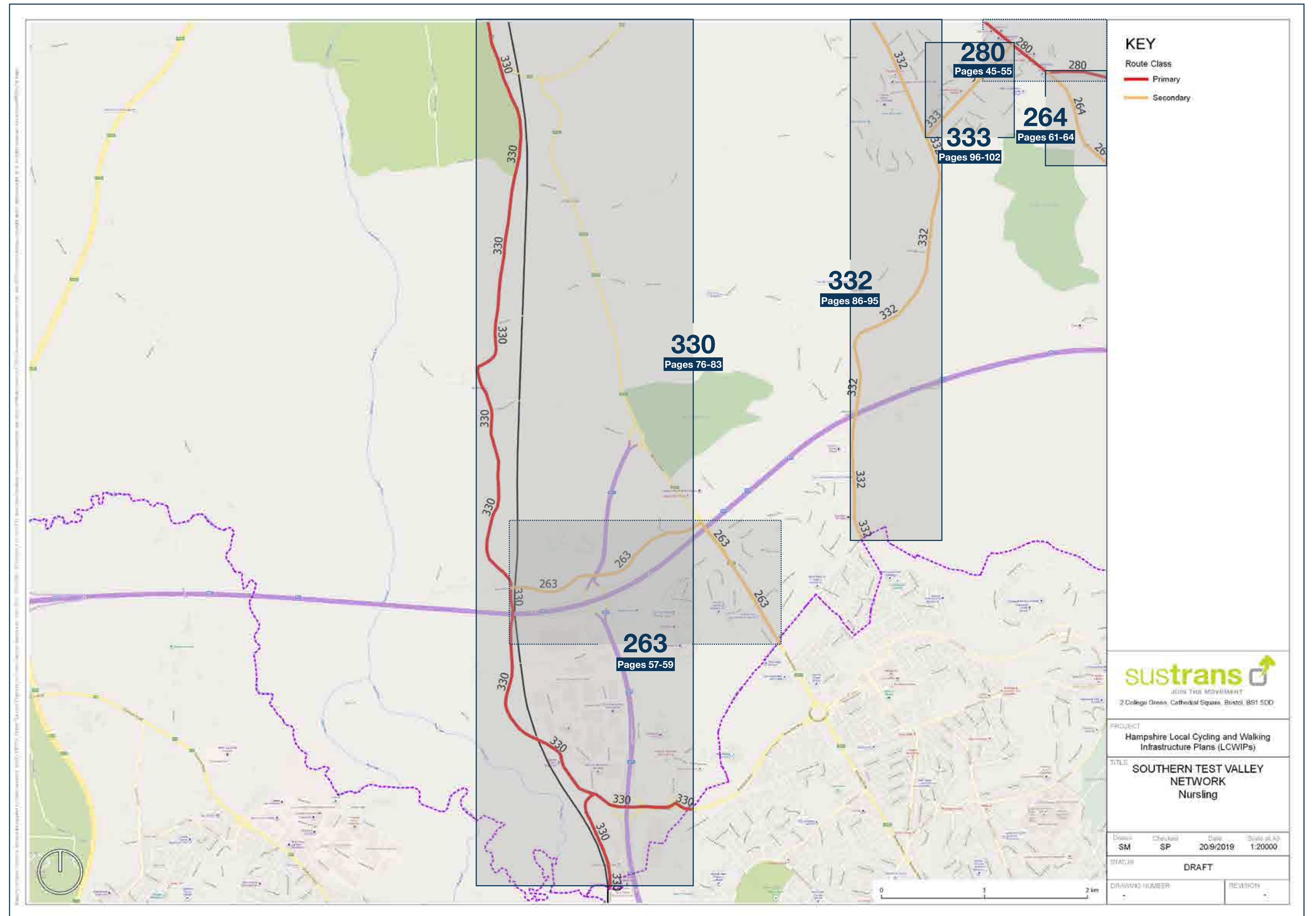
allowing access for cyclists to cross School Lane to and from Castle Lane (west). Due to limited visibility to the north and the potential of high vehicle speeds it is recommended that a raised table is installed on this junction.

280.4.8 So as to highlight the cycle route along Castle Lane, it is recommended that cycle markings are installed to the road surface.





Nursling network overview



Route 263: Lee Lane to Nursling

Route description

This is a secondary east-west route, linking Route 330 with Upton and Nursling to the east. The route is 2.3km long.

Background

Requires further research. The route is supported by local stakeholders.

263.1 Upton Lane – Romsey Road

Existing conditions

Upton Lane is a rural lane with no cycling and few pedestrian facilities. The route is national speed limit and begins at the Upton Lane/Lee Lane junction, where there is a bridge over the railway tracks, and ends at Romsey Road.

Barriers to walking and cycling

The main barrier to cycling and walking is the lack of off-road facilities and that the road operates at the national speed limit. There are also narrow sections of road, namely over the railway bridge where the highway pinches and creates a hazardous environment for users.

A section of Route 330 runs adjacent to the proposed Whitenap development where it is anticipated that a new neighbourhood (up to 1,300 homes, primary school, community facilities, local centre public open space provisions and employment land) will be developed. This offers opportunities for additional cycling and walking links and enhancements between this route and route 280 and beyond.

This new neighbourhood is a strategic allocation in the adopted Test Valley Borough local plan (2016) – see page 13 of this document for further details of the plan and will incorporate cycling and walking infrastructure that link the site with the wider walking and cycling networks serving Romsey.

Such routes should be short, direct, safe, of high quality, convenient and fully integrated to the LCWIP networks for existing and new users. One option for such provision could be a pedestrian/cycle bridge over the railway at Whitenap linking LCWIP Routes 280 and 330 as well as other improvements along the A27 and Luzborough Lane.

This could significantly improve opportunities for cycling and walking and the attractiveness and safety of routes, within Whitenap and across Romsey, whilst also reducing the barrier effect of the railway line.

Potential options

263.1.1 It is advised to reduce the speed limit of Upton Lane and include on-road advisory cycling provision with traffic calming measures. The on-road advisory cycling provision should continue along the extent of Upton Lane.

263.1.2 At the M271 underpass there are narrow footpaths on both extents, which do not link to any further provisions. It is suggested to provide traffic calming measures, narrow the width of the highway and provide on-road segregated cycle lanes.

263.1.3 Through the village of Upton it is suggested to provide footpaths and on-road advisory cycling lanes with priority over accesses.

263.1.4 Provide a crossing facility for users to allow access to Lymer Villas.

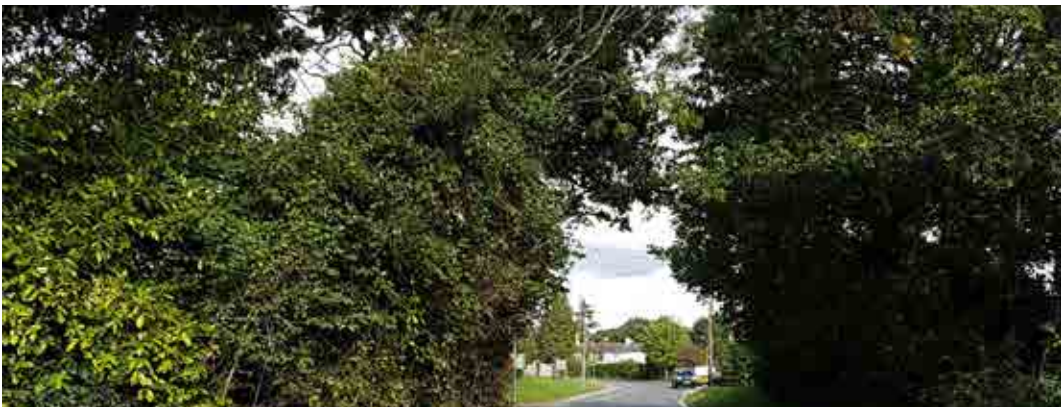
263.1.5 Formalise the public right of way and provide shared-use facilities (subject to PRoW approval).



263.1.1 A27/A3090/Knatchbull Close Rbt



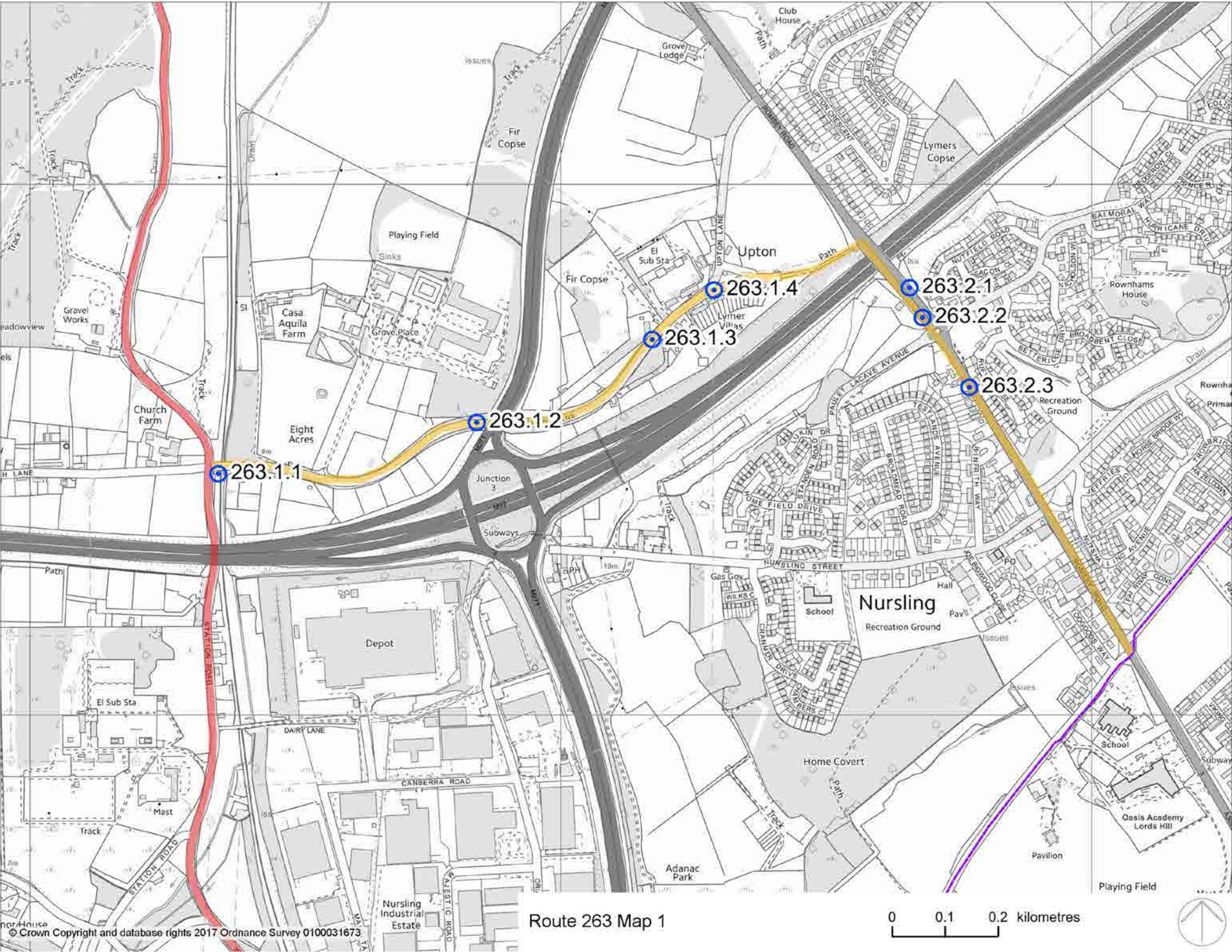
263.1.2 Bypass Road



263.1.3 Bypass Road



263.1.4 Bypass Road/Palmerston Street Rbt



Key:

- Primary route
- Secondary route
- Potential options

263.2 Romsey Road A3057

Existing conditions

Romsey Road is a 30mph, high traffic route linking Romsey with Winchester and Southampton. Route 263.2 includes a section of Romsey Road with varying footpath provision and no cycling provision.

Barriers to walking and cycling

The largest barrier to walking and cycling is the lack of any formal cycling provision and poor crossing facilities for all users. In addition, there are sections with narrow pathways.

Potential options

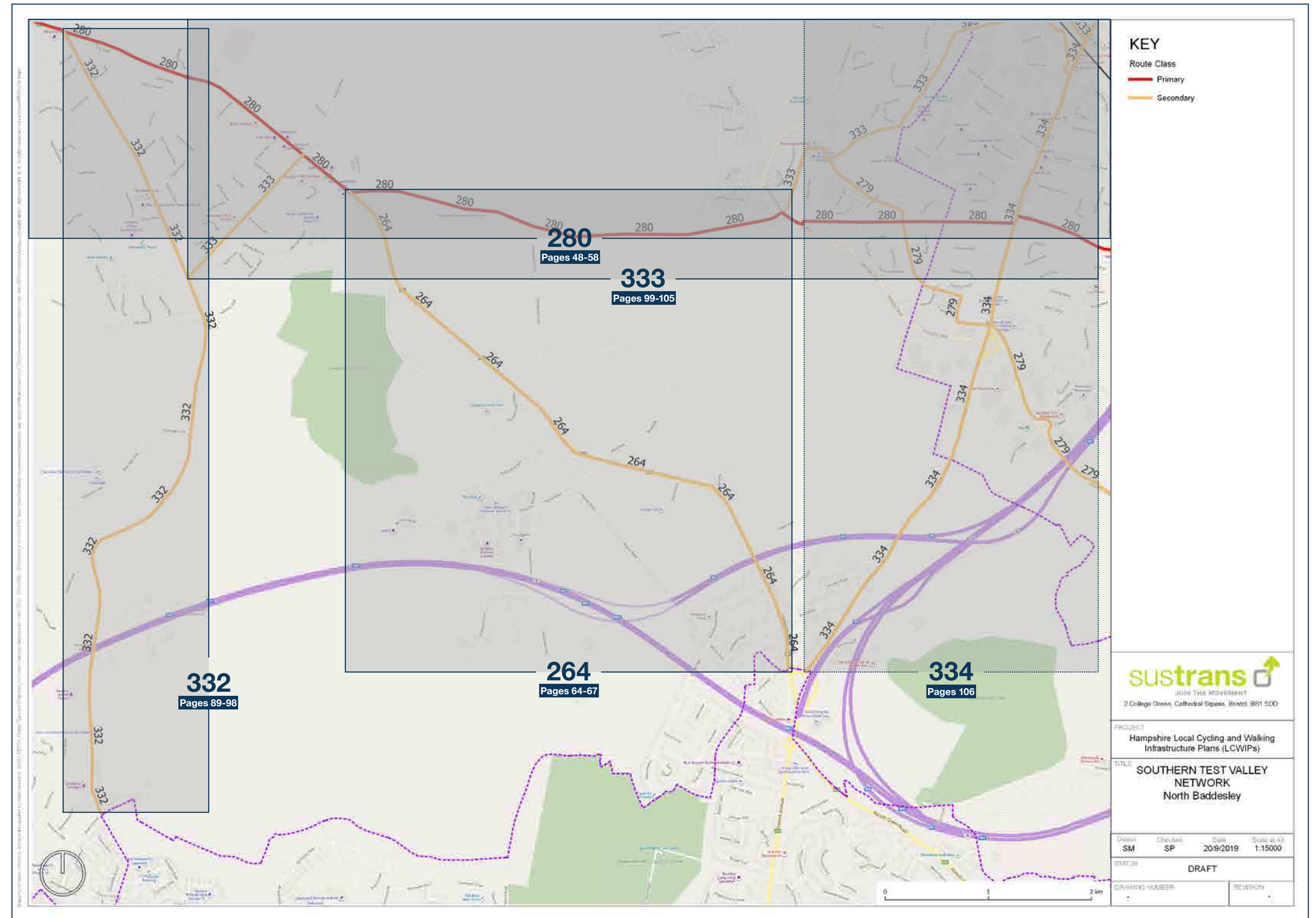
263.2.1 It is proposed to narrow the existing highway to enable off-road segregated cycle lanes on both sides.

263.2.2 Improve crossing facilities to enable better connectivity at the roundabout using latest design standards, prioritising cyclists.

263.2.3 Reduce the width of the carriageway to allow segregated cycle lanes.



North Baddesley network overview



Route 281: North Baddesley to Chilworth

Route description

Route 264 links North Baddesley with Chilworth. The route will provide a safe walking and cycling route through Chilworth Village, with much of the route currently having no suitable walking or cycling provision. This route links the University of Southampton Science Park with suitable walking and cycling infrastructure. The total length of the route is 3.5km.

Background

This route was supported by local stakeholders at a mapping engagement event.

264.1 North Baddesley – Chilworth Village

Existing conditions

Much of this section of route 264 has no walking or cycling infrastructure. Between North Baddesley and Chilworth Golf Club there is an existing narrow footway along the southern side of Botley Road. Except for the section on the approach to North Baddesley, this section of route 264 is a 50mph road.

Barriers to walking and cycling

The walking and cycling infrastructure or provision along Botley Road is currently extremely limited, with the vast majority of this section being a 50mph road. This makes walking and cycling extremely unattractive, uncomfortable and dangerous.

Potential options

264.1.1 To allow safe crossing for cyclists it is recommended that the existing signalised crossing on the Castle Lane arm of the junction is upgraded to a toucan crossing. In addition it is recommended that a new toucan is installed across the Botley Road (south) arm. These crossings could be linked with a new shared use path.

264.1.2 The existing path along the southern side of Botley Road is unpleasant to walk and cycle along due to the proximity to the carriageway and the constrained width in places. Therefore it is recommended that the path is widened by narrowing the carriageway. A sufficient buffer to the carriageway should be maintained.

264.1.3 It is recommended that the side road between Chilworth Golf Club and Botley Road is made cycle

friendly with the implementation of cycle markings and lighting as well as consideration given to filtered permeability being implemented at its junction with Botley Road (at the northern end).

