



# Cycle Strategy And Network

Supplementary Planning Document



September 2015

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### Maps

Southern Test Valley

Andover



The first Cycle Strategy & Network SPD was adopted in 2003 and an updated document adopted in April 2009. The document has been reviewed again to ensure it is up to date and taking account of the latest national, regional and local policies and providing for current transport needs.

This Supplementary Planning Document was the subject of public consultation for a period of eight weeks running from 17th October to 12th December 2014. It was adopted by Test Valley Borough Council on 11th November 2015

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Section 180 (5) (d) Planning Act (2008) removed the compulsory requirement for a Sustainability Appraisal for a Supplementary Planning Document. It is not considered that the SPD would have a significant social, environmental or economic effect, therefore this document has not been subject to assessment under the Strategic Environmental Assessment Directive 2001/42/EC.

# Test Valley Borough Council

## Cycle Strategy and Network SPD

### September 2015

#### Foreword

Cycling and walking are sustainable transport modes which can play a significant role in relieving congestion, helping to create good quality environments and liveable communities, and providing health benefits through an increase in physical activity.

The purpose of this Cycle Strategy is to ensure that facilities are put in place to enable cycling to be a safe, attractive and viable transport choice within the Borough. Cycling can be enjoyed by people of all ages.

The main objectives of the document are to increase the use of cycling as a means of transport, and as a leisure activity, and to improve the safety of cycling. This will primarily be achieved by implementation of the network identified and other initiatives such as providing cycle parking, cycle maps, and the promotion of cycling.

I look forward to working with the County Council and other partners to deliver these improvements to facilities for cyclists within the Borough



**Cllr Martin Hatley**

Deputy leader and Planning Policy and Transport Portfolio holder

## 1 Introduction

- 1.1** This document has been prepared to update the previous Cycle Strategy and Network published by TVBC in March 2009. There has been considerable progress made since 2009 in delivering new cycle routes within the Borough, and in recent years there has been further encouragement and support from Central Government to improve provision for cyclists and promote cycling as a means of transport.
- 1.2** An increase in journeys made by cycle as an alternative to the car will assist in reducing congestion and pollution. In addition cycling can assist in improving the health and wellbeing of those using it as a regular means of exercise. It can also assist in reducing social exclusion being a personal and flexible form of transport which is relatively cheap and available to all age groups. Increasing cycling can be a simple cost effective way of enabling economic growth to happen in a more sustainable manner whilst providing healthy exercise for those cycling.
- 1.3** The majority of all car journeys made, nationally, are less than 5 miles and there is an opportunity to encourage modal shift from cars to cycles for these shorter local trips particularly within and around urban areas. The development of a comprehensive network of routes will serve to encourage more people to cycle, making it a safer and more attractive transport option.
- 1.4** The overall vision for cycling in Test Valley is to ensure facilities are in place for cycling to be a safe, attractive and viable transport choice within the Borough. Cycling can be a more inclusive form of transport than many others but to ensure cycling can be available for all, different types of facility will be required to assist the varying abilities and levels of confidence among cyclists of different ages and experience. The type of facilities provided will reflect this and may include measures such as off road routes to schools, suitable for schoolchildren; alterations to assist cyclists at certain junctions on main roads; and rural routes without lighting more suitable for leisure cycling. Facilities should also be considered for different forms of cycles, as these become more widely available, such as tag along cycles, adapted disabled cycles, electric cycles and trailers. This strategy will provide the context for a variety of detailed proposals to promote cycling as a means of transport. A key element being the definition of a network of routes in the main settlements of Andover, Romsey, North Baddesley, Nursling & Rownhams, Valley Park and Chilworth, and to provide links between settlements and to cycle routes in adjoining districts.

- 1.5** This document concentrates on the promotion of the use of the bicycle however the importance of a good pedestrian environment is also recognised and walking can also be a sustainable, healthy transport option. In most cases where off-road routes are improved for cyclists they could be of benefit to pedestrians as well and in identifying and bringing forward routes for cyclists, the needs of pedestrians will be fully taken into account. The Borough Council's Access Plans (Andover Town Access Plan, Romsey Town Access Plan and Test Valley Access Plan) and County Council's District Statement for Test Valley provide further details on improving accessibility using all modes of transport.
- 1.6** The implementation of the network will require significant resources, particularly financial, to be identified and secured. This document will form the basis for securing those resources. Further feasibility work will be required, once funding is identified, to consider the detailed design and implementation of individual schemes and will be the subject of a separate consultation process. Should routes be put forward on public footpaths or footways appropriate legislative processes will be followed when considering development of the network.
- 1.7** In addition to the network outlined

in this document, the Council will endeavour to take advantage of any further opportunities which may arise to add to and improve the network, such as through the development and redevelopment of land, working in partnership with other parties such as Sustrans and adjoining authorities, and seeking funding and support from other sources when available.

## 2 Cycling in Test Valley

### Larger Settlements

- 2.1** Most of the population in Test Valley (approximately two thirds) live within the built up areas of Andover, Romsey, North Baddesley, Valley Park, and Nursling and Rownhams. Valley Park adjoins the larger urban area of Eastleigh, and Nursling and Rownhams adjoin the north western edge of the city of Southampton. In these areas journeys to a range of destinations can be relatively short and there is potential to encourage more people to cycle.
- 2.2** Andover is a reasonably self-contained town with a high proportion of residents living and working within the town, increasing the potential for people to cycle to work. In the south of the Borough the topography is relatively flat along the river valley making it easier for cyclists to try cycling as an option.

