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August 2006

## **ROMSEY MOVEMENT AND ACCESS STUDY REVIEW**

**FINAL**

**Planning Services**  
**Test Valley Borough Council**  
Council Offices  
Duttons Road  
Romsey  
Hampshire  
SO51 8XG

## ROMSEY MOVEMENT AND ACCESS STUDY REVIEW

FINAL

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# ROMSEY MOVEMENT AND ACCESS STUDY REVIEW

FINAL

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## **EXECUTIVE SUMMARY**

### **ROMSEY MOVEMENT AND ACCESS STUDY REVIEW (FINAL DRAFT)**

#### **1. Context for Review**

- 1.1 Gifford has been appointed by Test Valley Borough Council to carry out a review of the Romsey Movement and Access Study (RMAS) that was prepared in 1998.
- 1.2 The review is to comprise:
  - A comparison and analysis of the information and data included in the original RMAS report with more recent information;
  - An assessment of the impact of the implementation of the Strategy;
  - Consideration of the continuing relevance and appropriateness of the Strategy;
  - A discussion of the need and options for changes to the Strategy approach and future policy options.
- 1.3 Some caution is advised in comparing recent data assembled for this review with the information presented in the original RMAS report. There will be some uncertainty about how the data for the 1998 was collected and analysed, seasonal and locational variations in the data and other extraneous factors. Hence the information should not be treated as a set of absolute values, but rather as providing a valuable indication of trends and patterns.

#### **2. Demographic and Land Use Changes**

- 2.1 The population and number of households have increased since 1991, together with an ageing population.
- 2.2 There have been relatively small scale employment and housing developments. There have been changes in retail developments and expansion at the Rapids. School numbers have fallen slightly.

#### **3. Transport Related Changes**

- 3.1 There has been a trend towards owning 2 cars or more. Whilst there is high car usage for trips to work, there are good levels of walking and cycling to work within the town.
- 3.2 There have been no distinct, consistent changes in traffic flows across the study area. There have been reductions in traffic flows in the town centre, probably associated with the relocation of Waitrose and phase one of the town centre improvements, with related increases on Alma Road and Church Street. There has been a reduction in vehicle speeds along the Hundred.
- 3.3 There has been an apparent reduction in the number of trips in and out of the town in the afternoon and a slight reduction in through trips. In the afternoon peak period there has been a larger reduction in trips in and out of the town, but there has been an apparent sharp rise in through trips. Through trips between the A27 By Pass Road and A27 Southampton Road and also A3090 Winchester Road have increased. This may be attributable to traffic diverting away from congestion on the wider strategic road network.
- 3.4 The highest flows in and out of the town are from the A27 By Pass Road and Southampton Road routes.

- 3.5 Population, households and car ownership are now all predicted to grow at a higher rate than indicated in 1998.
- 3.6 The reduction in flows and speed through The Hundred has benefited the pedestrian environment as has the improvements in Church Place.
- 3.7 Traffic signal control has been introduced at junctions on Alma Road.
- 3.8 There appears to have been a reduction in the number of recorded road injury accidents in the study area. The installation of speed cameras on Winchester Road has had a positive effect in reducing injury collisions.
- 3.9 There has been a slight reduction in short stay on street parking provision but a slight increase in longer stay spaces. The overall number of off street parking spaces has slightly reduced. There have been no significant changes in rear servicing and vehicle access arrangements in the town centre.
- 3.10 Bus and rail services have generally remained unchanged. The Cango services have been introduced and rail services have been enhanced by the service via Chandlers Ford. The rail station has undergone some refurbishment. Rail franchise service changes are due in December 2006 and February 2007.
- 3.11 There is a high level of walking within the town, including good use of Canal Walk. Routes along the Tadburn Stream and through the Brewery development site are to be developed. There is also a good level of cycling. A Cycle Strategy and Network document has been produced by the Council. The route through the Brewery site will also serve cyclists.

#### **4. Wider Policy Background**

- 4.1 The South East Plan recently submitted to Government will supercede the County Structure Plan. It puts forward the concept of concentrating development in existing urban areas and urban extensions, with major development in Strategic Development Areas (Fareham and Hedge End) later in the Plan period
- 4.2 The transport objective of the Test Valley Borough Local Plan seeks to reduce the overall need to travel and encourage alternatives to the car. The key housing proposal in the Plan affecting Romsey is the reserve site at Abbotswood. Various junction improvements are proposed in association with the development.
- 4.3 The Local Transport Plan (LTP) has objectives relating to accessibility, safety, reducing the impact of congestion, improving air quality, widening travel choice, quality of life, value for money and efficient asset management. The proposed strategy for Romsey focuses on improving accessibility and reducing localised congestion. The proposed capital programme includes the introduction of traffic signal control at the Cupernham Lane/Winchester Road junction.

#### **5. Strategy Impact**

- 5.1 Some improvements to improve travel choice have been implemented with potential for more to be introduced. Accessibility by walking and cycling is good but local accessibility by bus within the town has not significantly improved since the RMAS report. This is

likely to be related to the attractiveness of the car, access by walking and cycling and the low bus patronage levels. Travel Plans have started to be introduced but it is too early yet to assess their impact.