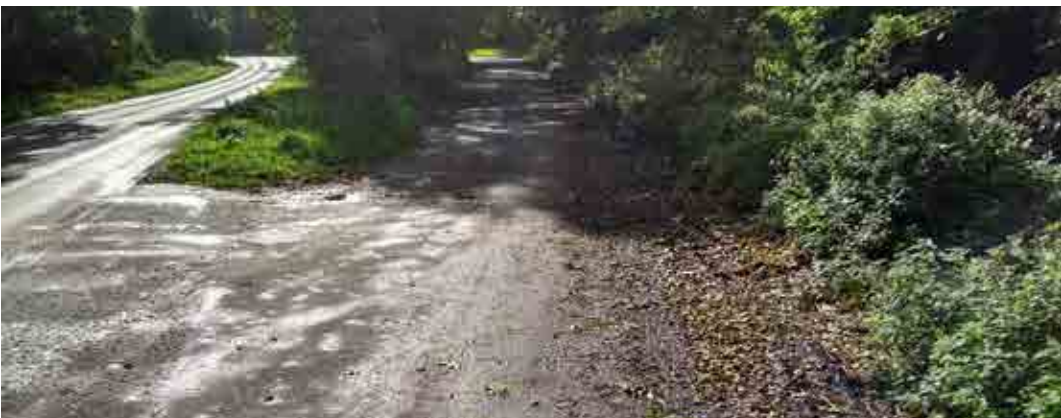
264.1.4 Botley Road is extremely uncomfortable, unpleasant and dangerous to cycle along with no provision for cycling or walking. It is recommended that a lit two-way cycle track is installed on the strip of land in the adjacent field to the southwest of the road between the golf club and Chilworth Village.



264.1.1



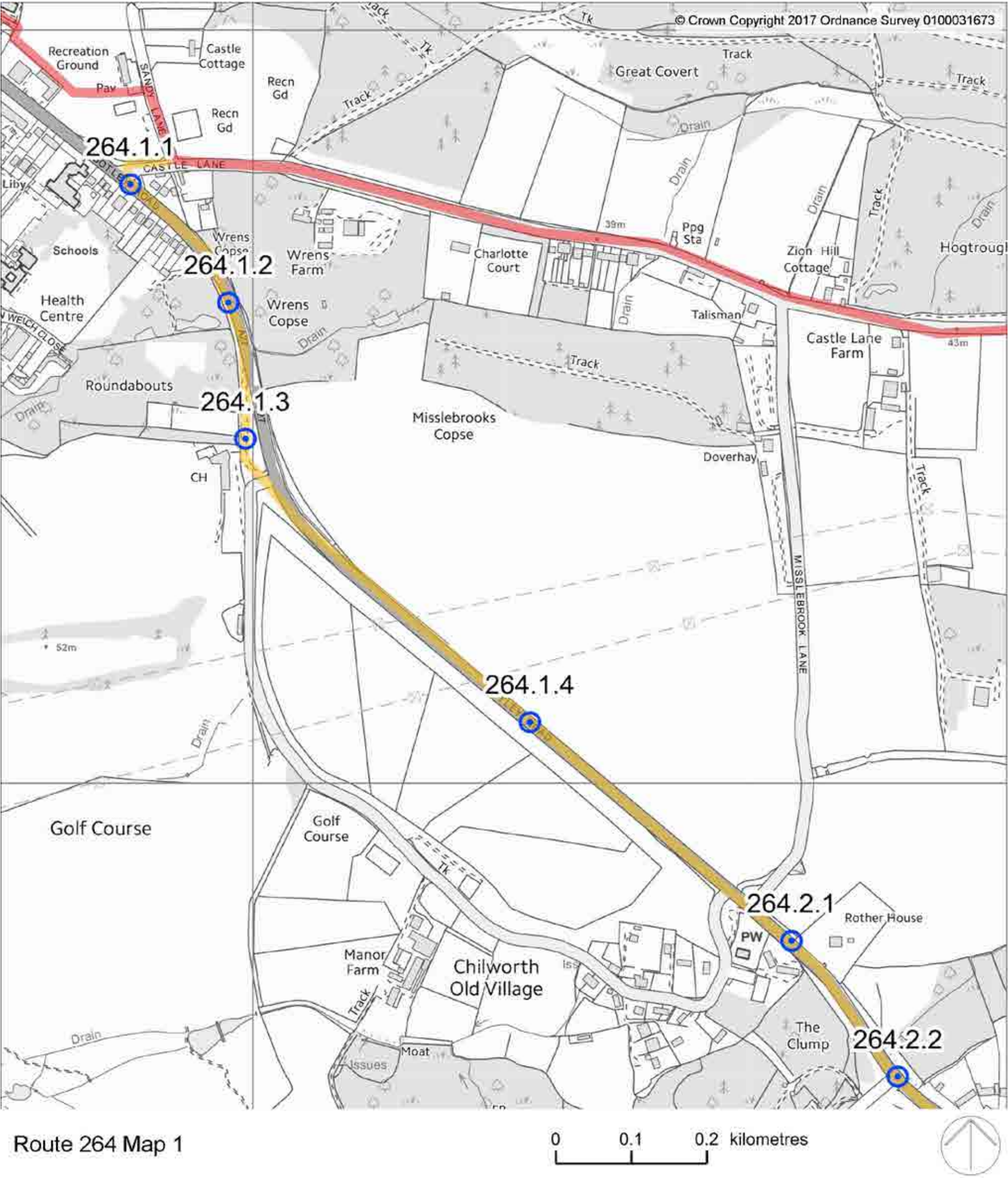
264.1.2



264.1.3



264.1.4



Key:

- Primary route
- Secondary route
- Potential options

264.2 Chilworth Village – Chilworth (Winchester Road)

Existing conditions

Between Chilworth Village and University Parkway, there is a narrow footway alongside Chilworth Road. For the remainder of route 264, a reasonably narrow shared use path is located to the south of Chilworth Road, crossing significant numbers of side roads and driveways.

Barriers to walking and cycling

Whilst shared use paths are provided along Chilworth Road, these are often inconvenient due to the high number of crossings of driveways and side roads. Between Chilworth Village and University Parkway, the narrow footway with no buffer to the carriageway makes walking a very uncomfortable experience.

Potential options

264.2.1 The existing path to the southwest of the carriageway is very narrow, making cycling and walking uncomfortable and dangerous. It is recommended that the carriageway is narrowed to allow for the path to be widened. Near the junction of University Parkway with Chilworth Road the carriageway could be realigned slightly eastwards so as to allow sufficient path width at its narrowest points.

264.2.2 Vehicle speeds are high entering and exiting University Parkway due to the extremely wide flaring.

In addition, there is no formalised crossing for pedestrians and cyclists. This makes crossing at this location dangerous and uncomfortable. It is recommended that the geometry of this junction is significantly tightened and a parallel crossing is installed.

264.2.3 The existing shared use path along the west side of the road between University Parkway and the junction of Chilworth Road and Winchester Road is narrow along large sections of its length, with insufficient buffer to the carriageway in places, making walking and cycling uncomfortable. To address this, it is recommended that the carriageway is narrowed with central hatching removed and the shared use path is widened to a suitable width with a sufficient buffer to the carriageway.

264.2.4 Using the existing shared use path is inconvenient for pedestrians and cyclists due to the frequency of side roads in which pedestrians and cyclists do not have priority. In some places this also decreases safety of users of the path. It is therefore recommended that at each side road a raised table parallel crossing is installed to make the path more convenient and safe. In many cases these side road junctions have wide flaring. It is recommended that these are tightened to reduce vehicle speeds and increase pedestrian and cyclist safety.

264.2.5 In order to link the walking and cycling provision along Winchester Road it is recommended that a signalised toucan crossing is installed.



264.2.1



264.2.4



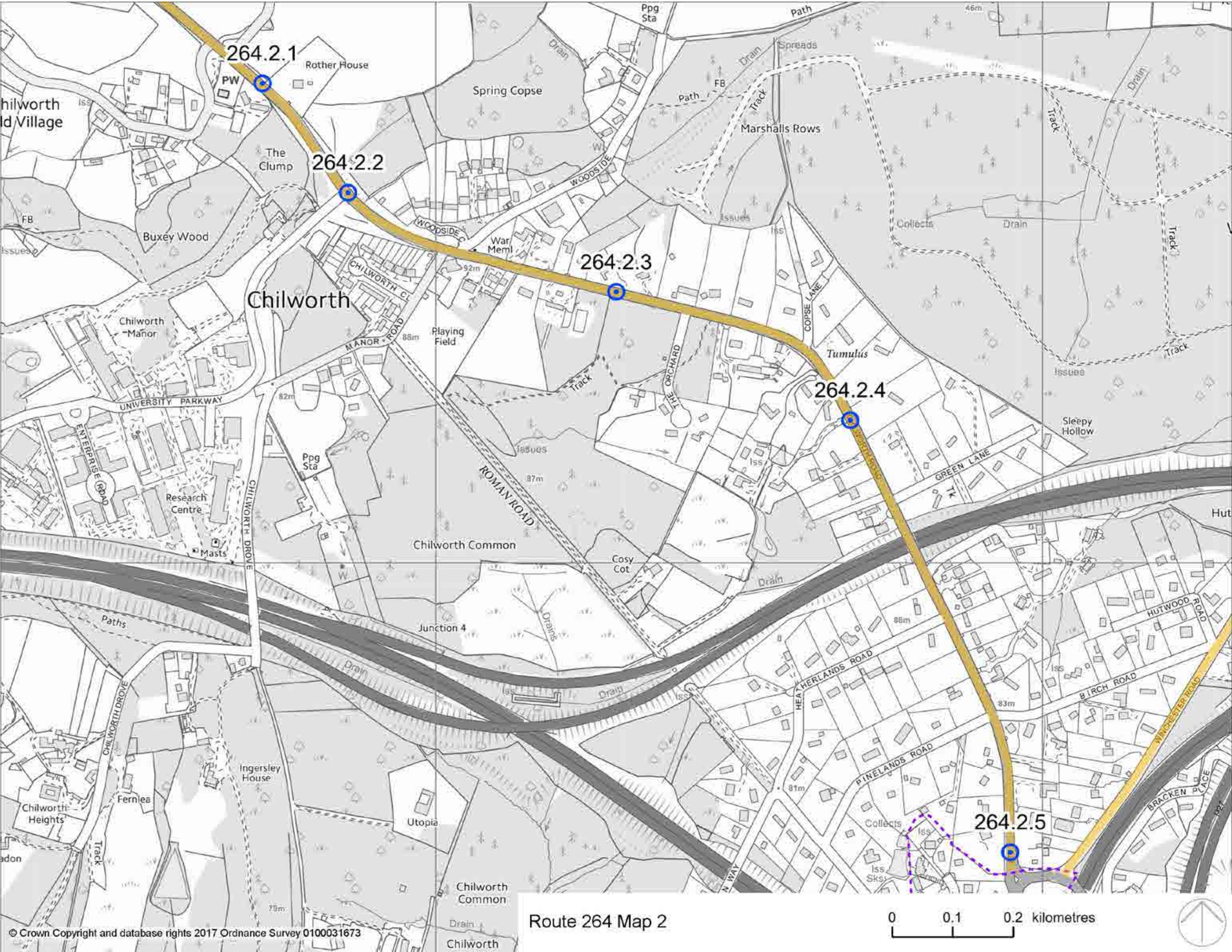
264.2.2



264.2.5



264.2.3



Route 281:The Hundred to Stapleford Close

Route description

Providing a link from the Romsey centre to Abbotswood. Route 281 runs north from Romsey town centre along narrow busy streets, traffic free Canal Walk and residential routes. Linking the communities of Cupernham, Oxlease and Abbotswood to the town centre and train station. The route is 3.8km long. The route also provides onward cycle links to the new development, sports hub, pitches and pavilion at Ganger Farm.

Background

This route was supported by local stakeholders at a mapping engagement event. A small section of this route, from Romsey Station to Old Road, along Canal Walk is part of the NCN 246.

281.1 The Hundred – Romsey station

Existing conditions

Relatively quiet route from the station into Romsey town centre. One way to all traffic going south from the end of Station Road along Latimer Street to The Hundred.

Barriers to walking and cycling

Latimer Street is a one way, semi-pedestrianised retail street, with several pedestrian priority crossings linking pedestrian streets. There is also, no parking and reasonably wide pavements. Station Road however, is more residential with narrower pavements and parking along most of its length, giving restricted views. There is an alternative walking route behind a terrace of houses, with access to Waitrose coming off it.

Potential options

281.1.1 A narrow semi-pedestrianised, one-way street (north to south). Predominantly a retail zone. Create an access only street, by installation of removable bollards north of Love Lane. This could accommodate contraflow cycling, including signage and on road markings.

281.1.2 Traffic calming between one-way Latimer Street and two-way Station Road. Carriage way narrowed and cobbles help narrow it further, but footway on other side is inadequate, with an open gully causing an obstruction. Improvement to allow adequate footpath and cycling provision.

281.1.3 Pedestrian entrance to supermarket, currently restricts cycling, although there is a wide verge that could be used to provide a segregated cycle/ pedestrian route. This would also provide better access for disability scooters and a traffic free route linking into Albany Road and onto the A3057.

281.1.4 This wide five way junction at Romsey Station gives some cycling provision onto NCN 246 from the west side of Station Road, but poor provision in all other directions. Improve right hand turning from all directions and connect the east side of Station Road better via signage and ideally segregated cycle lane going east towards Cupernham Lane.



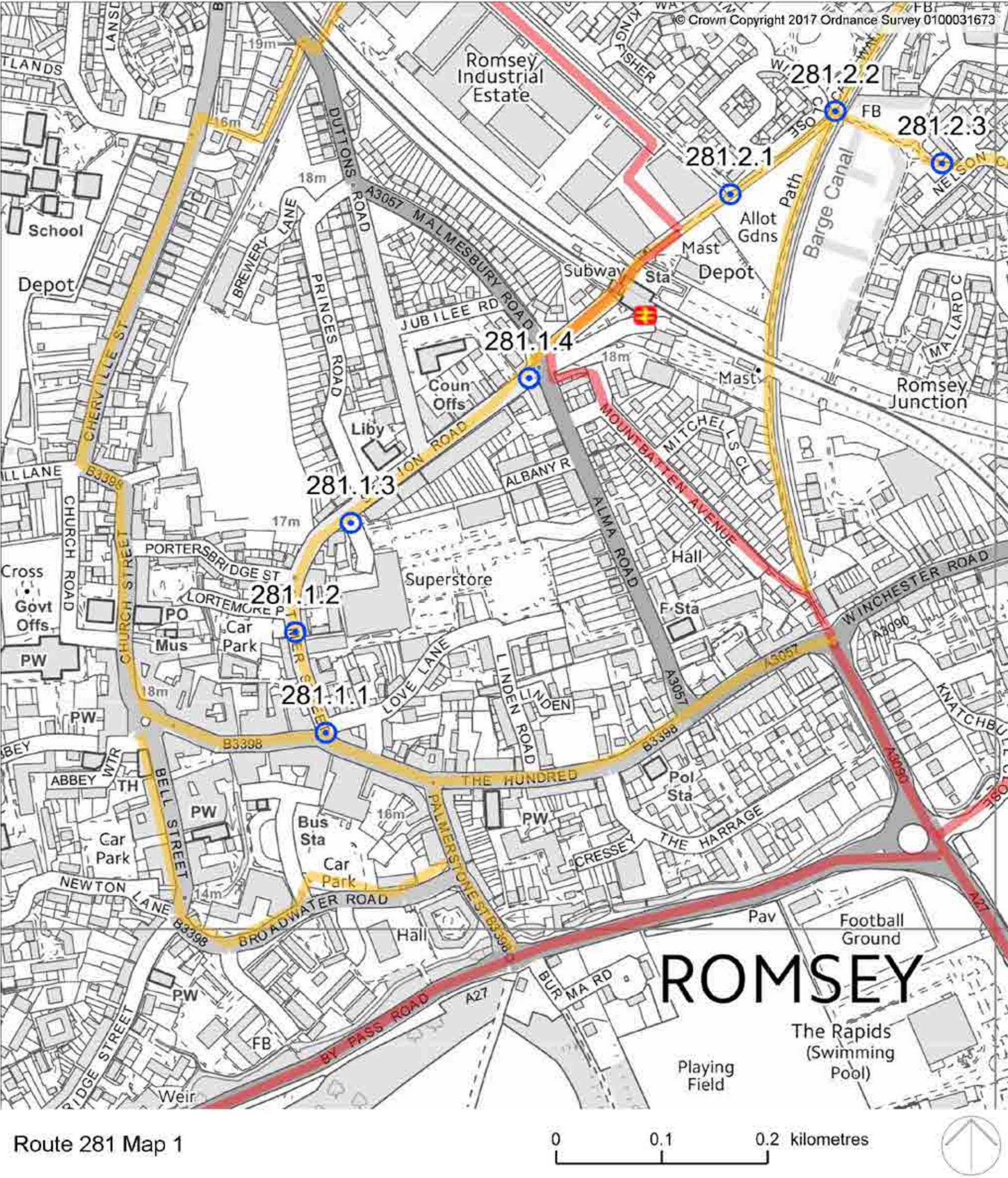
281.1.2



281.1.3



281.1.4



Key:

- Primary route
- Secondary route
- Potential options

281.2 Romsey Station – Stapleford Close

Existing conditions

A traffic free route, currently a shared use path and National Cycle Network (NCN) Route 246 from Romsey Station, along a very scenic, well used route, next to an old disused canal, leading north towards suburban, residential areas. The route then winds through an existing housing area, comprising of wide quiet roads with housing either side. It also crosses NCN Route 24 on Cupernham Lane.

Barriers to walking and cycling

This route is well connected to the surrounding neighbourhoods and incorporates in part a NCN Route 246. Despite these benefits, there are a number of barriers to use, such as restricted width and unbound surface in parts.

There are good footways along most of these residential streets with wide verges and off street parking. Where there is on street parking and no verge, this narrows the carriageway significantly and limits the available measures to provide good cycling infrastructure.

Potential options

281.2.1 This section of the traffic free Canal Walk is an unbound unlit path, with tall hedges either side.

Hedge lay, or cut and maintain the hedges bordering the path to a height that gives better surveillance of the surrounding area, surface path with macadam for all weather.

281.2.2 The bridge over the canal is in good condition. At 2m wide, it needs to be widened to accommodate shared use and the macadam surfacing improved along this section, as it is uneven in places.

281.2.3 2.5m wide path into residential area. Ideally widen route to 3m and sign as a shared use path, with textured paving at junction between paths, to show who has priority and who should give way. Dropped kerb needed at Nelson Close.

281.2.4 Mercer Way has wide grass verges and narrow footways on either side. Widen the footways to 3.5m on both sides of the road, with drop kerbs or raised tables at the cul-de-sac junctions to create good quality access for all users.