- 2.3** There are already several purpose-built schemes for cyclists within and between the settlements and this has been added to in recent years. The more comprehensive networks are within or linked to some of the recent new housing and employment developments. For example there is a fairly comprehensive cycle network at Valley Park where a footpath/cycleway network has formed an integral part of the new residential development. Recent new residential areas such as Picket Twenty, East Anton at Andover and Abbotswood at Romsey have also included cycle routes.
- 2.4** Andover has recently benefited from provision of a 'family cycle route' within the town, starting and finishing at Charlton Lakeside Café to encourage families to cycle. The route is being promoted by a number of partners: TVBC, Andover Vision, Andover Breeze and HCC through their Cycling Development Officer. If popular, further routes could be developed and promoted in the town. The Romsey Future group would like to develop similar routes in Southern Test Valley.
- 2.5** Where there are no dedicated cycle routes, cyclists have to use the existing roads. Some of these roads are narrow, busy (especially at peak times), with junctions that are not easy for cyclists to negotiate. This can make cycling difficult and can discourage the use of the cycle as a means of transport.
- 2.6** Within the existing built up areas it can be difficult to make separate provision for cyclists, particularly where the roads are narrow, but some routes have been put in and more are planned where this is feasible, particularly where they can assist cyclists on busy roads. A further option is to look at traffic calming and speed reductions within some residential areas or town centres to reduce vehicle speeds and make it safer for cyclists sharing the roads.
- 2.7** The routes between settlements may be unlit and have higher vehicular speeds which can discourage their use by cyclists particularly after dark. Where possible provision of off road routes in these locations can provide a safe link for cyclists between settlements and often give a safe route for pedestrians too.
- 2.8** Within some of the main settlements(eg Andover and Valley Park) provision has been made for bmx circuits and elsewhere in the Borough there are routes which are used for non-motorised mountain biking. The proposed Forest Park in southern Test Valley may provide further opportunities for leisure cycling. These are primarily leisure activities and are included in the Sport and Recreation Strategy but it is recognised that they may encourage more people to cycle for other purposes.

## Rural Test Valley

- 2.9** The Borough is predominantly rural in character extending from its northern boundary with Berkshire to Southampton in the south. A third of the population live in the rural part of the borough where there are a large number of small rural settlements. Where the population density is low and the settlement pattern is dispersed it can be difficult to provide satisfactory public transport and the distances to travel to services and facilities can be quite long. This means the car can often be the most practical form of transport. Nonetheless cycling can be an option for local journeys within some of these settlements, and to link to neighbouring villages, particularly for those without access to a car.
- 2.10** The rural parts of the Test Valley are also used for leisure activity, both for those living in the rural areas, and for the wider population. The quieter rural lanes and attractive landscape, interspersed with villages offering a good variety of places for refreshment means that the area can attract cyclists wishing to enjoy the countryside, which can be to the benefit of the local rural economy.
- 2.11** The Test Way in particular provides a main north to south off road leisure route. It has links to several quieter rural lanes giving relatively safe access to a large area of countryside for both cyclists and pedestrians. An off road route along the A3057 links Timsbury to the Test Way and is proposed to be continued south to Romsey. This route also forms part of the National Cycle Network which has been developed by the charity Sustrans. This is Route 24 from Southampton to Salisbury, which runs across Southern Test Valley from the boundary with Eastleigh, along Castle Lane and Botley Road to Romsey and then northwards to Michelmersh, Timsbury and via Mottisfont and Dunbridge to Lockerley, West Dean and on to Salisbury.
- 2.12** Recently Sustrans have identified another route as part of the National Cycle Network in Test Valley which is NCN 246. This links from North to South through Test Valley beginning at NCN 4 in Kintbury Berkshire, going south through Andover, then using parts of the Test Way and sections of NCN 24 to Romsey. In time the route could continue to Eling linking with NCN 236 Southampton to Lyndhurst.
- 2.13** Although the topography of the borough is reasonable for cyclists and (being in the south of the country) the climate is also relatively favourable, the level of cycling within the borough as a whole is fairly low and there is scope to encourage more cyclists. The Transpol travel survey carried out in 2003 indicated that only 2% of trips to work in the Borough were made by bicycle compared to a national

figure of 3%. Within urban areas 11% of respondents cycle regularly and a further 9% occasionally. Few of the respondents perceived local cycling facilities positively, being least satisfied with the safety of cyclists on roads.

- 2.14** The development of a comprehensive network of routes will serve to encourage more people to cycle, particularly in the larger towns, making it a safer and more attractive mode of transport.

### 3 Policy Context

#### National Guidance

- 3.1** Government policies for local transport are set out in 'Creating Growth, Cutting Carbon : Making Sustainable Local Travel Happen' a White Paper published in January 2011. The Local Transport White Paper sets out the Government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions. It explains how the government is taking measures to empower local authorities to tackle these issues in their areas by providing funding through the Local Sustainable Transport Fund. The paper identifies a need to build on current progress in reducing transport emissions and recognises that cycling and walking offers an easy way for people to incorporate physical activity into their

everyday life bringing health benefits and promoting social inclusion. The importance of active travel is also emphasised in the Department of Health Public Health White Paper in 2010.

- 3.2** The Government published a Draft Cycle Delivery Plan for public consultation in October 2014. Following the consultation in response to calls for firmer funding commitments the Government is now considering how to develop a long term investment programme for cycling and walking. They have also created a cycle proofing working group to carry out research and provide advice standards and infrastructure design in the future.
- 3.3** The National Planning Policy Framework (NPPF) (2012) sets out the Government's planning policies for England and how these are expected to be applied. It states that transport policies have an important role to play in facilitating sustainable development and in contributing to wider sustainability and health objectives. It also states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. It is recognised that different policies and measures will be required in different communities and opportunities to maximise sustainable solutions will vary from urban to rural areas.
- 3.4** The use of Travel Plans as a key

tool to facilitate sustainable transport is identified in the NPPF with all developments which generate significant amounts of movement being required to provide one. New developments should be located and designed to give priority to pedestrian and cycle movements and create safe and secure layouts which minimise conflicts between traffic and pedestrians.

## Local Transport Plan

- 3.5** Hampshire County Council's Local Transport Plan 2011 – 2031 (reviewed April 2013) sets out the long term vision for how the transport network of Hampshire will be developed over the next 20 years. Although the broad pattern of travel is not expected to change significantly the County Council will encourage an increase in healthier travel choices such as walking and cycling. One of the policy objectives in the document is 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.'
- 3.6** During 2011 and 2012 the County Council was successful in securing Dft funding to deliver four sustainable

transport projects for packages of measures to contribute towards twin objectives of supporting local economic growth and reducing carbon emissions with some of that funding being available to promote cycling in Test Valley. Recently it has secured further funding through the Local Sustainable Transport Fund and the M3 LEP Growth Fund to assist with sustainable transport provision.