- 5.2 A system of traffic signal controlled junctions to manage traffic flows was proposed in the RMAS report. Traffic signal control has been introduced at junctions on Alma Road, but not at the other suggested key junctions. The Winchester Road/Cupernham Lane junction is proposed in the LTP capital programme to be signalised in 2007/08. The traffic signals on Alma Road manage traffic flows more effectively than the previous priority junctions and assist crossing pedestrians and cyclists. The other key junctions that have not been signalised appear to operate effectively through most of the day although there are some delays at peak times. There is some evidence of increasing delays at the Greatbridge Road/Fishlake Meadows junction as Fishlake Meadows carries an increasing volume of traffic.
- 5.3 Phase one of the town centre improvements has been of benefit to the pedestrian and town environment, reducing the dominance of the car. This Review is required to consider the possible closure of The Hundred. Such a closure would be likely to lead to higher flows on other routes, inconvenience for some town residents, create difficulties of access and have implications for the way the town centre functions.
- 5.4 On street parking is now enforced by the Council. The RMAS report recommended support for a private non residential parking 'tax', but there appears no prospect of this in the short term.
- 5.5 Pedestrian crossing facilities have been improved by the traffic signals on Alma Road. There are also various uncontrolled crossing points and refuges on main traffic routes. There is the prospect of new or improved routes along Tadburn Stream, through the Brewery development and the junior and infant school site and the canal path between Canal Walk and the Plaza.
- 5.6 The Council has produced a Cycle Strategy and Network document. A cycle phase at the Alma Road/Station Road junction has improved the route into town from the east. Links to areas outside the town are being improved.
- 5.7 Improvements have been introduced on the Romsey – Southampton bus route through a Quality Bus Partnership. Cango services have been introduced in and around the town. There have been improvements to bus stops in the town. The Rail Link bus service to Winchester has been retained in combination with the X66 service. Work has started on the feasibility of improved access to the rail station, a connecting bus service and additional car parking.

## **6. Conclusions from the Review**

- 6.1 The overall approach of seeking to improve travel choices and support alternatives to the car remains valid against the more recent policy approaches set out in the Local Plan and LTP.
- 6.2 There is some congestion on the town's road network but it does not appear serious relative to larger settlements. The key junctions in the town generally operate satisfactorily at present. However the Winchester Road corridor (through the Botley Road and Plaza roundabouts and two railway bridges) acts as a constraint or 'funnel' on traffic from the eastern side of the town. There are crossing problems for pedestrians at

or near the Botley Road and Plaza roundabouts. Hence there is a need to revisit how this corridor functions and assess possible improvement options. The proposed Winchester Road/Cupernham Lane junction improvement involving traffic signal control could assist in reducing queueing on Cupernham Lane and assist crossing pedestrians. However it may introduce delays at certain times on Winchester Road where none exist at present.

- 6.3 The town centre improvements have been beneficial in reducing flows and speeds. The introduction of a 20 mph zone appears unnecessary. A phase two should be carefully reviewed to ensure that it would produce clear benefits. A qualitative survey and consultation on the impact of phase one would be advantageous to help define the justification, form and extent of a second phase. The impact of further on street parking restrictions in the town centre would need to be assessed. It would appear reasonable to continue to give priority to short stay parking over long stay parking in the town centre, increasing the differential in parking charges and availability over time.
- 6.4 There is a high degree of walking within the town. There have been improvements to crossing facilities but there are difficulties for example on Winchester Road and at the Duttons Road/Malmesbury Road junction. Issues of severance caused by main traffic routes and the railway lines remain. The proposed improvements along the Tadburn Stream and Fishlake routes and the canal path to the Plaza will significantly enhance the walking network. A 'Community Street Audit' is suggested to identify issues and future measures, building on the Look at Romsey and Health Check consultations. There is also a good level of cycling. Again, a Community Street Audit would help to confirm local issues and consider severance issues. There is merit in developing or providing routes away from the main traffic corridors.
- 6.5 There are reasonable bus connections to other main settlements, but no immediate prospect of significant improvements to services in the town itself. This relates in part to the relatively good access by walking and cycling in the town and low patronage levels. There remains a lack of good interchange between bus and rail and realistic opportunities should be explored. An improved interchange at the station should be accompanied by improved pedestrian access and parking provision.
- 6.6 Travel Plans and initiatives aimed at influencing travel behaviour should be widely promoted, but their effectiveness needs to be monitored to evaluate their effectiveness.

## **7. Future Options and Recommendations**

- 7.1 No change to the existing roundabouts on the main traffic routes is recommended at this time. However, there is a need to revisit how the Winchester Road corridor (The Plaza – the Sun Arch) functions, particularly the Botley Road and Plaza junctions, and assess possible improvement options for all modes.
- 7.2 Consideration should be given to alterations at the Duttons Road/Malmesbury Road junction to manage traffic and improve pedestrian crossing facilities.
- 7.3 The justification for and feasibility of improvements at the Greatbridge Road/Fishlake Meadows junction should be examined in response to increasing traffic demands and future development.
- 7.4 Low cost, simplified modelling techniques could be considered to evaluate future transport and development options.