281.2.1 Canal Walk



281.2.2 Withy Close canal bridge



281.2.3 Path leading to Nelson Close



281.2.4 Mercer Way

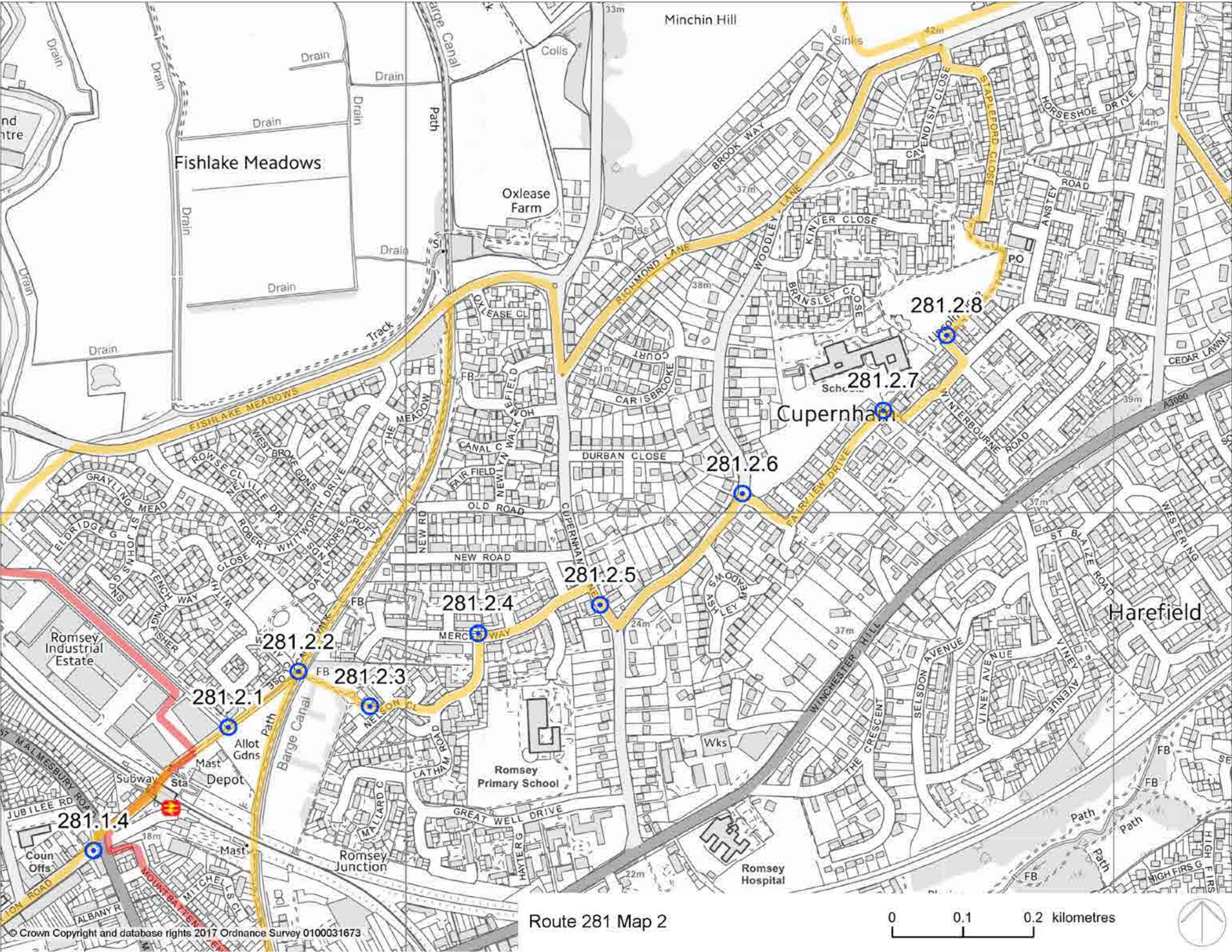
281.2.5 Cupernham Lane is a busy link between Abbotswood in the north and the A3090 in the south of Romsey. It is also NCN Route 24. Improve the existing crossings of this road at Mercer Way and Woodley Lane by creating raised crossings and formalising the 20mph zone. This would create safer access to Romsey Primary School and the surrounding area east and west of this road.

281.2.6 Create raised table crossing and signage into Fairview Drive to provide continual cycle provision and safe access to Cupernham Infant school.

281.2.7 Install cycle access and signage at the end of this cul-de-sac, away from the pedestrian barrier and school entrance to link cycle route along Waverley Close to Winterbourne Road.

281.2.8 Sign cycleway through park, using drop kerb and filter route from Winterbourne Road. Widen existing footway along the park boundary to 3.5m to link up with the shared use path at the northern end of the recreation ground.





Key:

- Primary route
- Secondary route
- Potential options

Route 282: Romsey to Abbotswood

Route description

A mainly residential route running around Romsey crossing the NCN24 northwards to Abbotswood it takes in many quiet residential neighbourhoods.

Background

Romsey itself is a historical old town which has recently had a large scale infrastructure update but with very little cycle provisions.

282.1 Around Romsey town

Existing conditions

A busy town with brand new infrastructure. Unfortunately with no provision for cycling.

Barriers to walking and cycling

High volumes of traffic and pedestrians as it's a desirable place to visit. Many looking at buildings and not where they are walking.

Potential options

282.1.1 Palmerston Street and B3398 junction, needs

shared path on southern side. Foliage needs cutting back to allow for passing.

282.1.2 Suggest following shared path round and on to Broadwater Road as wide enough. Take it past junction with Paimpol Place to roundabout.

282.1.3 At this point make a dedicated cycle lane along the left hand side through the roundabout and continuing on to replace the parking on the left hand side of the road until it meets new layout on Middlebridge Street.

282.1.4 Add cycle lane all the way up Middlebridge Street. Wide pavements and one-way street allow for a dedicated cycle lane.

282.1.5 Continue cycle lane to follow route North to Church Street and East down The Hundred one way street.

282.1.6 Suggest cycle lane to use Church Place and Church Road avoiding narrow part of Church Street.

282.1.7 You could remove on road parking as road narrows as does pavement. Replace parking zones with two way cycle lane.



282.1.1 Palmerston Street



282.1.2 Broadwater Road



282.1.3 Broadwater Road/car park entrance Rbt



282.1.4 Middlebridge Street into Bell Street



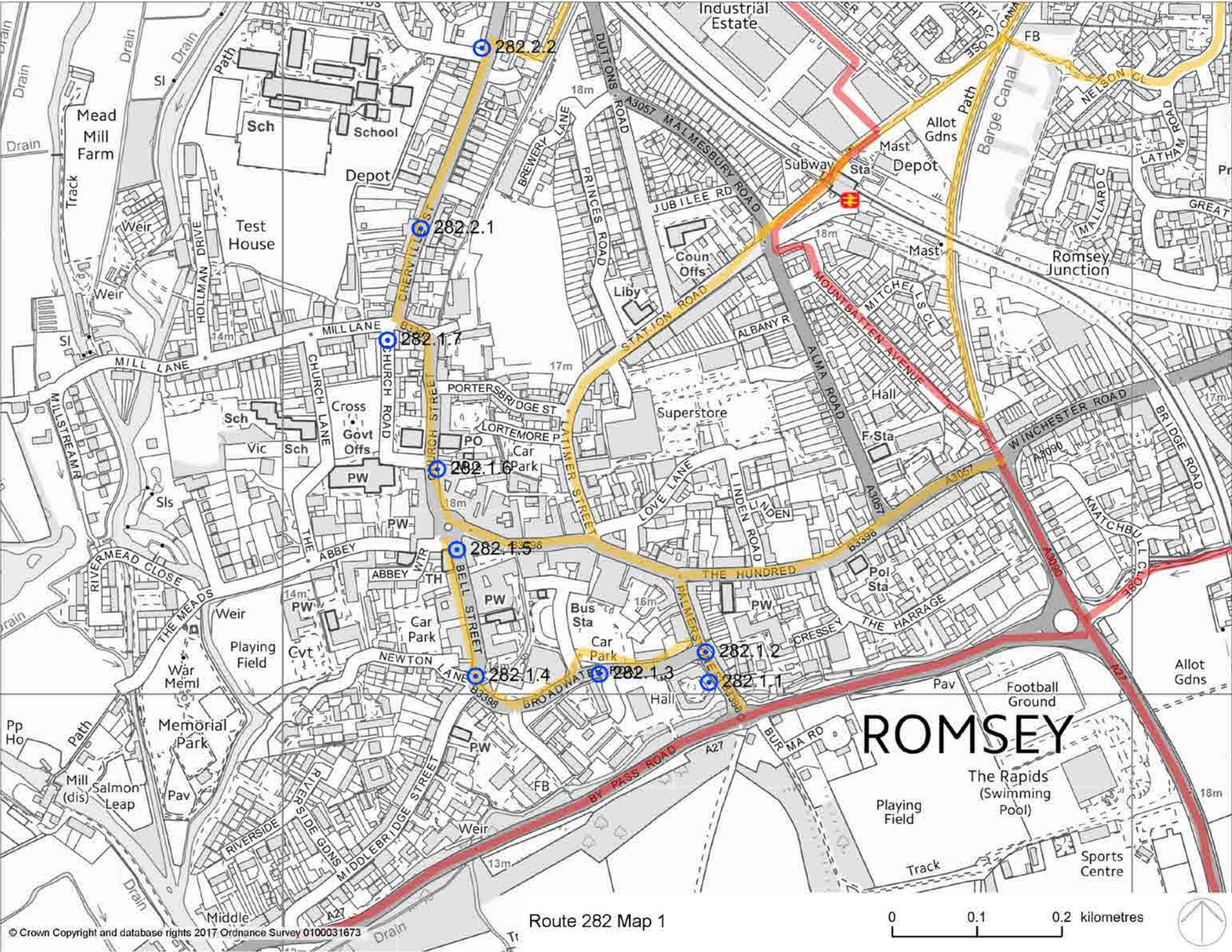
282.1.5 Church Street/Market Place/The Hundred



282.1.6 Church Street/Church Place



282.1.7 Mill Lane/Cherville Street



Key:

- Primary route
- Secondary route
- Potential options

282.2 Romsey – Fishlake Meadows

Existing conditions

Mix of very tight old roads with parking to much more open roads with cycle-paths.

Barriers to walking and cycling

Narrow pinch points, very busy roads and narrow paths too.

Potential options

282.2.1 Suggest removing parking along Cherville Street and replace with two way cycle lane. Busy road, very narrow pavement with no chance of widening. Same applies on Greatbridge Road though parking is on opposite side.

282.2.2 Pavement very tight for accessibility on one side at Lansdown Lodge and no pavement on other. Remove parking and widen to include continued two-way cycle lane and accessible pavement. In addition widen public footpath cut-through next to pedestrian crossing and add shared path signage to Duttons Road avoiding the roundabout.

282.2.3 At roundabout with Greatbridge and Duttons Road suggest Continued cyclepath in 2 directions. First to footpath under bridge 200 yards up Duttons Road using the hedgerow area and second continued north

and use the pedestrian bridge at the railway tunnel.

282.2.4 Public footpath under railway needs directional cycle signage, including dismount sign.

282.2.5 Suggest directional Cycle Signage and shared path signage with dropped curb on both sides of Romsey Industrial Estate.

282.2.6 Entrance and whole footpath not currently accessible all the way through to Fishlake Meadows Road due to trees growing across path and very uneven surface. Suggest repaving the whole length and add drop curb at both ends. Alternative directions to Fishlake Meadows at more convenient point at start of Romsey Industrial Estate.



282.2.1 Cherville Street towards Malthouse Close



282.2.4 A3057 Train Track Underpass



282.2.2 Greatbridge Road/Priestlands



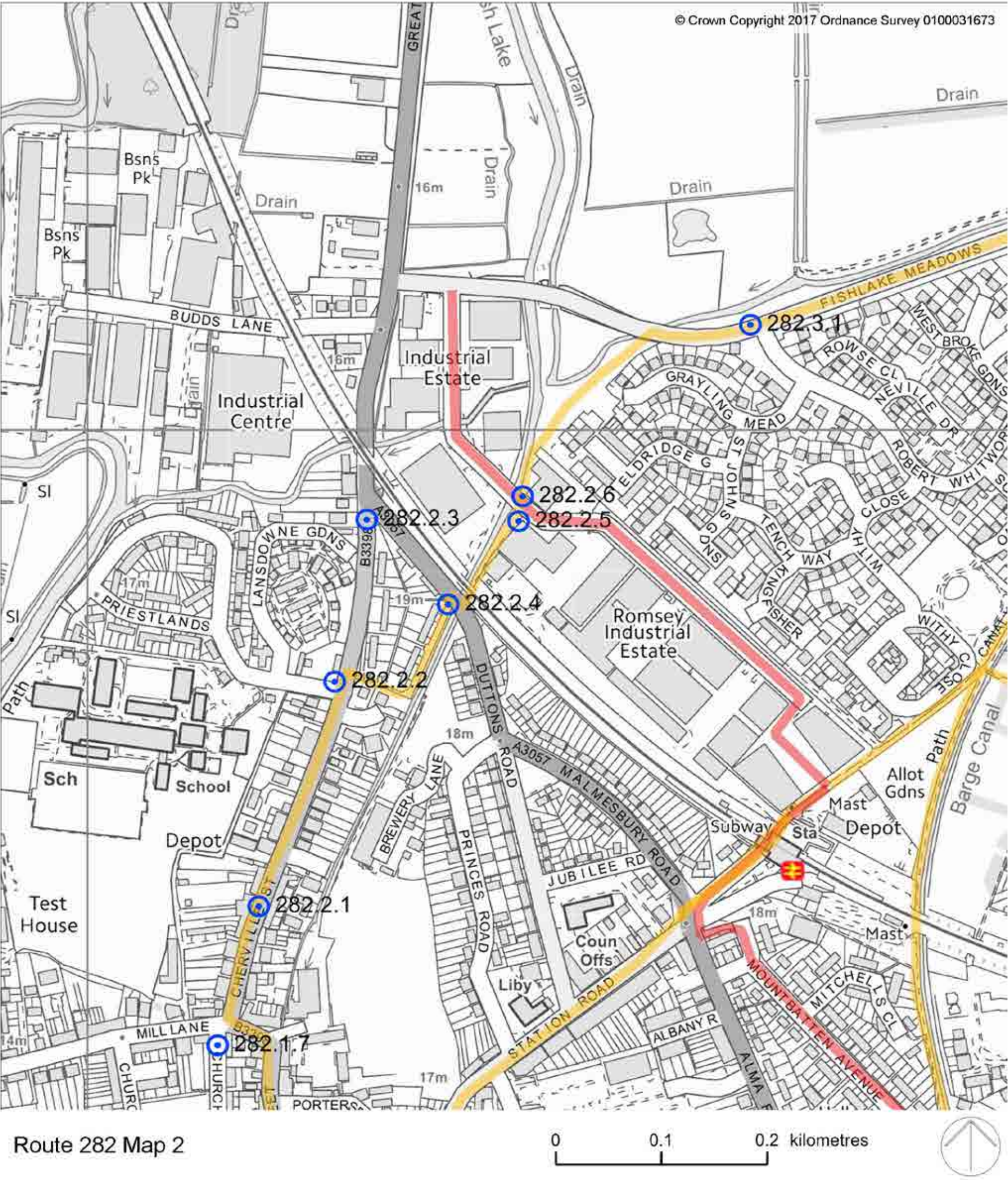
282.2.5 Romsey Industrial Estate pathway



282.2.3 Greatbridge Road Roundabout



282.2.6 Romsey Industrial Estate pathway



Key:

- Primary route
- Secondary route
- Potential options

282.3 Fishlake Meadows – Abbotswood

Existing conditions

Mostly residential quiet roads. Some good provisions for cycling and walking.

Barriers to walking and cycling

The route can get busy with traffic, no dedicated cycle facilities and signage if poor.

Potential options

282.3.1 Route wide enough to take a dedicated cycle lane on both sides. Suggest segregated cycle lane due to speed of vehicles.

282.3.2 Directional sign needed to show 2 routes. One path, one off road but quieter. Both lead to same place. Quiet route needs signage all the way through to Cupernham Lane.

282.3.3 Large roundabout plenty of room for dedicated cycle lanes in all directions due to large volume of traffic.

282.3.4 Suggested directional signage up Richmond Lane to Abbotswood. However, this is part of NCN24, so needs to be clear that it's a cycle route, but NCN24 continues up Cupernham Lane.

282.3.5 Cycle path signage would work in both directions all the way along Richmond Lane and continuing along Woodley Lane.

282.3.6 Suggest cycle path continues to the side of traffic calming furniture to create an island.

282.3.7 Widening all of Woodley Lane to include dedicated two-way cycle lane. Making islands of any existing traffic calming measures.



282.3.1 Fishlake Meadows/Robert Whitworth Dr



282.3.2 Fishlake Meadows/Robert Whitworth Dr



282.3.3 Fishlake Meadows/Cupernham Lane



282.3.4 A3057 Richmond Ln/Cupernham Ln Jct



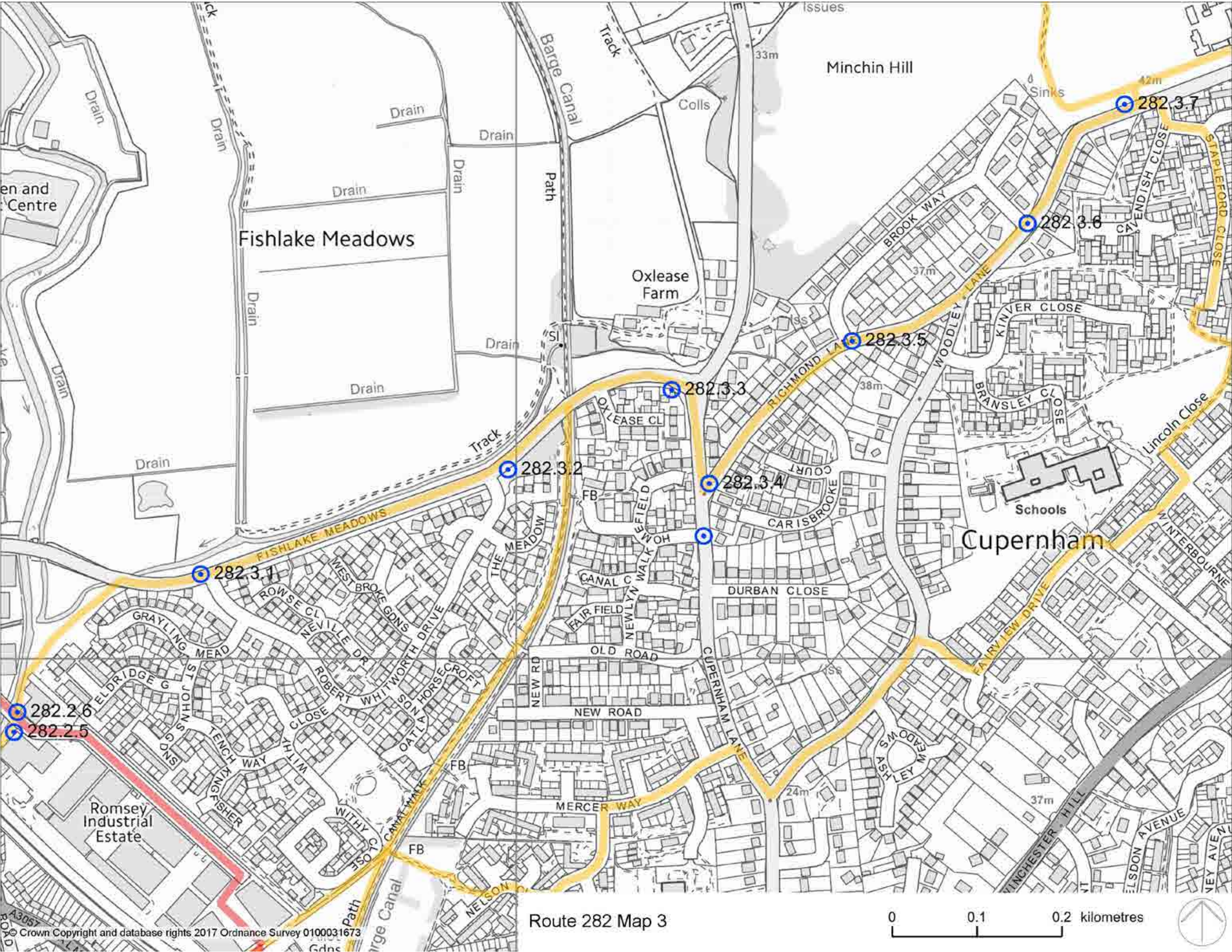
282.3.5 Richmond Lane at Brook Way Junction



282.3.6 Woodley Lane/Brook Way Junction



282.3.7 Woodley Lane near Cavendish Place



Key:

- Primary route
- Secondary route
- Potential options

Route 330: Romsey to Nursling

Route description

This is the primary north-south route through the area, linking Romsey to the north with Redbridge and Nursling to the south. The route is 7.2km long. A small portion of the route, close to Romsey Station, forms part of the National Cycle Network Route 24. NCN 24 links Bath to the west with Eastleigh to the east via Salisbury.