- 3.7** The Local Transport Plan continues to support the delivery of the existing Town Access Plans and District Statements covering each Hampshire district which include sustainable transport measures to improve accessibility and modal choice. It is recognised that increasing the proportion of journeys made on foot and by bicycle has the potential to assist in achieving local goals including carbon reduction, improved air quality and healthier communities. The provision of Bike-ability training for children is supported to help them to cycle safely, and enable them to build healthy travel into their daily routines, while helping to improve their independence.

## Countryside Access Plans

- 3.8** Most of the Borough is covered by the Test and Itchen Countryside Action Plan (CAP) with a small area to the north in the Hampshire Downs CAP and to the west in the New Forest CAP. The plans

prepared by the County Council support proposals to improve access to the countryside for cyclists for recreational purposes. The Countryside Access Plans are currently being reviewed by the County Council.

## Hampshire County Council Cycle Strategy

**3.9** Hampshire County Council approved a county-wide Cycle Strategy in 2015. The aim is to provide a higher level overall context, linking the County Council's broader policies to local strategies and delivery plans. It will provide a framework for more detailed local initiatives such as this SPD.

## Borough Local Plan

**3.10** The Test Valley Borough Local Plan adopted in 2006 includes several policies relating to cycling provision.

- TRA 01 states that travel generating development should be accessible to pedestrians and cyclists.
- TRA 02 states that development will be required to provide parking for cycles.
- TRA 04 states that development generating additional demands for travel will be permitted provided that a proportionate financial contribution is made towards improving the transport network and or towards sustainable modes of transport to

minimise its impact on the transport network.

- TRA 06 states that layouts of sites need to be made safe, attractive and functional for all highway users including cyclists and pedestrians.

**3.11** The Test Valley Borough Local Plan is currently being reviewed and was subject to public consultation in the early part of 2014 and examination by an independent inspector in 2015. This states that new development should be connected with existing and proposed pedestrian, cycle and public transport links to key destinations and networks: and measures should be put in place to minimise its impact on the highway network and pedestrian, cycle or public transport users with all routes and access points being safe for all users.

## 4 The Strategy

### Objectives

- **To increase the use of cycling as a means of transport.**
- **To improve the safety of cycling for existing and potential cyclists.**
- **To increase the use of cycling as a leisure activity.**

**4.1** The objectives can be achieved by making the environment more attractive for cyclists, without detriment to other

highway users. A variety of initiatives will be used which are detailed below.

## Measures to Achieve Objectives

### Further development of the network in Test Valley

- 4.2** Greater provision of safe cycle routes will make cycling a viable alternative transport choice and assist in encouraging more people to use it as a travel option. Where appropriate these cycle routes should be lit to encourage their use and improve safety. Proposals to extend the network are set out in more detail in section 5 and indicated on the plans.

### Links to other networks

- 4.3** The Council will continue to liaise with neighbouring authorities and Highway Authorities to ensure appropriate connecting links across the borough boundary. Work on the promotion of cycling and creation of routes is under way with a number of adjoining authorities including Eastleigh, New Forest, Southampton, Basingstoke & Deane and Winchester, and Wiltshire. The routes identified by the Council have regard to the potential to link into the other networks being promoted. Where proposed routes continue in adjoining authorities the Council will work closely with these authorities to achieve their implementation.

## Cycle provision in new development

- 4.4** The Council as the local planning authority, and the County Council as highway authority, will include the promotion of cycling in their consideration of development proposals. Developers in submitting planning applications will need to demonstrate how the needs of cyclists are to be taken into account. This could be achieved by providing on-road and off-road shared use or segregated routes within and adjoining the site to be developed and by contributions to the provision of off-site facilities. There is also a requirement for appropriate cycle parking provision to be made on new development and local employers can also provide amenities for cyclists at work such as changing/showering facilities. The scale and form of measures will be proportionate to the scale of the proposed development.

## Provision for Cycling in Travel Plans

- 4.5** For specific types of development proposals, the preparation of 'Travel Plans' will be essential in reducing the impact of the development on the surrounding environment, and will include the promotion of cycling as a means of travel. Where traffic impact assessments or travel plans are requested, cycling will be one of the issues to be addressed. Targets may be set to increase cycling as a mode of transport within travel plans.

## Cycle provision in school travel plans/ safe routes to school

**4.6** The promotion and publicity of safe cycling should be incorporated into school travel plans which address the travel needs of schools. By 2012, 53 schools in Test Valley had an adopted school travel plan. Cycle schemes can be promoted under the 'Safe Routes to School' initiative, which seeks to reduce the number of car journeys, for example, Mountbatten School, Romsey has had a scheme to link the school to local cycle routes and new cycle parking provision. Such schemes can encourage cyclists and help to reduce congestion outside of schools and their implementation will be encouraged.

## Provision of cycle parking

**4.7** Concern for the security of a bicycle when it is left unattended can be a significant disincentive to using it as a means of transport. In addition to requiring provision to be made within new development the Council will consider what practical steps it can take to increase the provision for cycle parking, eg. as part of environmental enhancement schemes it undertakes or where agreements can be made with landowners. This is particularly important at major destinations such as town centres and railway stations, but also can be useful in locations such as

local centres, leisure facilities and health centres etc.

**4.8** Cycle parking schemes should include secure parking measures such as the 'Sheffield' stand and, where appropriate, cycle lockers so that wet weather clothes and helmets can be safely stored. Locating them in prominent positions where they can be overlooked or in areas covered by CCTV will contribute towards improving cycle security and encourage their use. The cycle parking provided should be accessible, of good design and secure.