- 7.5 A second phase of the town centre improvements should be carefully evaluated to ensure that a balanced package of benefits can be achieved.
- 7.6 A community street audit, coupled with consultation with town centre users would contribute to confirming key issues and future options and measures.
- 7.7 On balance, further consideration of the closure of The Hundred is not recommended
- 7.8 The current priority given to short term parking provision in the town centre should continue. Consideration should be given to the relocation, if feasible, of some long stay provision to the edge of the town centre.
- 7.9 Pedestrian crossing issues near the Plaza, the Winchester Road/Botley Road junction and Duttons Road/Malmesbury Road junction should be investigated.
- 7.10 The network of pedestrian paths away from main traffic routes should be improved and further developed.
- 7.11 Walking along traffic routes could be improved through attention to safety, quality and general maintenance issues.
- 7.12 The Cycle Strategy should be updated.
- 7.13 New or improved routes that provide an alternative to cycling along the main traffic corridors should be pursued.
- 7.14 Opportunities to improve interchange between bus and rail services should be explored
- 7.15 An enhancement programme for the railway station should be developed to include additional parking provision, consideration of pedestrian access to the southbound platform and improved bus connections.
- 7.16 A Quality Partnership for the Romsey – Winchester Rail Link bus service should be developed.
- 7.17 Monitoring arrangements for Travel Plans and other travel behaviour initiatives should be enhanced.
- 7.18 An ‘umbrella’ travel or sustainability plan could be developed for the town.
- 7.19 The Strategy for Romsey will need to be reassessed in the context of longer term development proposals, including consideration of appropriate improvements at key junctions.
- 7.20 A monitoring strategy should be developed, collating transport information, to enable the evaluation of proposals and initiatives.

## 1. INTRODUCTION

### 1.1 Context for the Review

1.1.1 Gifford have been appointed by Test Valley Borough Council to carry out a review of the Romsey Movement and Access Study (RMAS) that was prepared in 1998.

1.1.2 The review is to comprise:

- A comparison and analysis of the information and data included in the original RMAS report with more recent information;
- An assessment of the impact of the implementation of the Strategy;
- Consideration of the continuing relevance and appropriateness of the Strategy;
- A discussion of the need and options for changes to the Strategy approach and future policy options.

1.1.3 This review report is presented at this stage as a draft document for consideration by Council Members.

### 1.2 The Format of this Report

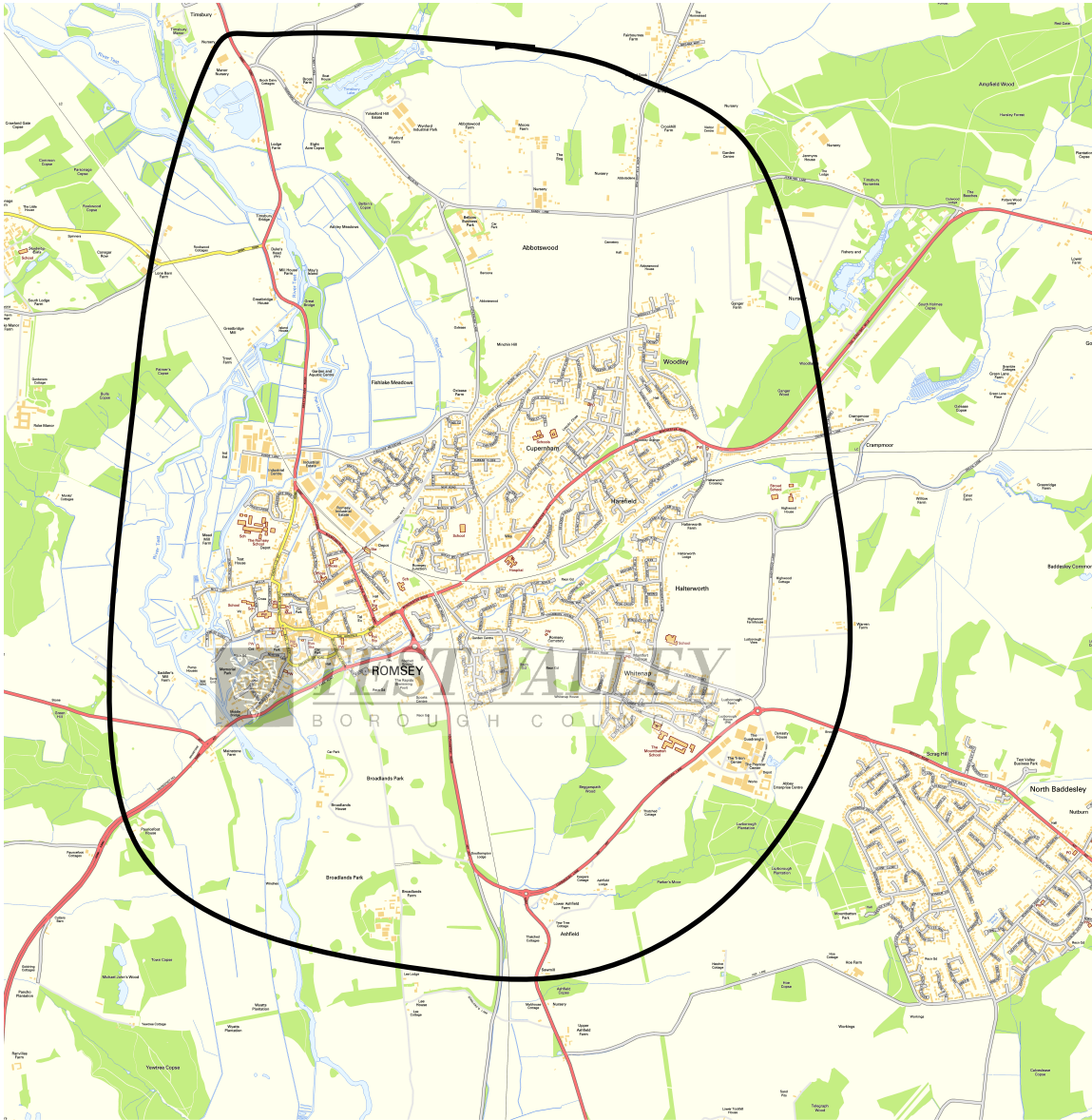
1.2.1 This report presents the review as follows:

- **Section 2** provides a comparison of the current situation in Romsey with the situation as recorded in the original RMAS report, covering demographic and land use issues.
- **Section 3** provides a comparison of the current situation in the town with the situation as recorded in the original report, covering transport related issues.
- **Section 4** outlines the wider policy background and changes that have occurred since the original study.
- **Section 5** considers the impact of those policies and elements of the Strategy that have been implemented.
- **Section 6** draws together conclusions from the review, looking at the continuing relevance of the strategy, options for changes to the strategy, its policies and proposals.
- **Section 7** suggests future strategy and policy options.

1.2.2 It should be noted that in some cases it has not been possible to provide direct comparisons between information or data provided in the original RMAS report with current information, where either sources may not be compatible, the original method of analysis is unclear or recent data is not available.

1.2.3 **Figure 1** shows the study area, carried forward from the original RMAS report. **Figure 2** provides a more detailed location plan.

**Figure 1 Study Area**



**Figure 2 Location Plan**



## 2. DEMOGRAPHIC AND LAND USE CHANGES

This section looks at the main demographic and land use changes since the original RMAS report.

### 2.1 Population

2.1.1 Table 1 Population and Number of Households in Romsey 1971 -2001

*Source: 2001 census*

	1971	1981	1991	2001
<b>Population (persons present)</b>	12,020	15,847	17,099	
<b>Population (persons resident)</b>		15,613	17,391	<b>17,970</b>
<b>Households</b>		5,462	6,786	<b>7,536</b>

2.1.2 **Table 1** shows that the population of Romsey and number of households have grown by 3% and 11% respectively since 1991. The higher increase in households may reflect the trend towards lower housing occupancy levels.

2.1.3 A number of housing sites (none greater than 40 dwellings), mainly infill or redevelopment from other land uses, are understood to have been built in various locations around the town providing approximately 200 dwellings since 1998.

2.1.4 Work has now started on the former Brewery site where planning permission has been granted for 211 houses and 44 flats. Abbotswood is a proposed reserve housing site in the Local Plan (see **Section 4.2**).

### Table 2 Age Structure of Population

*Source: 2001 census*

% Aged:	Romsey		Hampshire		England	
	1991	2001	1991	2001	1991	2001
<b>0-15</b>	20.8	<b>17.07</b>	20.1	<b>23.9</b>	20.1	<b>23.96</b>
<b>16-29</b>	19.4	<b>14.42</b>	21.0	<b>15.37</b>	20.8	<b>17.61</b>
<b>30-44</b>	23.7	<b>29.33</b>	21.8	<b>22.09</b>	21.3	<b>21.57</b>
<b>45-59</b>	17.6	<b>18.02</b>	16.8	<b>19.41</b>	16.7	<b>18.06</b>
<b>60-74</b>	12.8	<b>13.32</b>	13.5	<b>12.53</b>	14.1	<b>12.28</b>
<b>&gt;74</b>	5.7	<b>7.83</b>	6.9	<b>6.70</b>	7.1	<b>6.52</b>

2.1.5 **Table 2** shows a trend towards an ageing population as is the national trend but with most change in the 16-29 and 30-44 age groups.

### 2.2 Employment

2.2.1 The main industrial estates/business parks acting as the focus for employment continue to be:

- Romsey Industrial Estate
- Budds Lane Industrial Estate
- Abbey Park

2.2.2 The original RMAS report did not refer to the Belbins Business Park, which has expanded since 1998.

2.2.3 Some relatively small development is understood to have taken place at Budds Lane, Romsey and Belbins estates/parks.

## 2.3 Shopping, Leisure and Community Facilities

2.3.1 There have been significant changes in the shopping provision in the town centre since 1998. The Waitrose store between Broadwater Road and The Hundred has relocated to Alma Road. The original Waitrose has been redeveloped into an Aldi Store. The new Scats store is now accessed via Alma Road rather than Orchard Place. The town's department store, Bradbeer's, has been extended and refurbished, enhancing the environment around the bus station and providing improved new pedestrian links from the bus station.