Background

Sections of Route 330, notably between the Rapids/ Sports Centre and Lee Lane, are highlighted within Test Valley’s Cycle Strategy SPD 2015 as a potential area for improvement. This route was supported by local stakeholders at the workshop.

330.1 Romsey

Existing conditions

Route 330.1 has inconsistent provision and facilities for pedestrians and cyclists. The route includes sections within Romsey Industrial Estate, quiet residential roads and A-roads.

Barriers to walking and cycling

Within Romsey Industrial Estate, where there are HGVs present, there is no cycling provision or designation. Following this there are narrow, unpaved cut-throughs and disjointed connections between residential on-road cycling and shared-use off-road pathways to the south, adjacent to Southampton Road.

Potential options

330.1.1 Improve safety of cyclists given presence of HGVs, amend parking to improve visibility of cyclists on the carriageway (subject to discussion with relevant landowners).

330.1.2 Formalise the provision, including dropped kerbs, signage, lighting and paved surfaces. Convert to shared-use (subject to discussions with land owner).

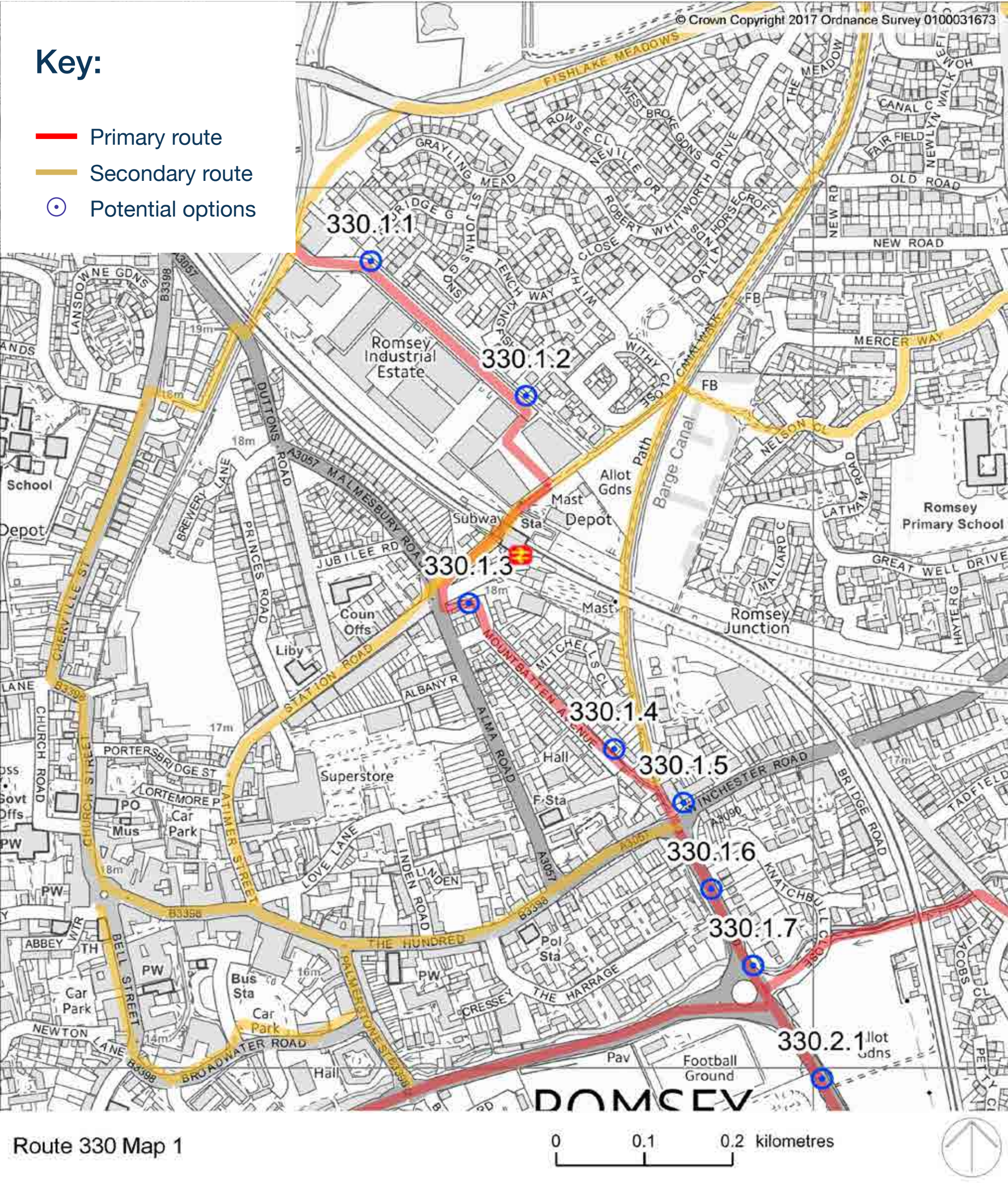
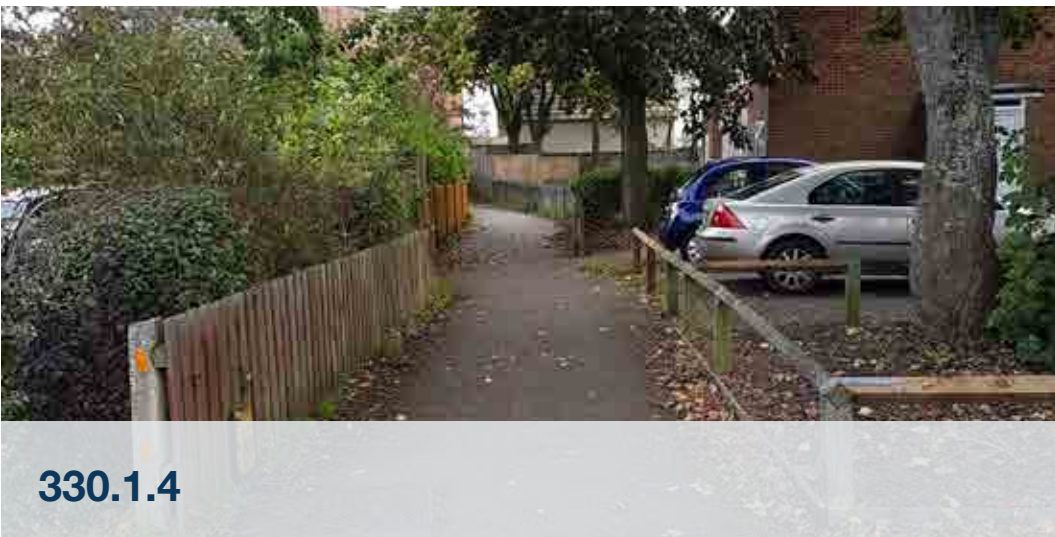
330.1.3 Improve the surface, increase the width and convert to shared-use path. This is a popular cut-through for residences south.

330.1.4 Due to land ownership on either side of the path it is suggested to provide shared use facilities for this short section.

330.1.5 Southampton Road/Winchester Road roundabout is a busy junction with limited crossing facilities for pedestrians and cyclists. We propose a Dutch-style roundabout with cycle tracks around the whole junction as there is adequate space to narrow the carriageway.

330.1.6 There is currently a shared-use path on the western extent of Southampton Road with a footpath on the eastern. It is suggested to provide segregated cycle tracks in both directions, narrowing the carriageways and taking some verge space only if required.

330.1.7 Southampton Road/Bypass Road roundabout is a very busy junction. Connections for cycling are disjointed and could benefit from a redesign of the junction. Implementing a crossing point on the Bypass Road arm is also suggested to provide greater connectivity with Romsey Rapids Sports Complex and Romsey.



330.2 Southampton Road A27

Existing conditions

Southampton Road A27 is a high traffic road linking the south of Romsey to Ashfield and North Baddesley. The route consists of an off-road shared-use pathway adjacent to Southampton Road on its eastern extent. There is no provision on the western extent beyond Romsey Rapids Sports Complex.

Barriers to walking and cycling

The greatest barrier to cycling and walking is the level of traffic on-road and narrowness of the off-road two-way shared-use path. In addition, the crossing point linking Route 330.2 with Lee Lane is located with limited visibility and consists of a central island and dropped kerbs.

A section of route 330 runs adjacent to the proposed Whitenap development where it is anticipated that a new neighbourhood (up to 1300 homes, primary school, community facilities, local centre public open space provisions and employment land) will be developed. This offers opportunities for additional cycling and walking links and enhancements between this route and route 280 and beyond.

This new neighbourhood is a strategic allocation in the adopted Test Valley Borough Local Plan (2016) – see page 13 of this document for further details on the local plan and will incorporate cycling and walking

infrastructure that link the site with the wider walking and cycling networks serving Romsey.

Such routes should be short, direct, safe, of high quality, convenient and fully integrated to the LCWIP networks for existing and new users.

One potential option for such provision could be a pedestrian/cycle bridge over the railway line at Whitenap linking LCWIP routes 280 and 330 as well as other improvements along the A27 and Luzborough Lane.

This could significantly improve opportunities for cycling and walking and the attractiveness and safety of routes, within Whitenap and across Romsey, whilst also reducing the barrier effect of the railway line.

Potential options

330.2.1 It is suggested to widen the footway to at least 3m, using the verge and narrowing the carriageway slightly.

330.2.2 Provide pedestrian priority at accesses and driveways along Southampton Road.

330.2.3 Improve the quality of the path here by addressing drainage issues, widening and levelling the path.

330.2.4 Provide a toucan crossing to improve safety for cyclists and pedestrians crossing at this point.



330.2.1 Southampton Road A27



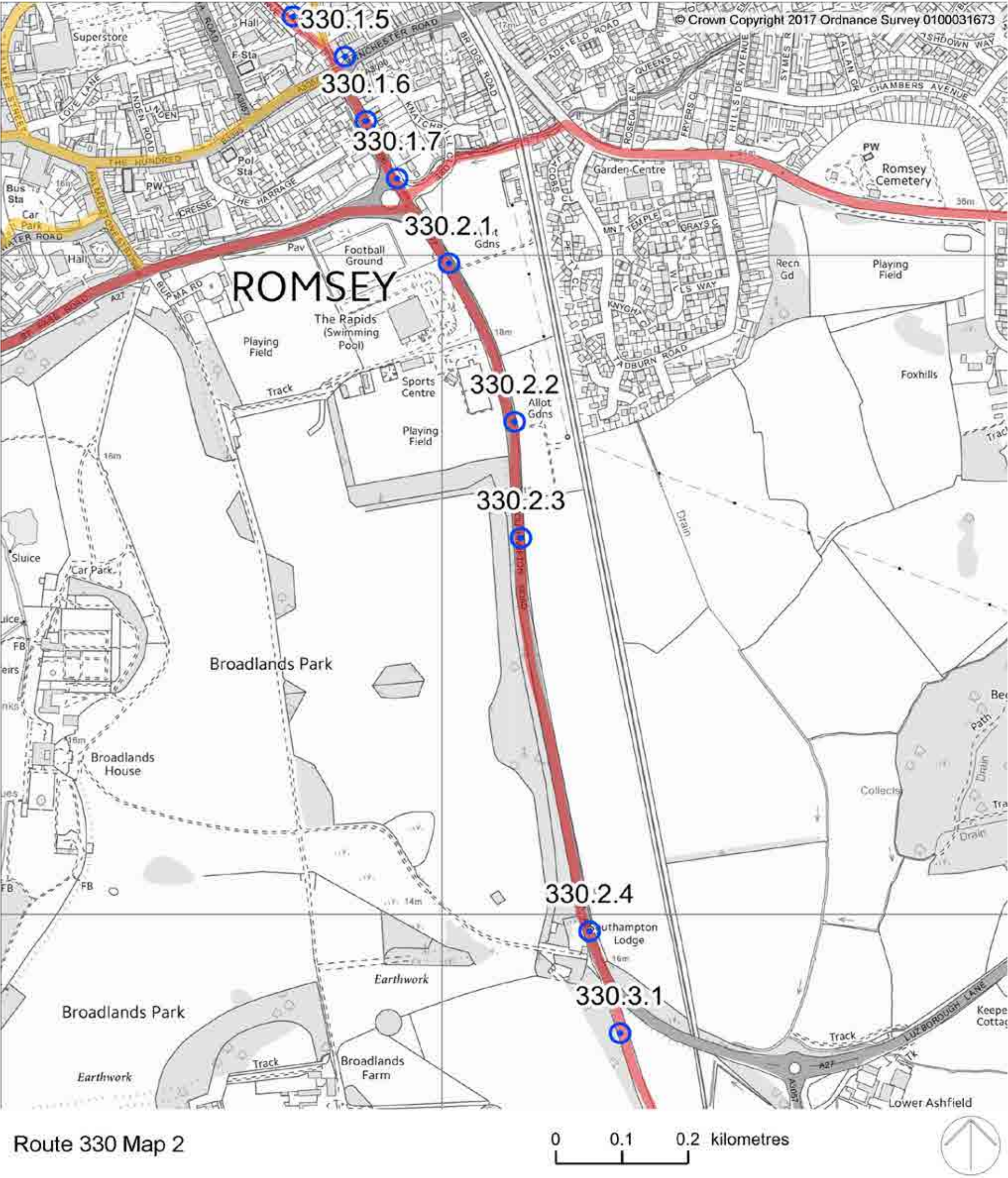
330.2.2 Southampton Road A27



330.2.3 Southampton Road A27



330.2.4 Southampton Road A27



Key:

- Primary route
- Secondary route
- Potential options

330.3 Lee Lane

Existing conditions

A quiet, rural lane with no cycling provision. The route links the A27 to the north with Station Road to the south. There are property frontages and road junctions along the route.

Barriers to walking and cycling

The largest barrier to walking and cycling is the lack of pathways, meaning on-road cycling with; narrow sections, limited visibility, lack of signage, poor road surfaces and hidden junctions. In addition, due to the rural nature of the road and national speed limit, motorists are less likely to expect cyclists.

Potential options

330.3.1 Prominent cycle priority markings on the road and consider designating it a ‘cycle street’ where people on foot and bike have assumed priority and lower the speed limit. If there is an issue with rat-running, consider a point closure midway to remove through traffic.

330.3.2 Lee Lane narrows and winds uphill with a bend. To improve safety for cyclists it is suggested to provide adequate lighting and warning signs.

330.3.3 Install cycle priority road markings, warning signage to alert drivers to cycles and street lighting at junction of Lee Church Lane with Lee Lane.