## Consideration of cyclists in highway schemes

**4.9** As part of the strategy to improve the environment for cyclists the Council will, where practical, support measures which favour the use of bicycles when new highway schemes are considered. Giving greater priority to cyclists and pedestrians, particularly at crossing points and junctions, will promote greater cycle use, e.g. advanced stop lines. Non motorised audits will be used as part of the audit process for new highway schemes.

## Improvement of linkages between cycling and other transport modes

**4.10** Integrated transport is an important aspect of a sustainable and efficient

transport system and enables a much wider choice of sustainable transport options.

- 4.11** The Council will take into account the needs of cyclists when considering alterations to transport infrastructure such as bus and railway stations to ensure that there is integration between the different transport modes.

### Promotion of cycling

- 4.12** The Council will work with cyclists, cycling organisations, local employers and schools to promote cycling as a means of transport. A bicycle user group (BUG) meets twice a year to discuss cycling issues in the borough and links with organisations such as CTC, Sustrans, British Cycling, Transition Towns, and local cycle groups will be maintained. Participation in national events such as bike week is encouraged. Leisure cycle routes within the borough are currently available on the website, cycle maps have been produced and distributed, and publicity of all cycle routes will be improved to encourage more use of them. The Council will also work with Andover Vision and Romsey Future to consider how cycling can be a part of future development of these towns. The former has recently been active in promoting cycling, and latter is also keen to see cycling improvements in the town. It is important to ensure all

groups are considered when promoting cycling so that it is all inclusive and all types of cyclists are catered for.

### Safe cycling initiatives

- 4.13** The Council will liaise with the County Council on the implementation of appropriate safety schemes where identified. The Council will also support initiatives that promote safety in cycling such as the use of correct equipment (ie. lights and bells), regular maintenance of bicycles, and cycle training schemes adhering to the latest recognised national standards. The County Council are supporting Bikeability which provides children with high quality on road training.

### Maintain existing routes

- 4.14** Generally public footways and cycleways are the responsibility of the County Council. The Highway Authority maintains the metalled routes and the Countryside & Community service maintain the un-metalled routes. The Council is responsible for other routes where it is the landowner, for example routes through areas of public open space if they have not been adopted by the County Council. Consideration will be given to improving existing routes where this is feasible and funding is available.

## Monitoring

**4.15** It is important that monitoring of the use of the cycle routes is undertaken to indicate the levels of cycling within the borough on the new routes constructed. Surveys can also identify the concerns of cyclists and issues such as secure parking/safety of routes which need to be addressed. Future monitoring of travel plans will assist in providing information relating to cycle routes and the concerns of cyclists. Some routes would also benefit from counts to monitor use and this will be pursued with the County Council on existing routes and with developers of new sites. Monitoring of the use of cycle stands can also provide useful information.

## Definitive Rights of Way

**4.16** There is often shared use of cycle and pedestrian routes and the needs of both groups of users have to be taken into account. Often the improvement or provision of off road routes for cyclists which are wider, with smooth surfaces and dropped kerbs can be of benefit to a range of users including those with mobility issues, families with young children and those with mobility scooters. At the same time care has to be taken to ensure the safety of all users. The potential of shared use of definitive rights of way which provide important links in the cycle network will be considered.

**4.17** Where existing rights of way are to be upgraded the status of the route will have to be taken into account. The definitive rights of way map includes four categories of routes. Three of these allow access by bicycle, these being: Roads Used As Public Paths (RUPPs), Bridleways, and Byways Open To All Traffic (BOATs). Cycle access on the fourth category of route, footpaths, is prohibited. A few of the proposed routes may be shown on routes which are currently public footpaths and footways but where this is the case the appropriate measures will have to be taken to ensure that the status of the right of way is revised to allow shared use by cyclists. The appropriate measures and relevant statutory legislative processes will be undertaken to facilitate the development of the network, which have their own consultation process. Wherever possible the use of permissive rights provided by the landowner will be encouraged. Cyclists should always consider other users when travelling on all routes.

**4.18** Appropriate signage of routes is important and will also act as a means of promoting cycling by raising awareness of the routes available. Signage will be required both for new routes and also to direct cyclists to use quieter safer roads to key destinations when appropriate. The importance of cycle signage is acknowledged in the Borough Council's Access Plans.

## Resources

**4.19** The creation of a more attractive environment for cyclists will require significant investment over an extended period of time. There are three principal sources of funding, the Council's own capital programme, the County Council's Local Transport Plan (LTP), and contributions from the private sector in association with development. Other sources of funding will also be investigated such as the availability of grants/assistance from other bodies/organisations such as Sustrans. The measures outlined in this strategy and in particular the improvements to the network will be undertaken as and when funding can be identified. This may mean that some routes are necessarily completed in stages rather than as a whole. Future maintenance of the routes should be considered in advance of implementation.

## 5 The Network

**5.1** The principal built-up areas of the Borough offer the greatest potential for creating new routes which would encourage cycling and serve the largest number of people. The proposed network for these reasons focuses on the major settlements, the potential routes within them, and links to adjoining areas.

**5.2** Most of the routes identified in the previous cycle strategy (2009) which have not yet been implemented, have been retained in this strategy. Some routes may have been identified as not being viable for cyclists and been deleted or altered as a result of new development or in response to more detailed survey work.

**5.3** Some additional routes have been included either as replacement for those no longer considered viable or to complement those already in place. Extending the network where opportunities arise is a key element of the strategy and when new development is proposed the needs of cyclists will be taken into account.

**5.4** The development of the network has been guided by a number of factors:

- the potential catchment area a route would serve
- the existing links and potential to create new ones between residential areas and destinations such as schools, employment, shopping and leisure areas
- the potential to form part of, or link to a wider network
- opportunities to link into the public transport system, such as bus and rail stations
- the existing pattern and level of use
- the potential to provide safe routes.
- the topography and character of the area

**5.5** The routes identified are those along which it is considered there is potential to enhance them for use by cyclists. This could take a number of forms: creation of segregated or non-segregated routes either by improving existing footways or constructing new routes; complementary traffic management measures such as signing, Traffic Regulation Orders and traffic calming. The plans identify the existing routes, the proposed network (both on and off road), rights of way which allow access by bicycle and existing or proposed crossing points. The proposed routes in their current form and status may not be appropriate for cyclists without improvement. The map should not be seen as supporting their use by cyclists at the present time.