2.3.2 Following the redevelopment of Bradbeer's, a small number of regular market stalls are now located in the Cornmarket. Occasional special larger markets e.g. Farmers' markets, are also accommodated in the Broadwater Road car park and/or Church Place.

2.3.3 The Rapids Leisure Centre has been expanded with new facilities.

2.3.4 The Library on Station Road is currently undergoing improvements and expansion.

## 2.4 Hospital

2.4.1 The hospital has been extended to accommodate more day services and minor operations.

## 2.5 Schools

**Table 3 School Numbers in Romsey**

**2005 source: School Organisation Plan (2005 revision) and TVBC**

<i>Primary Schools (4-11)</i>	<b>1998</b>	<b>2005</b>
<ul style="list-style-type: none"> <li>• Romsey Abbey Primary School Church Lane</li> <li>• Romsey Infant School, Winchester Road</li> <li>• Romsey Junior School, Cupernham Lane</li> <li>• Cupernham Infant School, Bransley Close</li> <li>• Cupernham Junior School, Bransley Close</li> <li>• Halterworth School, Halterworth Lane</li> <li>• Embley Park School, La Sagesse, The Abbey</li> <li>• Stroud School, Highwood Lane (3 – 13 years)</li> </ul>	<p>235 children 184 children 204 children 253 children 343 children 348 children 98 children 261 children</p>	<p><i>211 children</i> <i>108 children</i> <i>168 children</i> <i>157 children</i> <i>294 children</i> <i>420 children</i> <i>319 children</i></p>
<b>Primary Schools, total</b>	1926 children	<i>1677 children</i>
<i>Secondary Schools (11-16)</i>		
<ul style="list-style-type: none"> <li>• Romsey Community School, Priestlands</li> <li>• Mountbatten School, Whitenap Lane</li> </ul>	<p>1027 pupils 1354 pupils</p>	<p><i>1100 pupils</i> <i>1414 pupils</i></p>
<b>Secondary Schools, total</b>	2381 pupils	<i>2514 pupils</i>
<b>Overall Total</b>	4307 pupils	<i>4191 pupils</i>

- 2.5.1 **Table 3** indicates a fall in the number of primary school children and a slight rise in secondary school pupils. The overall total number of pupils has fallen slightly.
- 2.5.2 There were ten schools in Romsey at the time of the RMAS report. Embley Park (at La Sagesse) School has now relocated to just outside Romsey.
- 2.5.3 Romsey Infants School is due to merge with the Junior School in September 2006 and relocate to the current Junior School site, which has pedestrian access off Cupernham Lane and vehicular access from Mercer Way. Access to the Infant School is currently from Winchester Road and the same access will be used for the proposed new housing on the site.
- 2.5.4 Children over 16 continuing in education have to travel out of Romsey to a variety of different colleges and further education establishments. The majority of students attend 6<sup>th</sup> Form Colleges in Winchester, Eastleigh, Brockenhurst and Totton.

### 3. TRANSPORT RELATED CHANGES

#### 3.1 Introduction

3.1.1 This section looks at transport related changes since the original RMAS report. **Figure 2 (Section 1.2)** shows the road and rail networks. Conclusions on changes and trends are drawn from the presented information. However there will have been conflicting or compensatory changes that may produce some apparent inconsistencies in the detail of the information. There may also be some differences in the way that data has been collected for the original report and for this review.

#### 3.2 Car Ownership and Journeys to Work

**Table 4 Car Ownership**

% of households with:	Romsey		Hampshire		England	
	1991	2001	1991	2001	1991	2001
No car	18.9	<b>16.2</b>	24.0	<b>15.6</b>	32.4	<b>26.8</b>
With 1 car	45.8	<b>44.0</b>	44.7	<b>42.0</b>	43.6	<b>43.7</b>
With 2 cars	28.6	<b>31.1</b>	25.5	<b>33.0</b>	19.8	<b>23.6</b>
With 3 or more cars	6.7	<b>8.7</b>	5.8	<b>9.4</b>	4.2	<b>5.9</b>

**Source: 2001 census**

3.2.1 **Table 4** shows the trends in Romsey towards more people owning 2 cars or more and the fall in the number of households with no car, similar to Hampshire and national trends.

3.2.2 The method of travel (mode) was analysed in the RMAS report using 'Transpol' data produced by Hampshire County Council (in 1997) which included information specific to Romsey. Unfortunately the Transpol surveys in 2003 did not produce data for Romsey alone. Hence a direct comparison is not possible. However the method of travel to work based on the 2001 census, for trips within Romsey, out of and into Romsey is shown in **Table 5**. The results from the 1997 Transpol survey are included for broad comparison. It should be noted that the Transpol results are for *all* trips over one mile, i.e. an average of all trips within, out of and into the town.