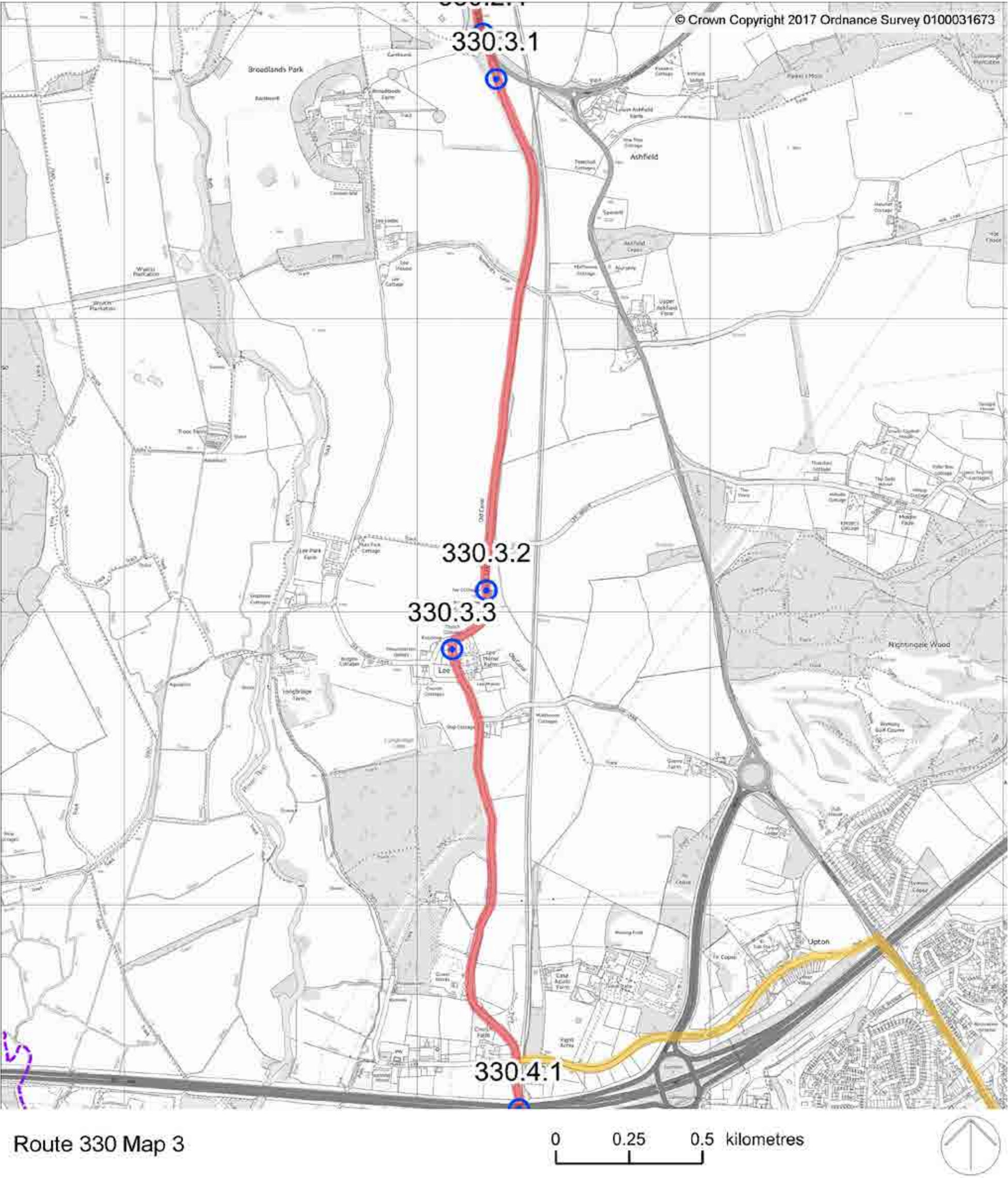
330.3.1 Lee Lane



330.3.2 Lee Lane



330.3.3 Lee Lane



Key:

- Primary route
- Secondary route
- Potential options

Route 330 Map 3

330.4 Station Road – Southampton

Existing conditions

A busy rural lane to the north with a high volume of HGV traffic servicing Nursling Industrial Estate and businesses along Weston Lane. To the south the route becomes wider and more urban in nature. There is no cycle or walking designation to the north and sections of shared-use pathways with three large, high traffic roundabouts with limited cycling provision to the south.

Barriers to walking and cycling

The greatest barrier to walking and cycling is the level of traffic, especially HGVs. To the north where there is little cycling/walking provision, users must share the road with vehicles. To the south there are sporadic sections of footpaths and off-road shared-use with poor connections to the surrounding highway network.

Potential options

330.4.1 The M27 underpass and rail line to the east create a pinch point for traffic. It is suggested to implement a give way chicane that means vehicles in one direction have to slow and give way to the other, thereby allowing cyclists to use a bypass lane. There is an example of this at the junction with Dairy Lane further south.

330.4.2 The bridge creates a narrow section of highway. It is suggested to provide shared-use

footways with one-way chicanes as above at pinch points.

330.4.3 The Nursling Industrial Estate has on-street parking for HGVs as well as narrow paths and limited pedestrian/cycling priority. It is suggested to provide shared-use paths, with raised crossings at junctions and accesses. Signage and potential traffic calming measures may be required.

330.4.4 Improved cycling and walking facilities required. Suggested improvements include widening of shared footways with priority at junctions.

330.4.5 Test Lane links Nursling with Redbridge. Depending on available land, shared-use paths could be implemented on both extents, with signage and raised crossings at junctions and accesses with user priority. This will provide a link to Nursling Industrial Estate.

330.4.6 On-road segregated cycle paths.

330.4.7 Provide raised crossing points on all arms of the roundabout to give user priority.

330.4.8 Improve crossing facilities for access to business to the south. Implement traffic calming measures and on-road segregated cycle paths.



330.4.1 Station Road



330.4.2 Weston Lane



330.4.3 Weston Lane



330.4.4 Andes Road



330.4.5 Test Lane



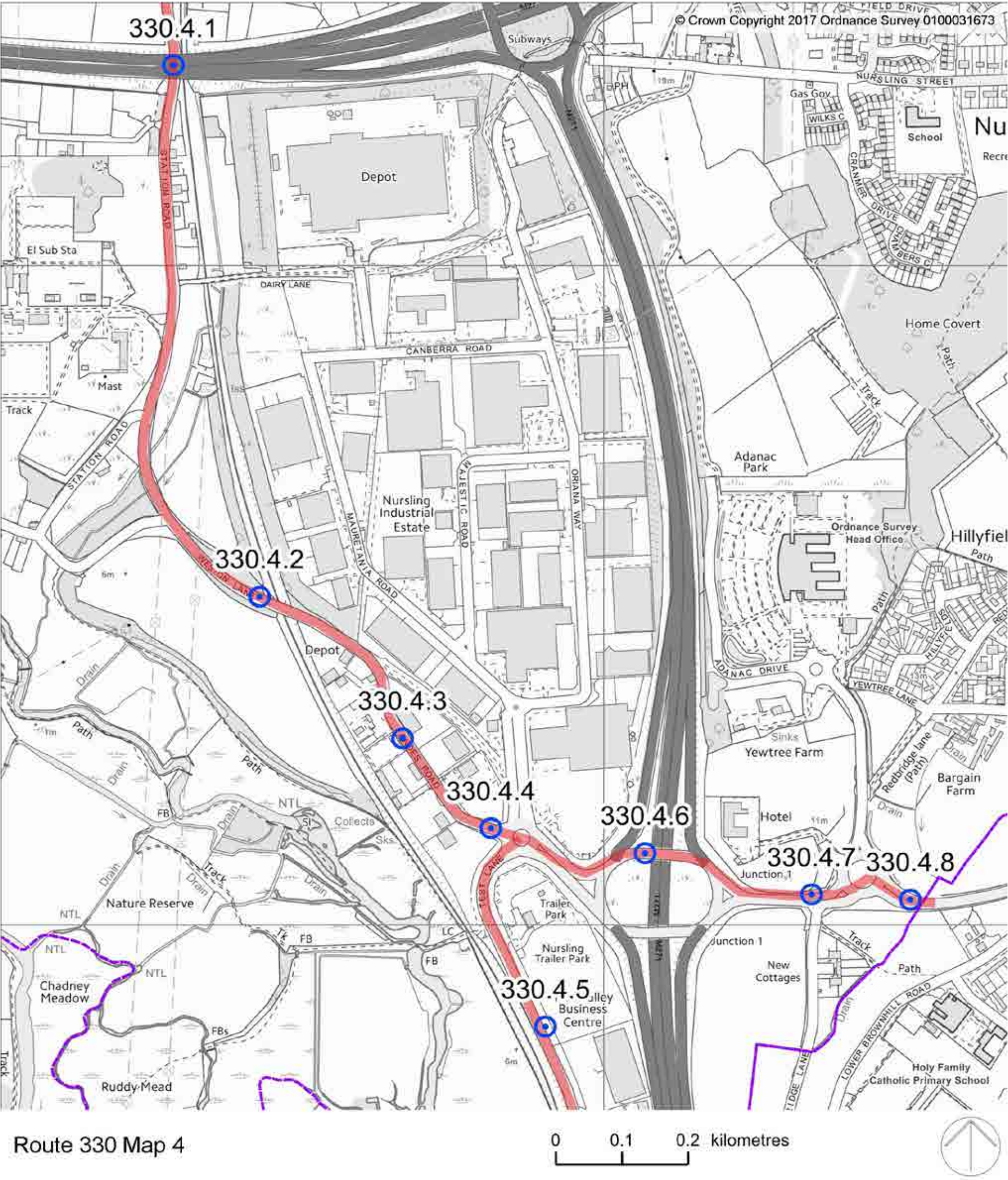
330.4.6 Brownhill Way



330.4.7 Brownhill Way



330.4.8 Brownhill Way



Key:

- Primary route
- Secondary route
- Potential options

Route 331: Plaza Theatre to Fishlake Meadows

Route description

Providing a link from Romsey Junction to Fishlake Meadows at Abbotswood, along Canal Walk. Linking route 281 to 282, the route is short at 1km long.

Fishlake Meadows Nature Reserve is a significant and popular large managed wetland reserve with paths, interpretation and seating. It attracts walkers, birdwatchers and cyclists via the canal path and is a key destination, for this route.

Background

This route was supported by local stakeholders at the workshop.

331.1 Section description

Existing conditions

This traffic free route follows the line of the old canal from Romsey Plaza Theatre on Winchester Road and joins the LCWIP Secondary Route 281 from Withy Close to Old Road, which also is existing NCN Route 24.

Barriers to walking and cycling

This route has a number of constraints, due to physical barriers and narrow path width sandwiched between the water course and property boundaries. Particularly from Withy Close to the Plaza Theatre, which will need investigating regarding viability.

Potential options

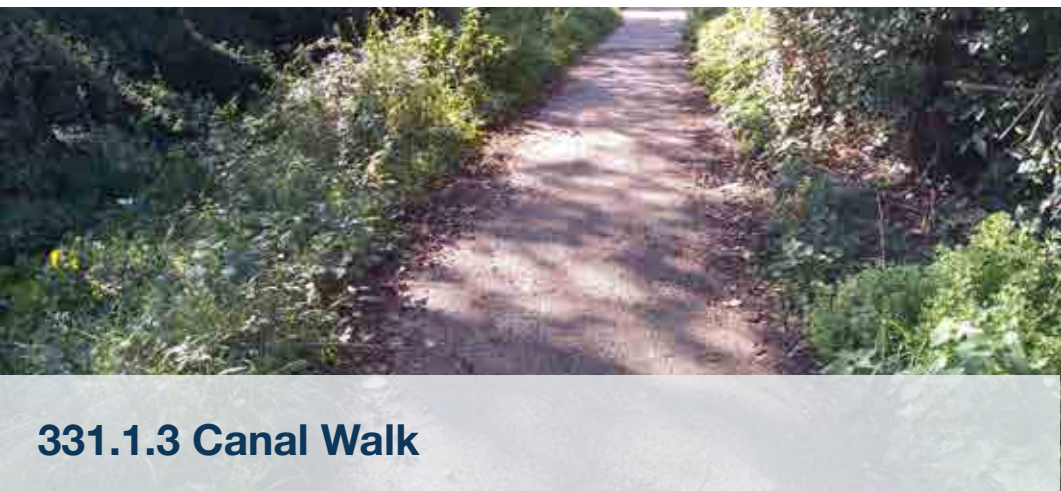
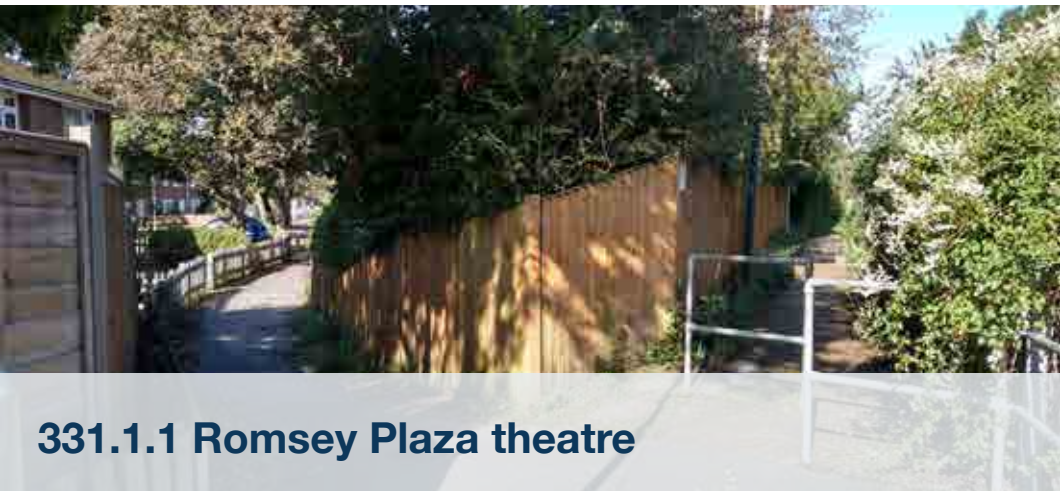
331.1.1 This barrier could be removed to allow better access to this route, or replace with a more accessible barrier for mobility scooters, prams and bikes.

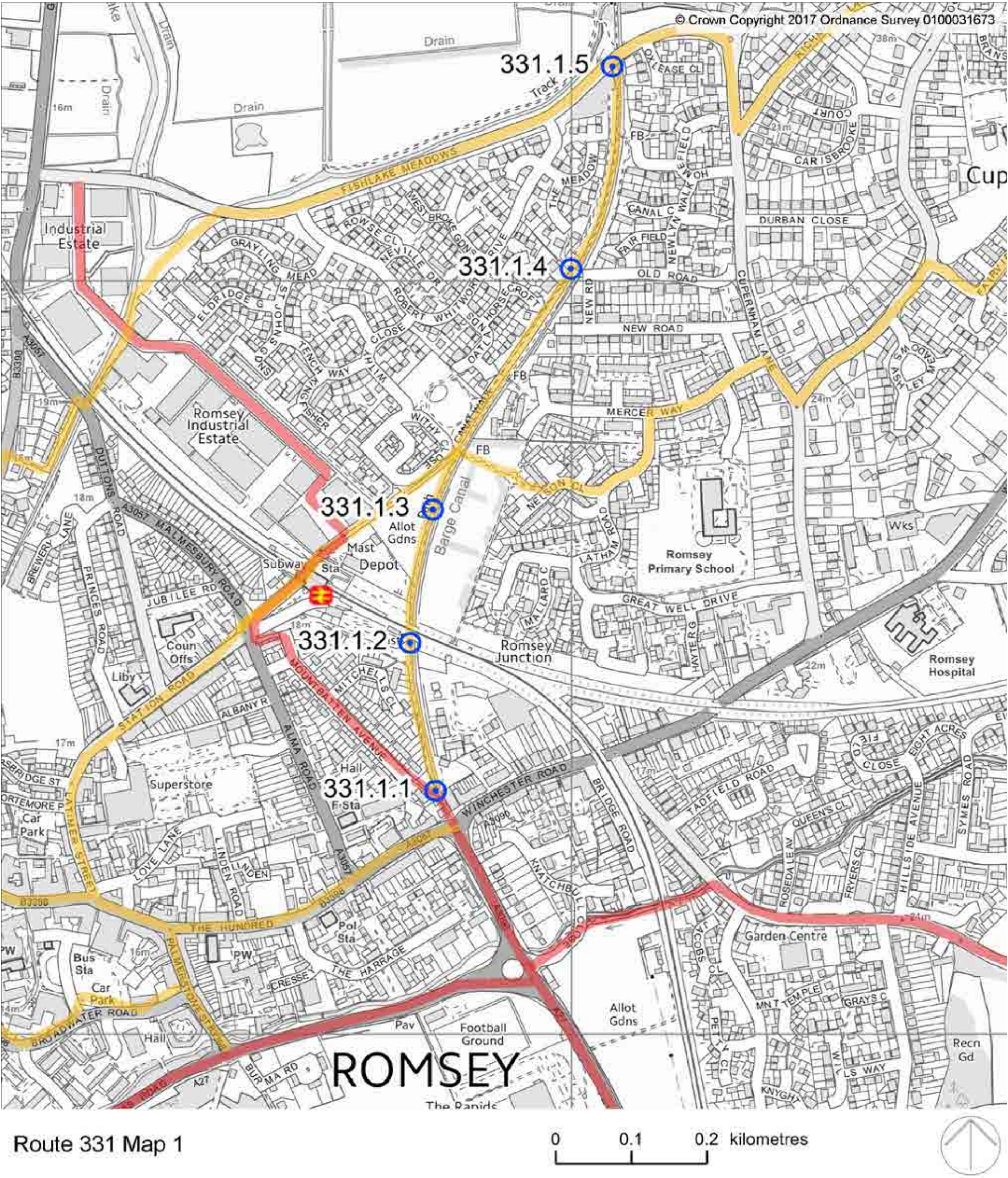
331.1.2 At this point the route passes under the railway line. The path approach needs to be widened to provide better access for all and better visibility through the tunnel.

331.1.3 This is a good bound surface, but ideally needs widening to 3m and the vegetation managed regularly to keep path clear.

331.1.4 The bridge over the waterway at Old Road takes NCN Route 24 off this route. There is a wide barrier here and the path narrows. Widen path to 3m and regular vegetation management, will keep this route accessible to all.

331.1.5 Where this route connects to Fishlake Meadows, signage and vegetation management would improve this access to the Canal walk and improve connection to Fishlake Meadows.





Key:

- Primary route
- Secondary route
- Potential options

Route 332: Abbotswood to Rownhams

Route description

Route 332 links Abbotswood in the north of Romsey to Rownhams on the outskirts of Southampton. The route also links North Baddesley and the eastern areas of Romsey. The route shares the same alignment as primary route 280 for a 1.2km section. The total length of the route is 9km.

332.1 Abbotswood – Halterworth Lane Level Crossing

Existing conditions

Existing shared use paths through Abbotswood allow safe and direct routes for walking and cycling, however, these routes do not continue outside of Abbotswood, with limited cycling provision through eastern Romsey, and in places uncomfortable walking provision.

Barriers to walking and cycling

Braishfield Road is reasonably uncomfortable to walk or cycle along due to the narrow carriageway in places, the straight nature of the road and the narrow footways. Similarly, Halterworth Lane is uncomfortable and unsafe to walk and cycle along, especially with the pinch point around the level-crossing of the railway line.

Potential options

332.1.1 At various points along the shared use path network in Abbotswood, there are barriers which can be impossible to negotiate for some types of cycle. At these locations, barriers should be removed and replaced with bollards, similar to those found in other locations within Abbotswood.

332.1.2 There is currently no crossing provision for pedestrians crossing Woodley Lane at its junction with Braishfield Road. To address this, and to allow cyclists access to the proposed shared use path (refer to recommendation 332.1.3), a parallel crossing is recommended across Woodley Lane near its junction with Braishfield Road.

332.1.3 The existing crossings of Braishfield Road between Woodley Lane and School Road are inconvenient and unsafe for pedestrians. To address this, and to make them suitable for cycle use, it is recommended that it is converted to a parallel crossing. This negates the requirement for a central island, allowing for the footway from this crossing to Woodley Lane to be widened and converted to a shared use path.

332.1.4 Braishfield Road has limited space for additional walking and cycling provision to ensure

the route is of a consistent quality. So as to allow for a continuous walking and cycling route it is recommended that a shared use path is built to link from the proposed parallel crossing (refer to recommendation 332.1.3) to Woodley Way. Similarly, a shared use path should be located at the south end of Woodley Way linking to School Road. Additionally, cycle symbols should be shown on Woodley Way to highlight the cycle route.