**5.6** In the following sections the network of routes proposed around Southern Test Valley, Andover and the rural areas are considered in more detail. The routes within Southern Test Valley are identified on map 1 and the routes around Andover on map 2, with an indication of whether they will be on or off road. For each route identified, detailed proposals will need to be drawn up and further feasibility work undertaken to ascertain the exact nature of the route and further consultation will be carried out.

## 6 Southern Test Valley (Map 1)

### Romsey

**6.1** The town centre and surrounding residential areas are within a relatively short distance of each other and there are only modest gradients to address such that even the outer areas of Romsey are under 20 minutes cycle ride from the town centre. There are some important links already in place for example on Southampton Road leading to the Sports Centre and along Canal Walk, but several routes identified previously have yet to be implemented and there are still opportunities to improve existing routes and to create new links.

**6.2** The existing pattern of development and road layout of the town limits the opportunities for segregated cycle routes within the built-up area, particularly within the centre of the town (east of the River Test and west of Alma Road). In this area schemes have been implemented to give more priority to pedestrians, and traffic speeds (particularly along The Hundred and Latimer Street) have been reduced. It is intended to continue to provide a greater emphasis on pedestrian accessibility and to slow traffic in other parts of the town centre. Recently work has been carried out in Church Street and further work is proposed in Bell Street and Market Place

for example. This will assist in providing a safer and more pleasant environment for pedestrians and cyclists whilst still allowing for the necessary vehicular movements in these areas.

**6.3** The existing pattern of development and road layout of the town limits the opportunities for segregated cycle routes within the rest of the built-up area as well. Advantage has been taken of the Canal Walk as a cycle way which links many of the residential areas to the east with the town centre, and other residential areas would benefit from the identification of quiet on road routes and where appropriate off road links to take cyclists away from the main roads and provide them with a safer and quieter environment. The routes however will need to be as convenient and direct in order to attract cyclists, and safe crossing points of the main roads will be required.

**6.4** It is important that in addition to the town centre that all of the key destinations around the town such as the industrial estates, secondary schools, leisure facilities and local centres are able to be accessed by cycle.

**6.5** There are a number of constraints which are seen as discouraging use of bikes as a means of transport for journeys within the built-up area:

- the A3057, A3090 and A27 which have to be negotiated by cyclists via

a series of junctions which have only limited provision for cyclists

- speed and number of vehicles on the roads radiating out from the centre, particularly where the roads are relatively narrow (e.g. Botley Road)
- limited cycle parking facilities.

## The Strategy for Romsey

**6.6** The preferred approach is to improve the on-road environment for cyclists using traffic management and calming measures within the historic core of the town centre and on a number of the key routes around the town, with provision of safe crossing points on these routes and, where there are opportunities, to provide off-road routes.

**6.7** The main proposals are:

- safe crossing points on main roads such as Winchester Road
- new routes (off-road) e.g. Southampton Road, and Romsey Bypass
- traffic management or calming measures, on-road to enhance the cycling environment.

**6.8** There are opportunities to add to the existing off-road routes linking Cupernham to Romsey School along Fishlake Meadows, extending the route along the Canal and links to it from Cupernham and Abbotswood; off-road links within the residential area of

Woodley; on Botley Road (part) and the A3090 Romsey bypass. It is envisaged that all of these routes would be for shared use by pedestrians and cyclists.

- 6.9** Where off-road routes can not be achieved, the Council together with the Highway Authority will seek to introduce measures which will benefit cyclists. Roads identified for further detailed consideration include:- Richmond Lane; Winchester Road; Botley Road; Woodley Lane; Mercer Way; Southampton Road; Braishfield Road; Halterworth Lane; Northlands Road/ Whitenap Lane and Cupernham Lane. Within the town centre any highway or enhancement schemes will seek to enhance the environment for cyclists and pedestrians.
- 6.10** The routes are identified on map 1 with an indication of whether they will be on or off road. For each route identified, detailed proposals will need to be drawn up and further feasibility work undertaken to ascertain the exact nature of the route and further public consultation will be carried out.
- 6.11** Within new residential areas cycle routes will be provided as part of the development and will link to existing routes around the town. Residential travel plans will be prepared by developers guided by the Dft advice on preparing residential travel plans. They will include careful consideration of all

transport issues, including cycling and will assist in promoting the use of cycling as a travel option.

## Adjoining Romsey

- 6.12** The distances from the town to adjoining settlements and between them in cycling terms are either relatively short, (e.g. 3km from Romsey to North Baddesley) or follow the river valley and as a consequence are flat, (e.g. Romsey to Nursling and to Timsbury). There is potential to link them by a series of safe and convenient routes to provide a comprehensive network which offers an attractive alternative to the car.

### Romsey - Timsbury/Stonymarsh

- 6.13** A route alongside the Canal and adjoining the A3057 has been identified and been the subject of a preliminary feasibility study. It would create a continuous off-road route linking Romsey to Timsbury providing a safe alternative to the A3057. An off road route has been implemented linking the Test Way as far south as the junction of the A3057 and Yokesford Hill, Timsbury and the completion of this final section of route will allow safe access for pedestrians and cyclists from Romsey to the Test Way and then onwards to a wide range of quiet country lanes. The route would form part of the National Cycle Network (route 24). The implementation of the proposal would need to address its

environmental impact, land ownership and rights of way issues.

### **Romsey – Nursling**

- 6.14** The most direct route for cyclists wishing to access the employment areas in Nursling is along Lee Lane which also avoids the A3057. It is proposed that the first section of the route linking Romsey to Nursling from the Rapids/ Sports Centre entrance to Lee Lane would be off-road alongside the A3057 and it would then continue along Lee Lane. This will provide a convenient, flat route along a relatively quiet road to the major employment area at Nursling and a link beyond to Southampton and Totton via Test Lane. Lee Lane is used as an alternative to the A3057 and any scheme will need to address that issue.