**Table 5 Method of Travel (Mode) To Work**

Journeys to Work				
	2001 Census			1997 Transpol
	Within Romsey	Out of Romsey	Into Romsey	Trips over 1 mile
Car Driver	52	80	81	82
Car Passenger	6	5	7	N/A
Train	1	4	1	2
Bus	3	4	4	5
Taxi	<1	<1	<1	1
Motorcycle	<1	2	2	1
Bicycle	8	2	2	1
On Foot	30	3	3	4
Other	1	0	0	4

**Source: HCC, 2001 census, 1997 Transpol**

Notes: 1. Trips rounded to whole numbers. 2. Working at home excluded. 3. <1 : less than 1%



3.2.3 **Table 5** clearly demonstrates the high car usage for journeys to work. Within the town, car usage is significantly lower than for trips in and out of the town. There is a high level of walking within the town and a good level of cycling. Clearly this is an average across the whole town and the propensity to walk will be greater in the Abbey ward than parts of the Cupernham and Tadburn wards. Bus usage is low within and in and out of the town. Train usage is comparable to bus use for trips out of the town.

### 3.3 Traffic Patterns

#### Traffic Flows

3.3.1 The afternoon (PM) peak hourly traffic flows provided in the RMAS report were 'best estimate' averages based on traffic data available at the time. This data is compared in **Figure 3** with weekday pm peak (1700-1800) flows observed in late 2005.

3.3.2 In terms of background growth in traffic flows between 1998 and 2005 it might be expected that, excluding other influences such as the relocation of Waitrose, there would have been a rise in daily traffic flows of the order of 1% per year or around 8% over the period since 1998 (HCC Annual Progress Report July 2004). However peak flows may more be constrained and increases vary between specific routes.

3.3.3 The precise location of the 1997/98 counts and time of year for the surveys cannot be confirmed as being directly comparable with those for 2005. The 2005 traffic flows have been derived where available from automatic counts that provide 5 day average weekday flows. Elsewhere, one day turning counts have been used to help improve coverage of the area but there will be some variations in these single day observations. It should also be noted that some of the flows are relatively low.

3.3.4 Hence, the traffic flows should be seen as indicating trends rather than being precise values and the comments that follow should be treated with some caution.

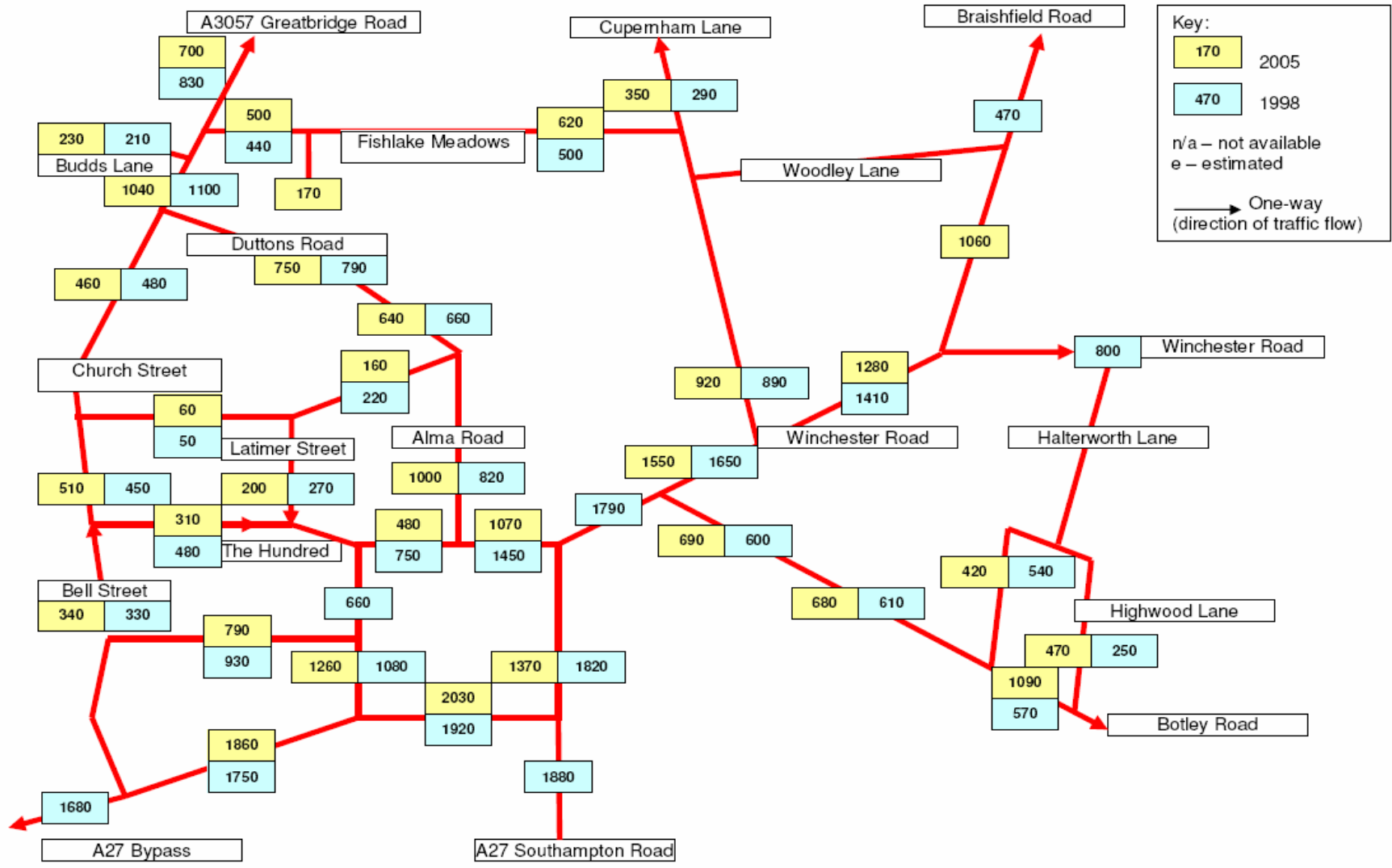


Figure 3 – Hourly two-way traffic flow in the PM Peak (17:00 – 18:00hrs.) – 1998 and 2005 Source: HCC ATC's and turning count survey data