332.1.3 Braishfield Road



332.1.1 Abbotswood Path



332.1.4 Braishfield Road/Woodley Way



332.1.2 Woodley Lane/Braishfield Road

332.1.5 So as to improve cycling and walking conditions along School Road you could reduce the speed limit to 20mph. In addition, cycle symbols could be added to the road surface.

332.1.6 A-B The flaring at the junction of School Road and Winchester Road is excessive and encourages high vehicle speeds, whilst inconveniencing pedestrians. It is suggested that the geometry of this junction is significantly tightened, a formalised crossing is added across School Road and a signalised crossing created across Winchester Road at the entrance to the traffic free path.

332.1.7 The existing path between Winchester Road and Campion Drive is fairly narrow, making cycling and walking uncomfortable and unattractive. As a result, it is recommended that the path is widened where possible to allow for comfortable walking and cycling

332.1.8 So as to highlight the route it is recommended that cycle symbols are added to the road surface along Campion Drive and Bramble Drive.

332.1.9 The existing path between Bramble Drive and Halterworth Lane is narrow and poorly lit in places, due to vegetation covering lights. It is recommended that this is rerouted through the field to the south of the path to allow for sufficient additional width and to link to the proposed bridge over the railway (see 332.1.10).

332.1.10 Halterworth Lane is a narrow road with very narrow footways. In addition, the road crosses the

railway line at a level crossing. So as to provide quality walking and cycling provision it is recommended that a wide, shared use path is built in part of the field to the west of the road, with a pedestrian and cycle bridge being constructed over the railway. The length of ramps required for this would be shortened due to the hill on the south side of the railway. The path should also be converting to shared use.



332.1.5 School Road



332.1.8 Bramble Drive



332.1.6A School Road/Winchester Road



332.1.9 Bramble Drive – Halterworth Lane Path



332.1.6B Winchester Road



332.1.10 Halterworth Lane



332.1.7 Winchester Road – Campion Drive Path



Key:

- Primary route
- Secondary route
- Potential options

332.2 Halterworth Lane Level Crossing – Botley Road

Existing conditions

There are existing footways along Halterworth Lane, however these are fairly narrow in places. There is no specific cycling provision along Halterworth Lane.

Barriers to walking and cycling

The lack of specific cycling provision along Halterworth Lane, especially near the level crossing of the railway, makes cycling uncomfortable and dangerous. Limited crossings near Halterworth Primary School makes walking or cycling to school difficult.

Potential options

332.2.1 Halterworth Lane between the level crossing and Highwood Lane has limited walking and cycling provision, with only a footway provided on the west side of the road. To improve this provision it is recommended that the carriageway is shifted to make use of the verge space on the east side, allowing space for the footway to be widened and converted to a shared use path on the west side.

332.2.2 To reduce vehicle speeds it is recommended that the geometry of the junction of Halterworth Lane and Highwood Lane is tightened and the existing informal crossing is upgraded to a parallel crossing so as to allow safe crossing for pedestrians and cyclists.

332.2.3 So as to improve the ease and convenience of crossing pedestrians, the existing informal crossing at the junction of Halterworth Road and Jenner Way should be converted to a parallel crossing. In addition, the path between this and the crossing mentioned in 332.1.12 should be widened and converted to a shared use path.

332.2.4 It is recommended that traffic calming measures are implemented along Halterworth Lane between Jenner Way and Botley Road, to ensure suitable on-road cycling conditions. It is recommended that this includes raised tables, visual narrow using different surfacing/materials, and the implementation of a 20mph zone around Halterworth Primary School.

332.2.5 The flaring at the junction of Halterworth Lane and Botley Road is excessive, encouraging high vehicle speeds. It is therefore recommended that the geometry is tightened and that a parallel crossing is installed across Halterworth Lane to make crossing for pedestrians and cyclists safer, especially for those travelling to the nearby primary school.



332.2.1 Halterworth Lane



332.2.4B Halterworth Lane



332.2.2 Halterworth Lane/Highwood Lane



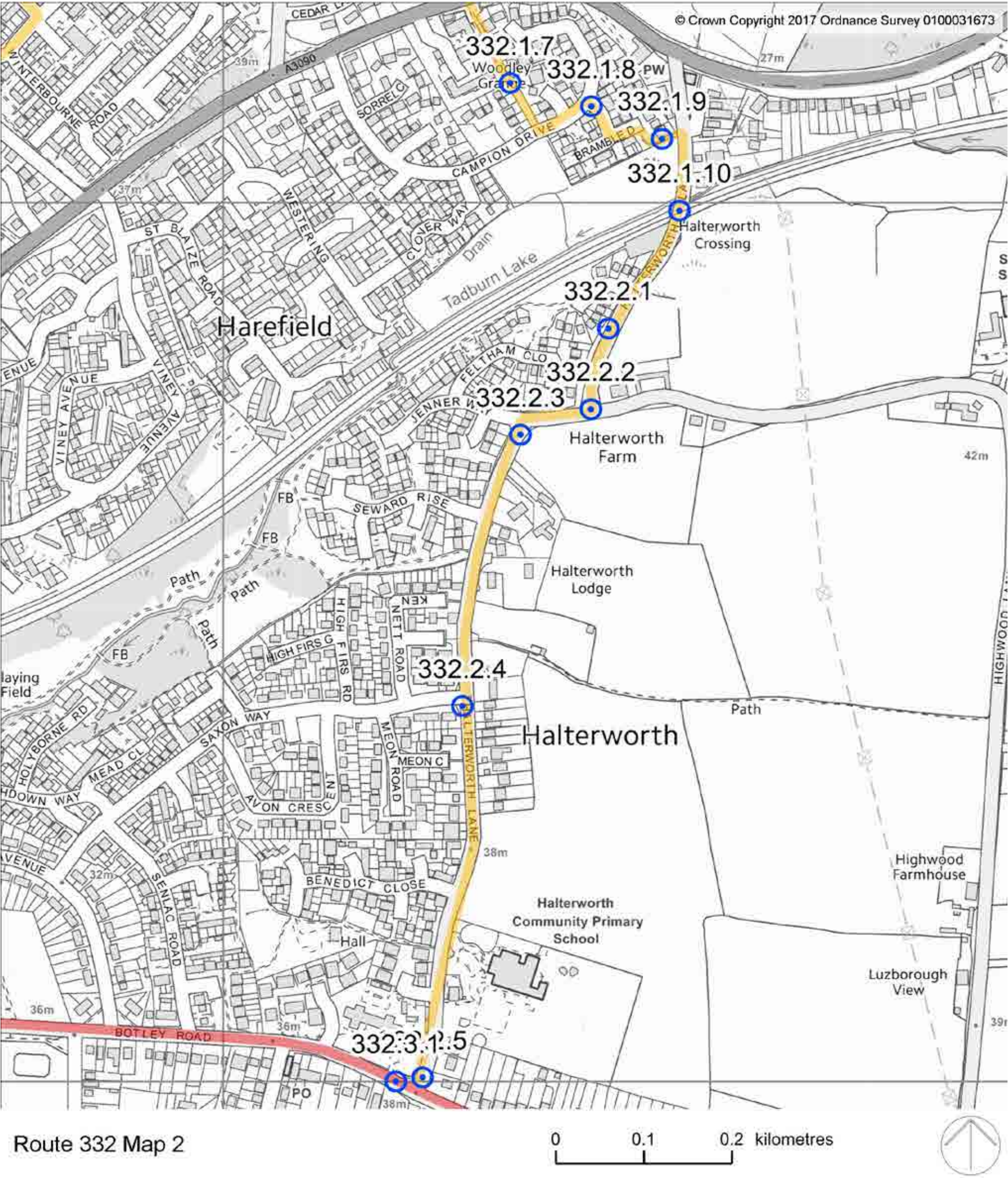
332.2.5 Halterworth Lane/Botley Road



332.2.3 Halterworth Lane/Jenner Way



332.2.4A Halterworth Lane



Key:

- Primary route
- Secondary route
- Potential options

332.3 Botley Road – Rownhams Lane

Existing conditions

Between Halterworth Lane and the roundabout with the A27 Botley Road is a reasonably busy route into Romsey, with little cycling provision and narrow footways on both sides. From the A27 roundabout, Botley Road has a shared use path running adjacent to the carriageway. Along Rownhams Lane through North Baddesley narrow cycle lanes are marked on the carriageway in both directions.

Barriers to walking and cycling

Botley Road has little cycling provision, and is therefore dangerous and uncomfortable for cycling. In addition, where there is a shared use path provided this is reasonably narrow and close to the carriageway in places, making walking and cycling uncomfortable and unattractive along this route. Poor crossing provision at the junction of Botley Road with Rownhams Lane further compromises on pedestrian and cyclist comfort and safety.

Potential options

332.3.1 To allow safe, convenient crossing of Botley Road, it is recommended that a parallel crossing is installed to the west of the Halterworth Lane junction.

332.3.2 It is recommended that a two-way cycle track is installed to the south of Botley Road between Halterworth Lane and the existing signalised crossing near Montfort Road. This should include a cycling priority crossing of Montfort Road.

332.3.3 So as to maintain a sufficiently wide shared use path to the north of Botley Road from the signalised crossing, it is recommended that the bus stop lay-by is removed and used as part of the shared use path, with the bus stop being located on the carriageway instead of within the lay-by.

332.3.4 The existing shared use path is very narrow. Therefore, the path should be sufficiently widened to accommodate more walking and cycling traffic.

332.3.5 The existing crossing of Highwood Lane is difficult and inconvenient for pedestrians and cyclists on the shared use path. Therefore, it is recommended that cyclists and pedestrians crossing this road are given priority, potentially with the use of a raised crossing.

332.3.6 The existing shared use path alongside Botley Road is narrow and close to the fast carriageway. It is recommended that the carriageway is narrowed, or the alignment shifted by using some of the verge on the south side, creating space to widen the shared use path along the north side of the road.



332.2.1 Botley Road



332.2.4 Botley Road



332.2.2 Botley Road



332.2.5 Botley Road/Highwood Lane



332.2.3 Botley Road



332.2.6 Botley Road

332.3.7 The existing signalised crossing of Botley Road near the junction with Rownhams Lane includes a staggered central island which can be difficult to negotiate on some types of cycle. To improve this it is recommended to straighten the central island so that the two crossings line up.

332.3.8 So as to improve the ease of movement across the junction for pedestrians and cyclists it is recommended that the Rownhams Lane arm meets Botley Road perpendicular. A parallel crossing should be located across this arm so as to allow safe, convenient crossing for pedestrians and cyclists.

332.3.9 The existing cycle lanes along Rownhams Lane are narrow whilst the remaining carriageway is also narrow, meaning that cycling is very uncomfortable and dangerous. It is therefore recommended that cycle lanes with light segregation are installed on both sides of the carriageway.



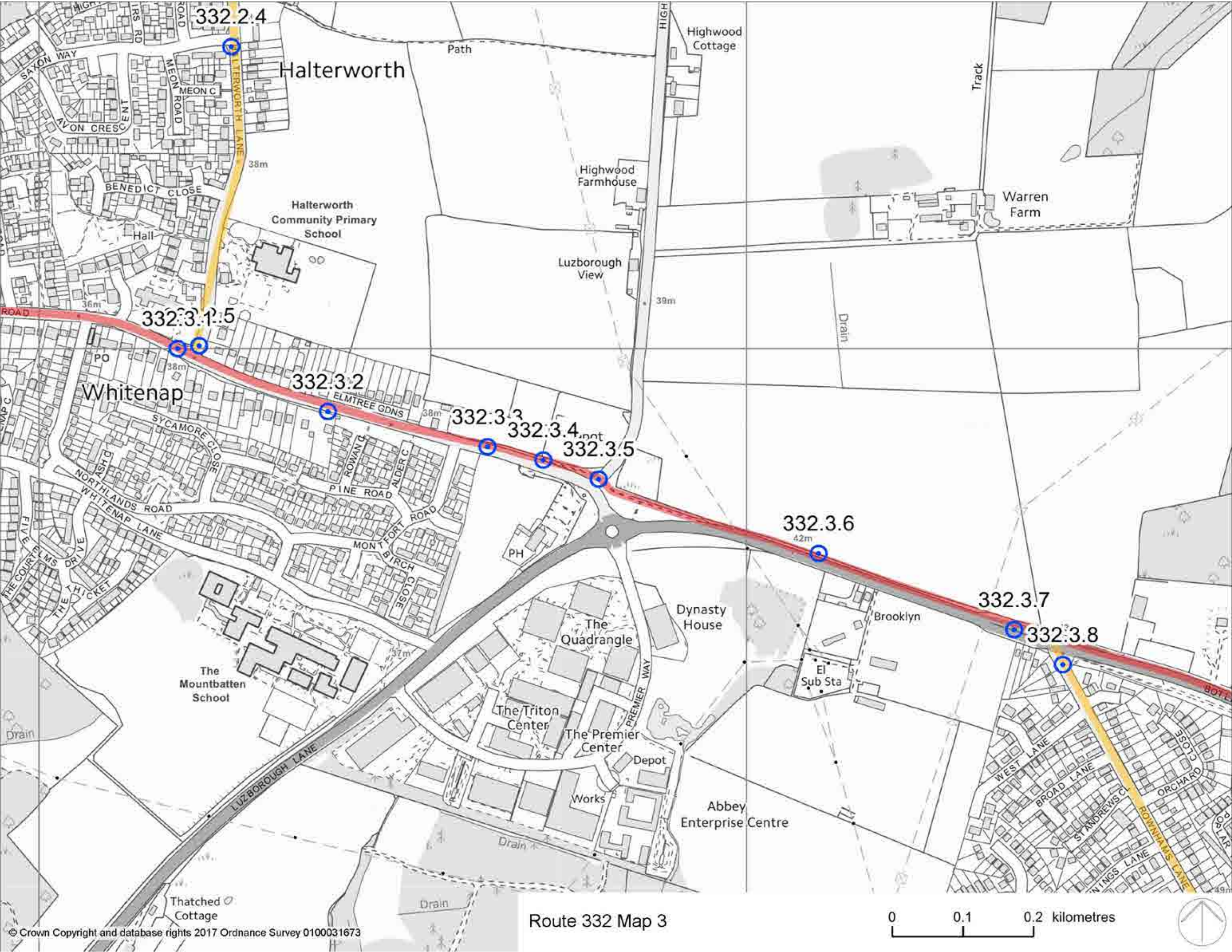
332.2.7 Botley Road



332.2.8 Botley Road/Rownhams Lane



332.2.9 Rownhams Lane



332.4 Rownhams Lane – Rownhams

Existing conditions

For the vast majority of this section, the road is a high speed rural road with a very narrow shared use path on the east side of the carriageway. Width is restricted across the M27 motorway bridge.

Barriers to walking and cycling

The narrow shared use path along Rownhams Lane is narrow and close to the fast carriageway, making cycling and walking along this route uncomfortable, unattractive and unsafe.

Potential options

332.4.1 The proposed light segregated cycle lanes (see 332.3.9) could be continued until just south of Bracken Road.

332.4.2 It is recommended that a parallel crossing is installed to give access to the light segregated cycle lane and footway along the west side of Rownhams Lane.

332.4.3 The existing shared use path alongside Rownhams Lane out of North Baddesley is extremely narrow and close to the fast, busy carriageway. This results in very uncomfortable and dangerous walking and cycling conditions. As there is not enough space within the highway boundary to sufficiently widen

and segregate this path from the carriageway, it is recommended that a shared use path segregated from the carriageway is built to the east of Rownhams Lane.

332.4.4 To ensure a comfortable, convenient route is maintained, priority should be given to cyclists and pedestrians at side road junctions.

332.4.5 There could be no existing cycling provision along Rownhams Lane between Routs Way and Bakers Drove. It is therefore recommended that a two-way cycle track is installed to the east of the carriageway along this section. In places this may require vegetation to be removed or the carriageway to be narrowed slightly.

This route offers opportunities for links to new developments and SANG (suitable alternative natural green space for recreation) at Parkers Farm, Rownhams, and to the future development and SANG at Hoe Lane, North Baddesley.



332.4.1 Rownhams Lane



332.4.2 Rownhams Lane



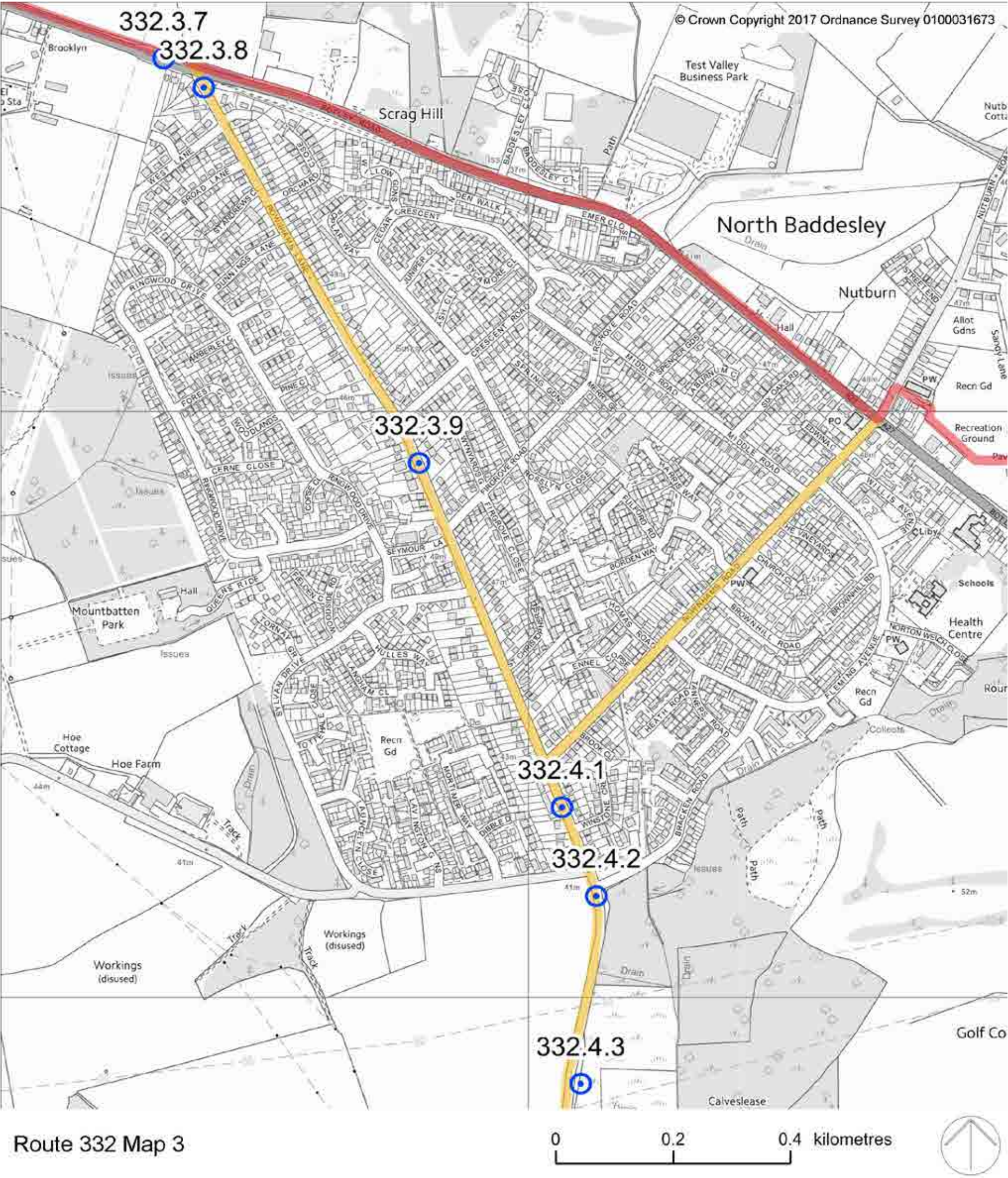
332.4.3 Rownhams Lane



332.4.4 Rownhams Lane/Services
Emergency Exit



332.4.5 Rownhams Lane



Key:

- Primary route
- Secondary route
- Potential options

Route 333: Chandler’s Ford Station to North Baddesley

Route description

Route 333 links Chandler’s Ford Railway Station with North Baddesley. Much of the route shares the same alignment as the primary route 280. Route 333 continues through Chandler’s Ford within Eastleigh Borough. The total length of the route within Southern Test Valley is 5.5km, 2.5km of which is along the same alignment as route 280.