### **Romsey/Crampmoor - Ampfield / Hursley**

- 6.15** There is potential for a route within existing highway land adjoining the A3090 from its junction with Halterworth Lane, Romsey to its junction with Hook Road, Ampfield. It would comprise off road sections and would include the road serving the residential properties set back from the A3090 'Straight Mile' which has low vehicle flows on it.
- 6.16** The village of Ampfield is within a reasonable cycling distance of Romsey. In addition to the route from Crampmoor, Romsey, above there may be scope

for further links continuing on towards Hursley and Chandlers Ford. The former could link to a proposed cycle route by Winchester City Council.

### **Romsey – West Wellow**

- 6.17** The village of West Wellow is located seven kilometres from Romsey. It is less likely, given the gradients involved, that there would be significant numbers of cyclists who would commute daily to the town. However, in terms of recreational cycling and potential access to the New Forest, there is considered to be potential for a route via the A3090, Ryedown Lane, Romsey Road and Whinwhistle Road. Access across the A36 or routes towards Plaitford for cyclists would need to be the subject of detailed studies, but this could provide an important link to rural roads and communities to the west of Romsey, and to the New Forest.

### **Cycle parking**

- 6.18** The Council has installed a number of cycle stands in Romsey town centre and will seek to increase provision both on its own land and in partnership with others. New development will also be required to make provision for cycle parking. Locations where additional/ enhanced provision would be appropriate include: Market Place/The Hundred, Sports Centre, War Memorial Park, Rail Station, Bus Station and local centres.

## North Baddesley

**6.19** There are limited opportunities to create a segregated network of routes within North Baddesley where the roads are relatively narrow and it is considered that on-road routes with traffic management measures to improve the cyclists' environment is the appropriate approach. On road routes along some of the quieter residential roads have been identified and signposted and an on road route along part of Rownhams Lane has been implemented. In addition an off road route along Rownhams Lane to Rownhams has been provided.

## Adjoining North Baddesley

**6.20** Adjoining the built-up area of North Baddesley, there are a number of rural roads which could provide attractive and convenient links both to the countryside and nearby urban areas. These roads are used, particularly at the peak periods, by vehicles seeking alternative routes to Southampton. The combination of such flows together with the speed of vehicles creates a less than satisfactory environment for cyclists.

**6.21** It is proposed that traffic management measures be considered to discourage the use by through motorised traffic including the following: Misselbrook Lane, Packridge Lane/ Toothill Road. Each route would provide a link to

existing or proposed sections of the cycle network.

**6.22** There are several off road routes offering safe alternatives for cyclists already in place along some of the most direct routes linking to the nearest settlements and another is proposed to link with Chilworth.

### North Baddesley – A27 Romsey/ Chilworth

**6.23** There is a good off road link between the western side of North Baddesley to Romsey including Mountbatten School with a controlled crossing linking to the on-road route along Rownhams Lane. However the route from Romsey adjoining the A27 ends on the south side at its junction with Firgrove Road. It is proposed that it is extended to the junction of the A27 and Castle Lane but further studies will be required to consider how this could be achieved. This important link forms part of the National Cycle Network (Route 24).

**6.24** To the east an off-road route is proposed along the A27 to Chilworth providing a link to the Southampton University Science Park and existing off road cycle route through Chilworth to Southampton.

### North Baddesley - Valley Park (Castle Lane)

**6.25** An off-road route links the village to Valley Park and provides a continuous route to the existing network at Valley

Park and beyond into Chandlers Ford and Eastleigh. It has been identified as part of the National Cycle Network (Route 24), providing a link from Eastleigh to Romsey. An additional route to the north of Valley Park is proposed along Nutburn Road and Flexford Road.

- 6.26** When the Valley Park area was developed a network of cycle ways was included. Links from these routes to other cycle ways could be developed further including along Templars Way towards Southampton, along School Road from Templars Way roundabout, and the link along Hutt Hill described in 6.36 below.

### **North Baddesley - Nursling and Rownhams**

- 6.27** The two settlements are approximately 2kms apart. An off road cycle route along Rownhams Lane provides an attractive and convenient route for cyclists travelling south to the employment areas in Nursling and beyond to the city of Southampton.

### **Nursling and Rownhams**

- 6.28** Most of the developed area of Nursling and Rownhams lies to the south of the M27 motorway bisected by the railway line, the M271 motorway and the A3057. These transport corridors act as barriers to cyclists and given their status and use by vehicles are not attractive routes for cyclists even when they can use them.

The strategy seeks to provide alternative routes along quieter routes and safe crossing points.

- 6.29** The existing network comprises a segregated route from A3057 Romsey Road, adjacent to Paulet Lacave Avenue to Nursling Street. The latter has been traffic calmed and together with Dairy Lane offers a route to the Nursling Estate.

- 6.30** As part of the development of the employment site at Adanac Park, it is proposed that a new off road link between Nursling Street and Brownhill Way and a route along Brownhill Way should be provided linking the Nursling Estate with the Lordshill residential areas. Station Road, Andes Road and Test Lane are identified as part of the route linking Romsey, Nursling and Southampton.

- 6.31** It is proposed that measures be considered in the following roads Balmoral Way, Bakers Drove, Horns Drove, Redbridge Lane to encourage cycling; in particular trips to and from the existing and proposed employment areas. The use of Redbridge Lane by vehicular traffic (between the A3057 and Brownhill Way) will be discouraged. Redbridge Lane has been closed at the southern end as part of the Adanac Park development, to create a convenient and attractive route for cyclists.

## Chilworth

**6.32** Chilworth is located either side of the A27. The main road experiences significant vehicle flows making it an unattractive route for cyclists. However, it does provide a relatively direct route into Southampton. This area also has some potentially attractive off-road routes via Chilworth Common and Lordswood to the city and links through the quieter residential areas avoiding the main roads.

### Chilworth - Southampton (A27)

**6.33** An off road cycle route from the University of Southampton Science Park has been provided along the south side of the A27 to the Borough boundary linking with the cycle network in Southampton. The intention is to continue the route to link to North Baddesley in the future. There may be some opportunity to provide an off road link between the University of Southampton Science Park and Rownhams and this is to be investigated further.