3.3.5 The comparisons in **Figure 3** allow the following observations and conclusions to be drawn for the pm peak period

- Over the period since 1998, no distinct change in traffic flows that is consistent over the study area
- Lower flows through The Hundred, probably resulting in part from the town centre improvements and the relocation of Waitrose
- Higher flows in Church Street, possibly following the making of Latimer Street one way southbound
- There appears to have been an increase on Palmerston Street between Broadwater Road and the By Pass, possibly following the introduction of signals at Alma Road/Winchester Road (and influenced by the priority at the Palmerston Street/Broadwater Road junction)
- Higher flows on Alma Road following opening of the new Waitrose store
- Lower flows on Southampton Road south of the Plaza
- Higher flows on Botley Road (the increase at the eastern end of Botley Road does however appear questionably out of scale with the changes at the western end of the road)
- Higher flows on Fishlake Meadows
- Higher flows on Cupernham Lane north of Fishlake and near the Winchester Road junction
- There appears to have been a significant decrease on Halterworth Lane and increase on Highwood Lane.

3.3.6 The Budds Lane and Romsey Industrial Estates in 2005 generated some 230 vehicles and 170 vehicles in the evening peak hour, respectively.

3.3.7 The reduction in flows along The Hundred is confirmed by the daily traffic flows shown in **Table 6**. The table also shows the reduction in traffic speeds achieved in the centre. It can be seen that there has been a rise in eastbound traffic flows along Portersbridge Street, probably resulting from the making of Latimer Street one way southbound. However the actual change in volume is relatively low.

**Table 6 Changes in Traffic Flows following Town Centre Improvement Scheme**

Location	Before and After Scheme				Reduction/Increase Comparisons			
	24Hr Average 7 Day Vehicle Count	24Hr Average 5 Day Vehicle Count	Mean Average Speed (mph)	85% ile	24Hr Average 7 Day Vehicle Count	24Hr Average 5 Day Vehicle Count	Mean Average Speed (mph)	85% ile
The Hundred (just east of Latimer Street)	6701	7661	15.0	19.4	-1104	-1626	-1.5	-1.9
	5597	6035	13.5	17.5	-16.5%	-21.2%	-10.0%	-9.8%
Latimer Street (Between Lortemore Place and The Hundred (Two-way*))	2441	2822	18.6	24.0	-893	-1095	-1.0	-1.8
	1548	1727	17.6	22.2	-36.6%	-38.8%	-5.4%	-7.5%
Latimer Street (Between Lortemore Place and The Hundred (Southbound only**))	1640	1900	18.3	23.6	-92	-173	-0.7	-1.4
	1548	1727	17.6	22.2	-5.7%	-9.1%	-3.8%	-5.9%
Cherville Street	5936	5593	26.2	31.7	-1421	-487	-1.2	-1.1
	4515	5106	25	30.6	-23.9%	-8.7%	-4.6%	-3.5%
Portersbridge Street (Two-way traffic flow)	689	779	15.2	19.5	+232	+241	+0.5	+0.2
	921	1020	15.7	19.7	+33.7%	+30.9	+3.3%	+1.0%
Portersbridge Street (Eastbound only)	329	365	14.9	19.3	+219	+247	+1.0	+0.5
	548	612	15.0	19.8	+66.6%	+67.7%	+6.7%	+2.6%
Station Road (Between Orchard Lane and Portersbridge Street)	N/A	2915	20.1	25.0	-	-13.9%	-7.0%	-6.0%
	2264	2510	18.7	23.5	-	-13.9%	-7.0%	-6.0%
Duttons Road	1857	2019	26.7	33.3	-20	+67	+1.0	+1.3
	1837	2086	27.7	34.6	-1.1%	+3.32	+3.8%	+5.5%

**KEY:** 24Hr Average 5 Day - Monday – Friday

Before surveys – March 2003 (Portersbridge St, May 2003);

After surveys - November 2004

\* - Two-way traffic before scheme, compared with one-way southbound traffic after scheme

\*\* - Before and after comparison of southbound only traffic volumes and speeds

**Source: HCC/TVBC**

3.3.8 Comparison of 2001 and 2004 traffic flows at the Alma Road/Malmesbury Road junction in **Table 7** illustrate the increase in flows following the opening of the Waitrose store. (It should be noted that **Figure 3** suggests a small decrease on Malmesbury Road whereas **Table 7** shows a rise. Traffic flows may have fallen since 2004 as travel patterns settle down over time, after the opening of the store)

**Table 7 Traffic Flows at Alma Road/Malmesbury Road Junction**

*Source: HCC turning counts*

	1100-1200		1700-1800		All day (12 hrs)	
	2001	2004	2001	2004	2001	2004
Malmesbury Road	528	531	680	808	7198	7683
Alma Road	650	639	775	921	8513	9031

3.3.9 **Figures 4 and 5** compare the 1998 and 2005 all day (12 hour) and 11.00am – 12.00pm flows on Alma Road. The flows show a slight reduction in the proportion of heavy good vehicles and an increase in the proportion of cars. The total flows have risen by 31% - 32%, potentially in response to the relocation of the Waitrose store.