333.2 Chandler’s Ford Railway Station – Raglan Close

Existing conditions

This section of route 333 almost entirely utilises existing traffic free shared use paths from Chandler’s Ford Railway Station into the outskirts of the town.

Barriers to walking and cycling

The existing shared use paths could cause conflicts between cyclists and pedestrians, especially at busy times. This could discourage some users from utilising the paths.

Potential options

333.2.1 The traffic free paths between Chandler’s Ford Station and Pilgrims Close are narrow in places. Additionally, the usable width is greatly reduced across the bridges due to bollards. It is therefore recommended that the paths are widened where possible, with encroaching vegetation cut back and maintained. In addition, bollards should be removed from the bridges along this route.

333.2.2 There is limited signage on the traffic free paths between Chandler’s Ford Station and Pilgrims Close, making this route difficult to use for people unfamiliar with the area. Therefore, it is recommended that sufficient signage is installed along the length of this route.

333.2.3 There is limited visibility of the path entry from Pilgrims close due to vegetation. It is recommended that the vegetation is cut back, the corners widened to increase ease of access to the path and the dropped kerbs replaced with flush kerbs and lengthened.



333.2.1A Chandler’s Ford Station to Pilgrims Close Path



333.2.1B Chandler’s Ford Station to Pilgrims Close Path



333.2.2 Chandler’s Ford Station to Pilgrims Close Path



333.2.3 Pilgrims Close Path entry

333.2.4 The existing barriers at the junction of Pilgrims Close and George Perrett Way are difficult to negotiate with some types of cycle. It is therefore recommended that these are removed to allow access to all users.

333.2.5 So as to improve the junction of Raglan Close and George Perrett Way it is recommended that the existing bollards are replaced with place making features such as planters and benches. Additionally the path should be rerouted to the desire line of pedestrians and cyclists.

333.2.6 It is recommended that the existing path could be widened and converted to shared use, with a cycle and pedestrian priority crossing on a raised table across Raglan Close to give access to George Perrett Way for all users.



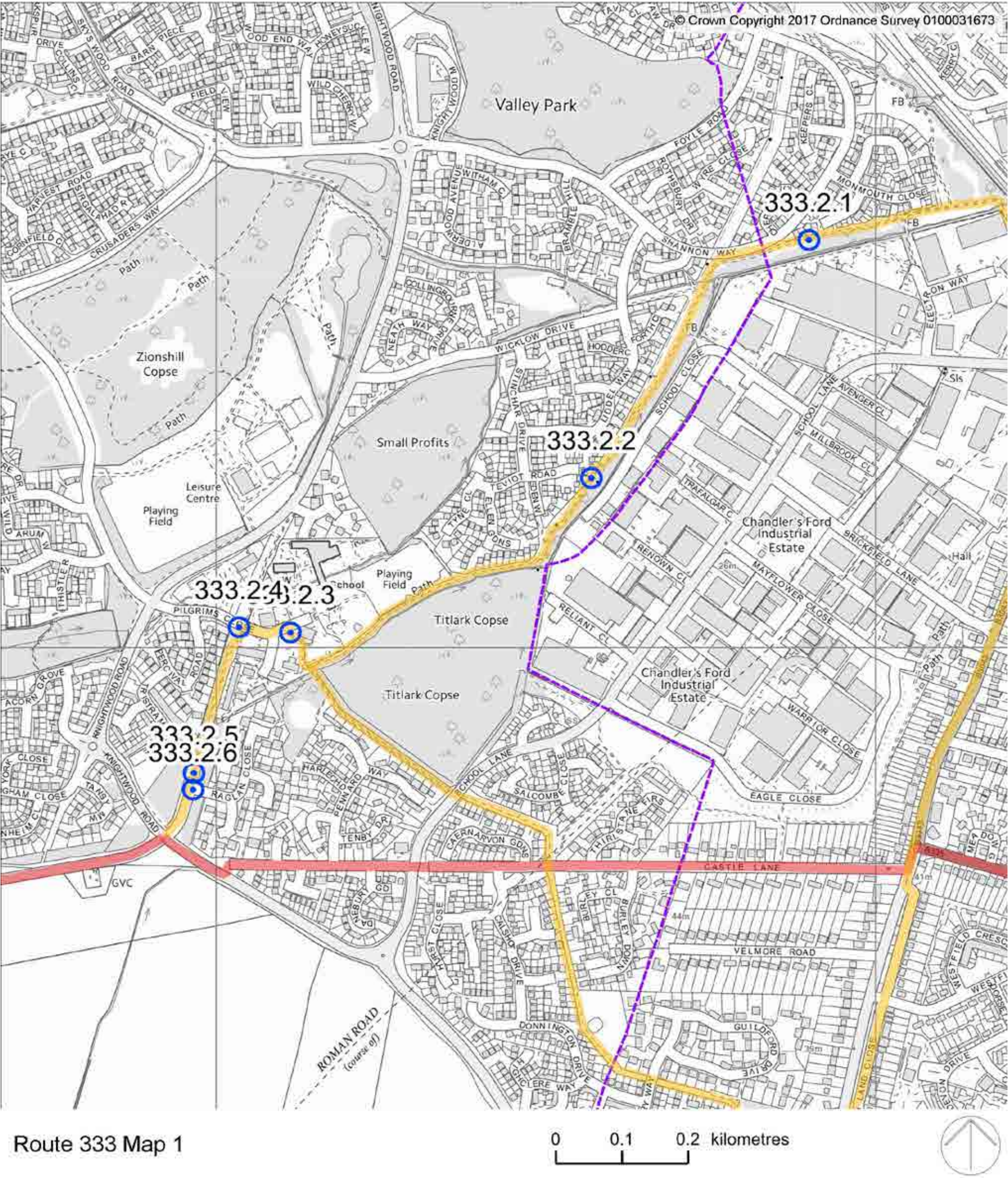
333.2.4 George Perrett Way/Pilgrims Close



333.2.5 George Perrett Way/Pilgrims Close



333.2.6 George Perrett Way/Pilgrims Close



Key:

- Primary route
- Secondary route
- Potential options

333.3 Raglan Close – Botley Road

Existing conditions

The vast majority of this section of the route utilises an existing shared use path to the north of Castle Lane. For much of its length this path is located slightly away from the carriageway, whilst some sections are immediately adjacent to the carriageway.

Barriers to walking and cycling

The narrowness of the path and proximity to the busy road in places can make walking and cycling uncomfortable. The sections of path which are separated from the carriageway edge don’t have any natural surveillance, and there is often no lighting, meaning that, especially in dark conditions, using this route could feel unsafe with regards to personal safety.

Potential options

333.3.1 Between Templars Way and Botley Road the lighting of the shared use path is poor, with vegetation covering the lighting in places. It is recommended that the lighting along this route is reviewed and adequate lighting installed so that the path can be safely used at all times of day.

333.3.2 The usable width of the shared use path parallel to Castle Lane is reduced in places due to vegetation. It is recommended that encroaching

vegetation is cut back and maintained and the path widened where possible.

333.3.3 In the more built up section of Castle Lane (just east of Misslebrook Lane to just east of Airlynx Parking) walking and cycling is unpleasant due to the narrowness of the path and its proximity to the fast carriageway. It is therefore recommended that the speed limit for this section of Castle Lane could be reduced to 30mph. It is also recommended that the carriageway is narrowed through this section to aid the speed reduction and to allow for the shared use path to be widened.

333.3.4 The usable width of the shared use path parallel to Castle Lane is narrow due to encroaching vegetation. It is recommended that the encroaching vegetation is cut back and maintained and the path widened.



333.3.1 Castle Lane Path



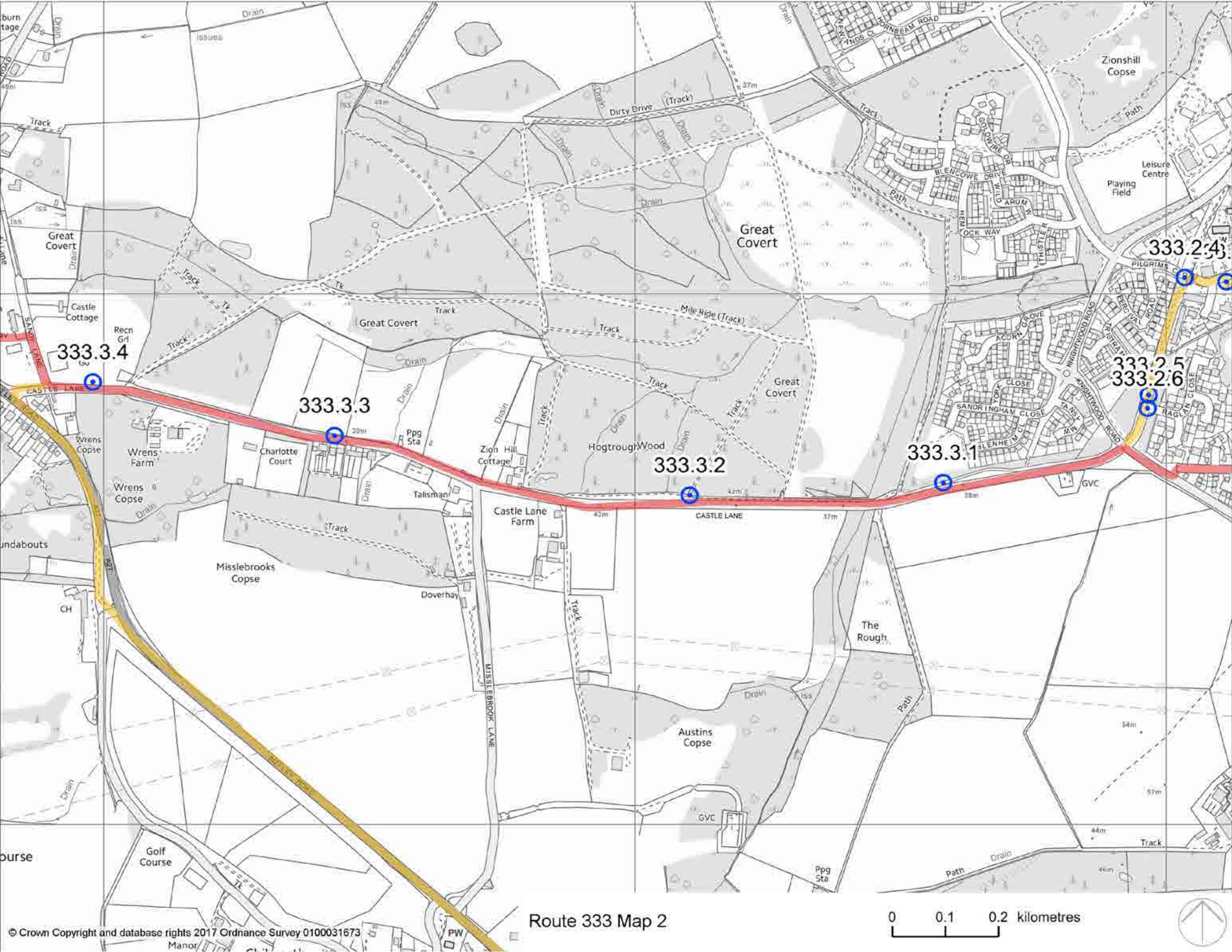
333.3.2 Castle Lane Path



333.3.3 Castle Lane



333.3.4 Castle Lane Path



- Key:
- Primary route
 - Secondary route
 - Potential options

333.4 Botley Road – Rownhams Lane

Existing conditions

Rownhams Road has existing footways along both sides of the road, with few formalised crossings at side road junctions or across Rownhams Road. There is no specific cycling provision.

Barriers to walking and cycling

The lack of cycling provision along Rownhams Road makes cycling uncomfortable at times, especially with this being a main bus route. There are no formalised crossing points across Rownhams Road (except for at its junction with Botley Road), with only one location where an informal crossing is located with tactile paving. Many of the side road junctions lack tactile paving and in some instances sufficient dropped kerbs to allow all users to safely cross. This can be a huge barrier for many people using this route.

Potential options

333.4.1 It is recommended that a two-way cycle track could be installed around the perimeter of the Recreation Ground pitches, from the access road (Sandy Lane) near the Pavilion. This will ensure that there is a safe link for cycling between the Castle Lane path and the crossroads.

333.4.2 To ensure suitable cycle provision from the proposed cycle track through the recreation ground to the crossroads it is recommended that a two way cycle track is installed on the east side of Nutburn Road in place of the left turn lane.

333.4.3 Due to the phasing of the signals at the crossroads, crossing as a pedestrian or cyclist can be time-consuming and inconvenient. It is recommended that diagonal crossings could be implemented at this junction. ASLs could also be considered. These should be implemented with cycle early release to further improve safety of cyclists at the junction.

333.4.4 It is recommended that traffic calming measures could be installed along the length of Rownhams Road. This could include features such as 20mph speed limit, visual narrowing, build outs and raised tables at junctions and crossings. Where possible, place making features such as planters, trees and benches should also be installed.



333.4.1 North Baddesley Recreation Ground



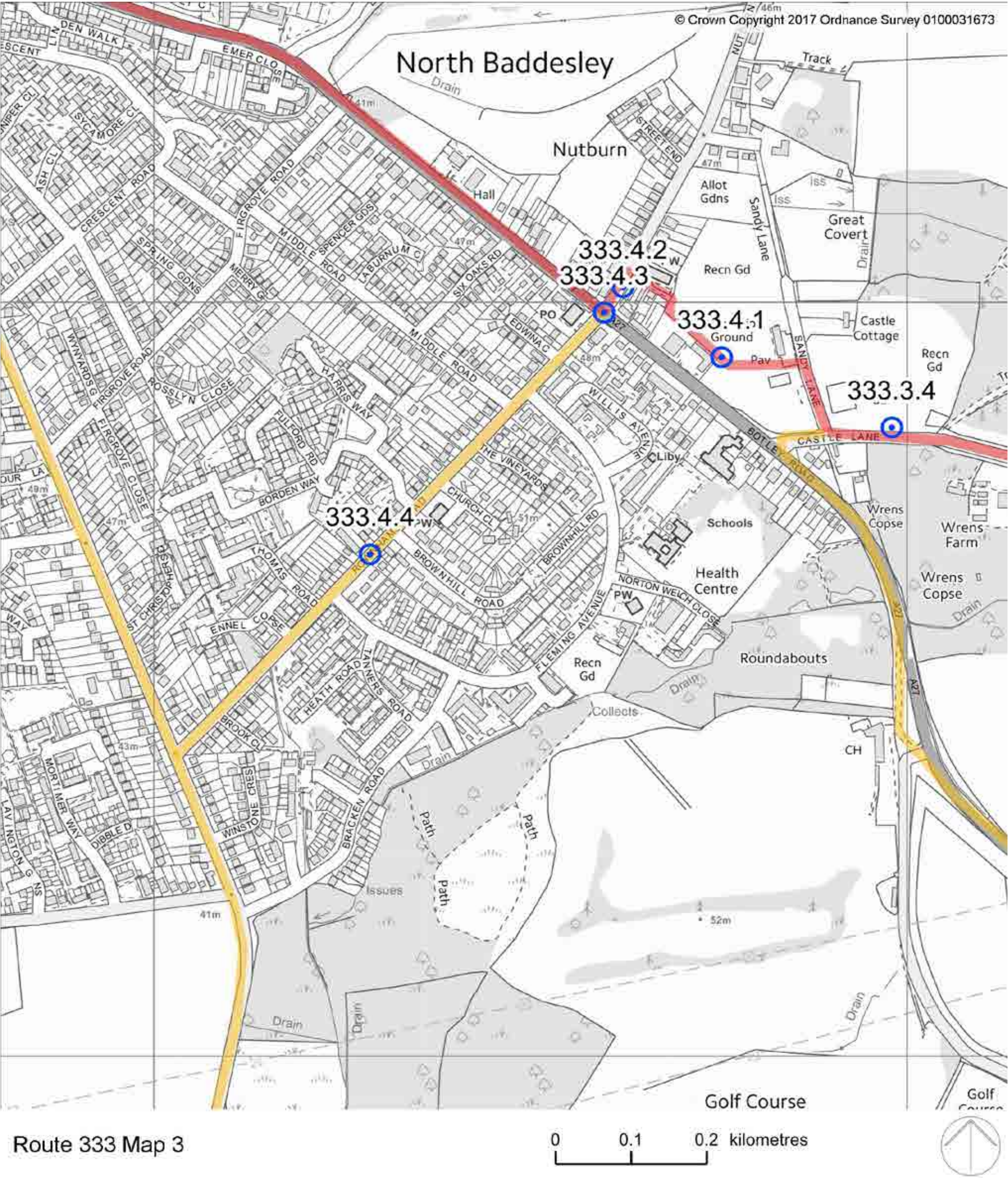
333.4.2 Nutburn Road



333.4.3 Botley Rd/Nutburn Rd/Rownhams Rd



333.4.4 Rownhams Road



Key:

- Primary route
- Secondary route
- Potential options

Route 334: Bournemouth Road Roundabout to Chilworth

Route description

Route 334 provides a link from the edge of Chandler’s Ford to Chilworth. The route continues through the centre of Chandler’s Ford within the Eastleigh Borough. The route is 2km long within Test Valley Borough.