### Chilworth - Southampton (via Chilworth Common and Lordswood).

**6.34** There are several rights of way providing off road routes linking to Southampton via Chilworth Common and Lordswood. These would primarily provide leisure routes linking to Southampton Sports Centre in Southampton through open areas of woodland. Some further investigation would be required to

consider the most appropriate means of altering the existing rights of way and providing improvements to the surface in order to promote their use by cyclists yet retain the character of the area and attractiveness to walkers.

### Chilworth - Southampton

**6.35** The majority of roads south of the M27 motorway serve residential properties and do not function as through routes for vehicles. It is proposed that cyclists travelling between Chilworth and Southampton and between Chandlers Ford and Southampton (avoiding the junction of the M3 and A33 Bassett Avenue) would be encouraged to use the following: Hadrian Way, Birch Road, Pinelands Road, Roman Road.

### Chilworth – Chandlers Ford

**6.36** Eastleigh Borough Council and Southampton City Council have indicated support for a route along Hutt Hill linking between Chilworth and Chandlers Ford, which would be partially within Eastleigh Borough, mainly within Test Valley Borough and then would just cross the Southampton City boundary. An off road route in this location would provide a safe alternative to cyclists who currently compete with fast moving traffic on a route which is unlit, and could encourage more people to cycle by providing a more attractive link to the cycle route into Southampton along The Avenue.

## Cycle parking

**6.37** Provision of additional cycle parking will be encouraged within settlements particularly at key destinations and local facilities such as village halls, public houses, local shops and health centres. Appropriate cycle parking will also be required as part of any new development.

## 7 Andover (Map 2)

**7.1** Andover's pattern of development has evolved around the car as the prime means of transport with the Ring Road providing good access around the town, with relatively low levels of congestion. The town however has a high degree of self-containment with many of its residents working in the town, meaning that they would be within cycle distance of their employment. The initial development of the town around the car means that the ring road can sometimes be perceived as a barrier to cyclists. Many of the existing underpasses provide suitable safe crossing points and link with cycle and pedestrian routes. New infrastructure (bridges and underpasses) link the new residential areas at East Anton and Picket Twenty to the developing network and ensure that new communities have access to the town centre.

**7.2** The Transpol survey in 2003 reported that 9% of respondents in Andover cycled

regularly with a further 6% occasionally cycling. There is the potential to increase cycling patronage in the town, through the establishment of a network of safe routes linking the town centre with the main residential and employment areas, schools and leisure facilities whilst also improving the range of facilities which will aid cyclists.

**7.3** In the past few years several off and on road routes have been provided around the town in particular linking some of the outer residential areas to the town centre and providing links to the bus and rail station. A central loop around the town centre for access by cyclists is proposed and has been largely implemented and new cycle parking has been provided within the town centre. The town centre is one of the main destinations for journey by bicycle, with its range of attractions including the main commercial area, Andover College, the Leisure Centre, The Lights and the major employers located within the centre.

**7.4** Where new housing developments are under construction, such as at East Anton, Picket Twenty and Picket Piece they have incorporated cycle routes within them and linking to the existing network. Further new development areas should also make provision for on-site routes and links to the existing off site cycle network. The precise routeing and location of the cycleways will be

dependent upon detailed studies and consultation.

**7.5** The other major destinations which currently attract people by bicycle or have the potential to improve their accessibility include the railway station, and the major employment centres at Portway, Walworth and Monxton Road which are located on the periphery of the town. Some routes have been implemented leading to these areas and further links are proposed. The three secondary schools, Winton, John Hanson and Harroway, attract significant numbers of cyclists, and some routes to the schools have been implemented.

**7.6** There are a number of constraints which are seen as discouraging the use of cycles as a means of transport within the built up area.

- The existing transport network including the railway line, the A303, the A343/A3057, A3093 Ring Road (including its major junctions) all provide physical barriers to cycle travel, as crossing them is often difficult or raises safety issues. Although there are existing means of access across some of these, either via underpasses or pedestrian/cycle crossings, there is potential to improve them and make them more attractive to users.
- Speed and numbers of vehicles on some of the roads radiating out

from the town centre, particularly the narrower routes such as Weyhill Road, Winchester Road and Charlton Road.

- Poor segregation from other traffic and lack of dedicated provision for cyclists at road junctions.
- The limited number of secure cycle parking facilities.

## The Strategy for Andover

**7.7** There are opportunities to enhance the existing cycle routes, implementing missing links, crossing points, or removing barriers whilst also creating new links to serve new development and existing key destinations including the town centre and bus and rail stations. Consideration will also be given to providing a route to the sports facilities north of Charlton.

**7.8** The main proposals are :

- Provide new crossings and improvements in the quality of existing crossings to link the new and existing residential areas to key destinations.
- Address concerns over the safety of cyclists in a variety of ways including the development of 'Safer Routes to Schools', the promotion of traffic calming and traffic management measures to reduce vehicle speeds and by promoting a more cycle friendly environment, segregated

cycle routes and new crossing points where potential for conflict exists.

- Provide additional secure cycle parking.

**7.9** There are opportunities to create further on-road routes within the town, particularly within the quieter residential areas. It may be appropriate to provide on-road routes with complementary traffic management measures, including signage and mapping to improve the cyclists' environment and knowledge of routes.

**7.10** New off-road routes along existing corridors or through residential areas will be investigated. It is envisaged that all of these routes would be for shared use by pedestrians and cyclists.

**7.11** Within the new residential areas cycle routes have been and will be provided as part of the new development and will link to existing routes around the town. Residential travel plans will be prepared by developers guided by the Dft advice on preparing residential travel plans. They will include careful consideration of all transport issues, including cycling and will assist in promoting the use of cycling as a travel option. The community development workers in the residential areas also help to promote sustainable travel including cycling within the new communities.