334.3 Bournemouth Road Roundabout – Chilworth

Existing conditions

Along Bournemouth Road and Winchester Road there is an existing narrow footway along the western side of the road. The section of Winchester Road through Chilworth also has a narrow footway to the east of the carriageway.

Barriers to walking and cycling

The narrow nature of the existing footways and their proximity to the fast, busy carriageway makes cycling and walking incredibly uncomfortable, unattractive and dangerous. There are limited crossing points at the Bournemouth Rd Rbt, making walking and cycling around the perimeter inconvenient and time consuming.

Potential options

334.3.1 There are various objects obstructing the path, including signposts, a bin and low hanging tree branches. It is recommended that these are removed so as to ensure an unobstructed route.

334.3.2 Due to a lack of available space for an adequate buffer, and the new development site to the east of the road, it is recommended that the change of speed limit (from 40mph to national speed limit) could be moved nearer to the existing lay-by.

334.3.3 So as to allow for safe pedestrian and cyclist movement through the existing lay-by it is recommended that a sufficiently wide shared use path continues along the side of this lay-by.

334.3.4 The existing shared use path between Bournemouth Road Roundabout and Chilworth is extremely narrow in many places, with an insufficient buffer to the carriageway along the vast majority of the route. It is therefore recommended that the path is widened along its length, and a sufficient buffer to the carriageway maintained. To achieve this, the

carriageway could be narrowed where possible and central hatching removed.

334.3.5 There is no lighting along this route, meaning a significant reduction in comfort and safety for pedestrians and cyclists during darkness. It is recommended that this route is sufficiently lit, to allow the walking and cycling route to be usable at all times.



334.3.2 Bournemouth Road



334.3.3 Bournemouth Rd/Winchester Rd Layby



334.3.1A Bournemouth Road



334.3.4 Winchester Road



334.3.1B Bournemouth Road



334.3.5 Winchester Road

Table of recommendations

The tables below summarise all the recommended interventions which are itemised in the descriptions of each route. A brief description of each item is provided, along with a very broad assessment of cost.

More work is needed to provide detailed cost estimates, which is beyond the scope of this report.

Recommendation	Brief description	Cost
Route 281: The Hundred to Stapleford Close – 2.8km		
281.1.1	Access only street: removable bollards, contraflow cycling, signage and on road markings	Low
281.1.2	Traffic calming, and improvement to footway	Medium
281.1.3	Segregated cycle/pedestrian route	Medium
281.1.4	Improve right hand turning from all directions, better signage and segregated cycle lane	Medium
282.2.1	Maintain the hedges, resurface path	Medium
282.2.2	Widen bridge over the canal and resurfacing	Medium
282.2.3	Widen path, signage, textured paving	Medium
282.2.4	Widen footways, with drop kerbs or raised tables	Medium
282.2.5	Raised crossings and formalising the 20mph zone	Low
282.2.6	Create raised table crossing and signage	Low
282.2.7	Install cycle access and signage	Low
282.2.8	Sign cycleway through park, using drop kerb and filter route. Widen existing footway	Medium
Route 264: North Baddesley to Chilworth – 3.5km		
264.1.1	Upgrade signalised crossing to a toucan crossing, provide new toucan and shared use path	Medium
264.1.2	Path widening by narrowing the carriageway	Medium
264.1.3	Cycle markings, lighting and filtered permeability at junction	Medium
264.1.4	Lit two-way cycle track	High

Recommendation	Brief description	Cost
264.2.1	Path widening	High
264.2.2	Redesign geometry of this junction and parallel crossing	High
264.2.3	Shared use path is widened with buffer to the carriageway	High
264.2.4	Raised table parallel crossings and junction geometry reduced	Medium
264.2.5	Signalised toucan crossing	Medium
Route 330: Romsey to Nursling – 7.2km		
330.1.1	Amend parking	Low
330.1.2	Formalise the provision, dropped kerbs, signage, lighting and paved surfaces. Convert to shared-use.	Low
330.1.3	Improve the surface, increase the width and convert to shared-use path	Medium
330.1.4	Shared use facilities	Medium
330.1.5	Dutch-style roundabout with cycle tracks	High
330.1.6	Segregated cycle tracks in both directions	High
330.1.7	Redesign roundabout and crossing point on one arm	High
330.2.1	Widen footway	Medium
330.2.2	Pedestrian priority at accesses and driveways	Low
330.2.3	Improve the quality of the path here by addressing drainage issues, widening and levelling the path	Medium
330.2.4	Provide a toucan crossing to improve safety for cyclists and pedestrians crossing at this point	Medium
330.3.1	Cycle priority markings and ‘cycle street’ designation. Possible point closure	Low

Table of recommendations

Recommendation	Brief description	Cost
330.3.2	Lighting and warning signs	Low
330.3.3	Cycle priority road markings, signage and lighting	Low
330.4.1	Give way chicane	Medium
330.4.2	Shared- use footways with one-way chicanes	Medium
330.4.3	Shared-use paths, with raised crossings, signage and traffic calming measures	Medium
330.4.4	Widening of shared footways	Medium
330.4.5	Shared-use paths with signage and raised crossings	Medium
330.4.6	On-road segregated cycle paths	High
330.4.7	Raised crossing points on all arms of the roundabout	Low
330.4.8	Improve crossing facilities, traffic calming measures and on-road segregated cycle paths	Medium
Romsey core walking zone		
Z4.1.1	Clearer signage and a location map	Low
Z4.1.2	Widen footways and planting	Medium
Z4.2.1	Reduce roundabout geometry	High
Z4.2.2	Zebra crossings	Medium
Z4.2.3	Enhancing the public realm - street furniture, planting and art, relocation of car parking	Medium
Z4.2.4	Entrance feature	Low
Z4.3.1	Crossing and improved pedestrian accessibility	Medium
Z4.4.1	Redesign of junction geometry and widened footways. Improved pedestrian accessibility	Medium
Z4.4.2	Remove metal barriers are removed	Low
Z4.5.1	Junctions narrowed and a signalised crossing	Medium
Z4.5.2	Relocate car parking bays	Medium
Z4.6.1	Mini roundabout with tactile paving, narrow lanes with planting and seating	High

Recommendation	Brief description	Cost
Z4.7.1	Widen footways and continue textured surfacing	Medium
Z4.7.2	Raised crossings	Medium
Z4.7.3	Maintain the same carriageway width and use the same surface materials	Medium
Z4.8.1	Shared space environment with a textured surface	Medium
Route: 280.2 Botely Road to A27 Roundabout – 2km		
280.2.1	Stepped tracks are installed along both sides of the carriageway for Botley Rd.	High
280.2.2	Traffic calming approaches to include visual narrowing, removal of the centre line, raised tables for junctions and crossings, and build outs.	Medium
280.2.3	Parallel crossing is installed to the west of the Halterworth Lane junction.	Low
280.2.4	Two way cycle track is installed to include a cycling priority crossing of Montfort Road.	Medium
280.2.5	Bus stop layby removed and used as part of the shared use path, with the bus stop being located on the carriageway.	Low
280.2.6	Shared use path sufficiently widened to accommodate more walking and cycling traffic.	Low
280.2.7	Cyclists and pedestrians crossing this road are given priority, potentially with the use of a raised crossing	Low
Route: 280.3 A27 Roundabout to Castle Lane – 2.3km		
280.3.1	Carriageway is narrowed, or the alignment shifted by using some of the verge on the south side to create space to widen the shared use path along the north side of the road.	Medium
280.3.2	Central island is straightened so the two crossings line up.	Low
280.3.3	Where Rownhams Lane arm meets Botley Road perpendicular, a parallel crossing should be located across this arm.	Low
280.3.4	Widened exiting shared use path, with segregation between pedestrians and cyclists.	Low
280.3.5	Side road parallel to Botley Road: install footway along the side of the route and that this section is sufficiently lit.	Medium
280.3.6	Separate cycle track and footway installed; carriageway realigned or narrowed to accommodate this.	Medium
280.3.7	Existing informal crossing should be upgraded to a formalised crossing.	Low

Table of recommendations

Recommendation	Brief description	Cost
280.3.8	One-way cycle track is installed to the north of Botley Road, with the existing footway on the south side of Botley Road widened and converted to a shared use path.	Medium
280.3.9	Traffic calming measures such as raised tables at crossings and junctions and reduced carriageway widths should be implemented to improve on-road cycling conditions.	Medium
280.3.10	Diagonal crossings are implemented junction. Also ASLs considered.	Low
280.3.11	A two way cycle track is installed on the east side of Nutburn Road in place of the left turn lane.	Low
280.3.12	A two-way cycle track is installed around the perimeter of the Recreation Ground pitches, connecting to the access road (Sandy Lane) near the Pavilion.	High
Route: 280.4 Castle Lane to Bournemouth Road – 3.30km		
280.4.1	Vegetation is cut back and maintained, and the path widened.	Low
280.4.2	Speed limit for this section of Castle Lane is reduced to 30mph with carriageway narrowed through this section to aid the speed reduction and to allow for the shared use path to be widened	Medium
280.4.3	Encroaching vegetation is cut back and maintained and the path widened where possible.	Low
280.4.4	Lighting along this route is reviewed and adequate lighting installed.	Medium
280.4.5	Segregated cycle track and footway is installed.	Medium
280.4.6	Paved rumble strips are removed to allow this to be a comfortable cycle route.	Low
280.4.7	Cycle track is installed between Castle Lane (east) and School Lane, and a raised table is installed at School Lane/Castle Lane junction.	Medium
280.4.8	Cycle markings are installed to the road surface.	Low
Route: 263.1 Romsey Road to Upton Lane – 2.3km		
263.1.1	Reduce the speed limit of Upton Lane and include on-road advisory cycling provision with traffic calming measures.	Low
263.1.2	Narrow the width of the highway and provide on-road segregated cycle lanes.	Medium
263.1.3	Provide footpaths and onroad advisory cycling lanes with priority over accesses.	Medium
263.1.4	Crossing facility for users to allow access to Lymer Villas.	Low
263.1.5	Formalise the public right of way and provide shared-use facilities.	Medium

Recommendation	Brief description	Cost
Route: 282.1 Around Romsey Town		
282.1.1	Implement shared path and cut back foliage.	Medium
282.1.2	Implement shared use path.	Medium
282.1.3	Implement dedicated cycle lane.	Medium
282.1.4	Implement dedicated cycle lane.	Medium
282.1.5	Implement dedicated cycle lane.	Medium
282.1.6	Implement cycle lane.	Low
282.1.7	Remove on road parking. Replace parking zones with two way cycle lane.	Medium
Route: 282 Romsey to Fishlake Meadows – 1km		
282.2.1	Removing parking along Cherville Street and replace with two way cycle lane.	Medium
282.2.2	Remove parking and widen to include continued two-way cycle lane and accessible pavement. Widen public footpath cut-through next to pedestrian crossing and add shared path signage.	Medium
282.2.3	Continue cyclepath in 2 directions.	Medium
282.2.4	Public footpath under railway needs directional cycle signage.	Low
282.2.5	Directional Cycle Signage and shared path signage with dropped curb.	Low
282.2.6	Repaving and add drop curbs.	Low
Route: 282.3 Fishlake Meadows to Abbotswood – 1.2km		
282.3.1	Segregated cycle lanes on both sides.	High
282.3.2	Signange.	Low
282.3.3	Dedicated cycle lanes at roundabout.	Medium
282.3.4	Signage.	Low
282.3.5	Signage.	Low
282.3.6	Cycle path and redesign traffic calming island.	Medium
282.3.7	Dedicated two-way cycle lane, making islands of any existing traffic calming measures.	Medium

Table of recommendations

Recommendation	Brief description	Cost
Route 331.1: Romsey Plaza Theatre Path to Fishlake Meadows – 1km		
331.1.1	Remove barrier or replace with a more accessible barrier for mobility scooters, prams and bikes.	Low
331.1.2	Path needs to be widened to provide better access for all.	Low
331.1.3	Path needs widening to 3m and the vegetation managed regularly.	Low
331.1.4	Path needs widening to 3m and the vegetation managed regularly.	Low
331.1.5	Signage and vegetation management.	Low
Route: 332.1 Abbotswood to Halterworth Lane Level Crossing – 1.2km		
332.1.1	Barriers removed and replaced with bollards.	Low
332.1.2	Parallel crossing recommended.	Medium
332.1.3	Convert existing crossing to a parallel crossing and widen footway.	Medium
332.1.4	Install shared use paths and signage.	High
332.1.5	Reduce speed limit and signage.	Low
332.1.6	Geometry of junction is significantly tightened, and formalised crossing is added.	Medium
332.1.7	Existing path widened and converted to shared use.	Medium
332.1.8	Cycle signage.	Low
332.1.9	Reroute existing path through the field to the south of the path to allow for sufficient additional width and to link to the proposed bridge over the railway.	Medium
332.1.10	Construct shared use path with a pedestrian and cycle bridge being constructed over the railway.	High
Route: 332.2 Halterworth Lane Level Crossing to Botley Road – 2km		
332.2.1	Carriageway is shifted to make use of the verge space, allowing space for the footway to be widened and converted to a shared use path.	High
332.2.2	Geometry of the junction is tightened and existing informal crossing upgraded to a parallel crossing.	Medium
332.2.3	Existing informal crossing converted to a parallel crossing. In addition, path widened and converted to a shared use path.	Medium
332.2.4	Traffic calming measures including raised tables, visual narrow using different surfacing/materials, and the implementation of a 20mph zone.	Medium

Recommendation	Brief description	Cost
Route: 332.2 Halterworth Lane Level Crossing to Botley Road – 2km		
332.2.5	Junction geometry is tightened and a parallel crossing is installed.	Medium
Route: 332.3 Botley Road to Rownhams Road – 1.3km		
332.3.1	Parallel crossing installed.	Medium
332.3.2	Two-way cycle track installed to include a cycling priority crossing.	Medium
332.3.3	Bus stop lay-by removed and used as part of the shared use path, with the bus stop being located on the carriageway instead.	Low
332.3.4	Widen a section of existing shared use path.	Low
332.3.5	Cyclists and pedestrians crossing are given priority, potentially with the use of a raised crossing.	Low
332.3.6	Carriageway narrowed, or alignment shifted by using some of the verge, creating space to widen the shared use path.	Medium
332.3.7	Straighten central island of existing staggered signalised crossing.	Low
332.3.8	Parallel crossing is installed, junction to become perpendicular.	Medium
332.3.9	Cycle lanes with light segregation are installed on both sides of the carriageway.	Medium
Route: 333.4 Rownhams Road to Rownhams – 3km		
332.4.1	Light segregated cycle lanes.	Low
332.4.2	Parallel crossing is installed.	Medium
332.4.3	Shared use path segregated from the carriageway is built.	Medium
332.4.4	Priority given to cyclists and pedestrians at side road junctions.	Low
332.4.5	Two-way cycle track is installed vegetation to be removed or the carriageway to be narrowed slightly.	Medium
Route: 333.2 Chandler’s Ford Railway Station to Raglan Close – 2km		
333.2.1	Existing off road paths widened where possible, with encroaching vegetation cut back and maintained. In addition, bollards should be removed from the bridges along this route.	Medium
333.2.2	Sufficient signage is installed along the length of this route.	Low
333.2.3	Entrance to shared use path – vegetation cut back, corners widened and dropped kerbs replaced with flush kerbs and lengthened.	Low

Table of recommendations

Recommendation	Brief description	Cost
Route: 333.2 Chandler’s Ford Railway Station to Raglan Close – 2km		
333.2.4	Existing barriers are removed to allow access to all users.	Low
333.2.5	Existing bollards replaced with place making features such as planters and benches. Additionally path should be rerouted to the desire line of pedestrians and cyclists.	Low
333.2.6	Existing path widened and converted to shared use, with a cycle and pedestrian priority crossing on a raised table.	Medium
Route: 333.3 Raglan Close - Botley Road – 2.1km		
333.3.1	Adequate lighting installed on path.	Medium
333.3.2	Encroaching vegetation cut back and maintained and path widened where possible.	Low
333.3.3	Speed limit reduced to 30mph with carriageway narrowed to aid the speed reduction and to allow for the shared use path to be widened.	Low
333.3.4	Encroaching vegetation cut back and maintained and path widened.	Low
Route: 333.4 Botely Road to Rownhams Lane – 1.6km		
333.4.1	Two-way cycle track installed around the perimeter of the Recreation Ground pitches.	High
333.4.2	A two way cycle track is installed on the east side of Nutburn Road in place of the left turn lane.	Low
333.4.3	Diagonal crossings are implemented at this junction. ASLs should also be considered.	Low
333.4.4	Traffic calming measures installed. This could include features such as 20mph speed limit, visual narrowing, build outs and raised tables at junctions and crossings. Where possible, place making features such as planters, trees and benches should also be installed.	Medium
Route: 334.3 Bournemouth Road Roundabout to Chilworth – 1.8km		
334.3.1	Objects obstructing the path, including signposts, a bin and low hanging tree branches removed.	Low
334.3.2	Change of speed limit (from 40mph to national speed limit) is moved nearer to the existing lay-by.	Low
334.3.3	Sufficiently wide shared use path continues along the side of this existing layby.	Low

Recommendation	Brief description	Cost
Route: 334.3 Bournemouth Road Roundabout to Chilworth – 1.8km		
334.3.4	The existing path is widened and a sufficient buffer to the carriageway maintained. To achieve this, the carriageway should be narrowed where possible and central hatching removed.	High
334.3.5	Provide street lighting to ensure route is sufficiently lit.	Medium

Prioritisation of potential options

The Department for Transport document ‘LCWIPs – technical guidance for local authorities’ states that:

The fifth stage of LCWIP development – prioritising improvements – sets out a suggested approach to prioritising walking and cycling infrastructure improvements, in the short, medium and long term.

This involves:

- Developing timescales for delivery;
- High-level appraisal and costings of schemes;
- Prioritising improvements considering effectiveness, cost and deliverability;
- Prioritisation of the measures within this LCWIP will take place following consultation, so that all feedback received can be taken into account at that stage. The results of the prioritisation, and the final LCWIP report will be subject to formal adoption through normal council processes in due course.

Borough of Test Valley (South)

Draft local cycling and walking infrastructure plan

September 2021