## Adjoining Andover

**7.12** There are a number of villages within cycling distance of the town. A network of links has been identified to provide attractive routes between these settlements and the town centre often on off-road routes. There is an off road route to the west of the town linking to Weyhill, and north towards Enham Alamein and an off road route south along the dismantled railway line to Upper Clatford. The Pentons and Abbots Ann are also within cycle distance and further routes are proposed to link to them. Provision of a route between East Anton, Smanell and Little London should be investigated. Provision of these routes provides a safe way for cyclists in the nearby villages to access Andover but at the same time provide the residents of Andover with links to the rural areas for leisure purposes.

### Andover - Ludgershall

**7.13** There is an existing off road route to the west of the town linking to Weyhill along the edge of the A342. Extending this route further westwards would provide cyclists with a safe link to the more rural lanes leading to Fyfield and Appleshaw. These quieter routes can then be used to access settlements further afield such as Ludgershall.

### Andover – Enham Alamein

**7.14** There is an off road route linking from Andover north towards Enham Alamein

along the edge of the A343 which has recently been improved. This provides access to other quieter roads to either side of the main road.

### **Andover – Pentons**

- 7.15** There are routes proposed in the cycle strategy to link from the west of Andover to the Pentons, and the countryside to the north west of the town.

### **Andover – Little Ann, Abbots Ann and Monxton**

- 7.16** An off road cycle route along Salisbury road has been provide and it is proposed to extend the cycle route further to provide a link towards Abbots Anne and Monxton and into Anna Valley. It is considered important to link the closest rural settlements safely with the town which provides access for those wishing to cycle into Andover from the villages and also provides access out to more rural routes for cyclists in the town. There is limited highway land available which means some on road measures may have to be considered as an alternative to an off road route.

### **Andover – Smannell and Little London**

- 7.17** Some new links to rural roads leading to these settlements have been and are being provided as part of the new residential developments on this side of the town.

## **Cycle parking**

- 7.18** The Council has installed a number of cycle stands in Andover town centre and will seek to increase provision both on its own land and in partnership with others. New development will also be required to make provision for cycle parking. Cycle stands will be located in convenient locations, with natural surveillance, offering security to users.

- 7.19** Cycle stands are provided in all car parks, at the railway station, the Leisure Centre and Council Offices. Where there is the need for additional cycle facilities, including cycle stands and cycle lockers the Council will seek to increase their provision both on its own land and in partnership with others. Locations where additional provision would be appropriate include: Leisure Centres, Andover College, Secondary Schools, local shopping centres, town centre and railway station.

## **8 Rural Test Valley**

- 8.1** Much of the Borough is characterized by free standing settlements separated by extensive areas of countryside. The distances between them and in some areas the topography, (particularly to the north of Andover) can make cycling a less attractive option for the majority of people as a means of transport.

- 8.2** There are however a number of rural roads with relatively low traffic flows which could provide attractive and convenient links to the countryside, neighbouring settlements and nearby urban areas and the Council will seek to promote these for cycle use and ensure any relevant measures are put in place to facilitate cycling. There are limited opportunities to provide segregated routes but the Council will seek to bring forward proposals where practical, in particular where there is an existing use or the potential to promote cycling use.
- 8.3** A section of the Test Way provides a good off road route north to south through rural areas of Test Valley and has recently been designated as part of NCN 246. Where possible the Council will seek to improve this and links to it, and to NCN 24 which crosses east to west. This will enable more residents within the rural villages safe access to the cycle routes and at the same time will allow cyclists access to the services and facilities in the rural settlements such as Kings Somborne, Leckford and Chilbolton for example.
- 8.4** Provision of additional cycle parking will be encouraged within settlements particularly at key destinations such as village halls, and local shops. Appropriate cycle parking will also be required as part of any new development.

- 8.5** Cyclists can help to support local rural economies by making use of local service and facilities they pass whilst out cycling in potentially a more sustainable and less intrusive way than motor vehicles.

## Stockbridge

- 8.6** The potential to improve further the links between Andover and Stockbridge using quieter local roads and any appropriate off road routes will be explored. It could provide access to a wider network of routes and potentially could enable residents in villages nearby safer access to the Test Way and to other destinations.
- 8.7** A segregated link has recently provided a safe route for pedestrians and cyclists between the off-road sections of the Test Way at Stockbridge. Most of the funding came from the Sustrans Links to Communities funding and a further short link at Fullerton has enabled cyclists to cross safely under the A3057 enabling a safer link to the rural lanes providing alternative access to Andover to the busy and narrow A3057. These new links are part of the new NCN 246. They are a significant contribution to providing safer access for cyclists in these locations and enabling a greater choice of quieter cycle routes in the area.

## New Forest

**8.8** There is some potential to provide alternative west to east routes in the south of the Borough to give better cycle access to the New Forest and further investigation should be undertaken. For example the Council could seek to improve cycle links with the New Forest including considering a route via Canada Road and Blackhill Road. Liaison with New Forest District Council and National Park will be required to ensure continuity of routes. In addition, the Council has recently made representation in response to the Highways Agencies consultation to its Route Based Strategies affecting the region (the Enterprise M3 (EM3) and Solent LEP areas). It was highlighted that in southern Test Valley the A36 can act as a barrier to communities preventing accessibility and movement. Consideration for access by non-motorised modes, such as cycles, should be given when developing any strategy.

and details of rural cycle routes can be obtained from the Council's website [www.testvalley.gov.uk](http://www.testvalley.gov.uk).

**8.10** The Council will seek to develop further its leisure routes, where opportunities arise. In particular the use of existing bridleways and upgrading of footpaths where they provide important links for cyclists will be considered to help support the local rural economy, increase travel choices and participation in active recreational activity by the local residents. The possibility of signposting more cycle byways within Test Valley will be explored with the County Council.

## Leisure Routes

**8.9** The rural areas provide an opportunity for leisure cyclists to enjoy the countryside without the detrimental impacts of additional traffic. A number of leisure routes have been identified, both on and off road and route maps are available on the Test Valley website. The Council helps support the promotion of leisure cycling through such events as the Test Valley Tour (a series of cycling events)



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