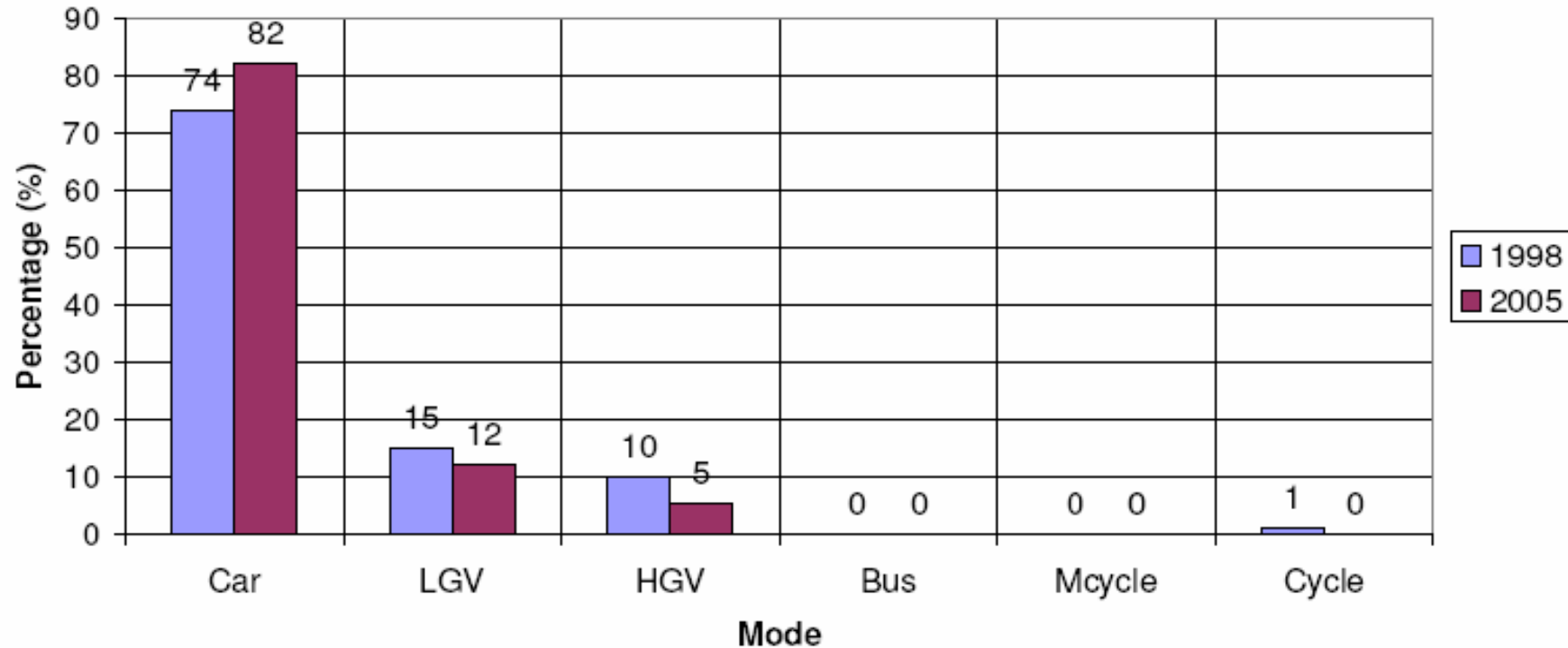
#### **Traffic Distribution**

3.3.10 Origin and destination registration number surveys were carried out on the routes into Romsey as part of the original 1998 study and these were repeated in 2005. The survey sites are shown in **Figure 6**.

3.3.11 These surveys enable a comparison to be made of changes since 1998 in pm peak hour trips through and to Romsey. (The RMAS report considered the pm peak situation for detailed comparisons and hence this has to be used for the comparison with the current situation.) The overall pattern of trips through and in and out of the town is shown in **Figure 7**. The distribution of through trips is shown in **Figure 8**. Trips to and from Romsey itself are shown in **Figure 9**.

**Figure 4: Vehicle composition - Alma Road (11:00 - 12:00hrs.)**  
**Proportions shown by percentage**

**(Total Two Way Flows: 1998: 670 - 2005: 880)**



**Figure 5: Vehicle composition - Alma Road (07:00 - 19:00hrs.)**  
**Proportions shown by percentage**

**(Total Two Way Flows: 1998: 8,400 - 2005: 11,100)**

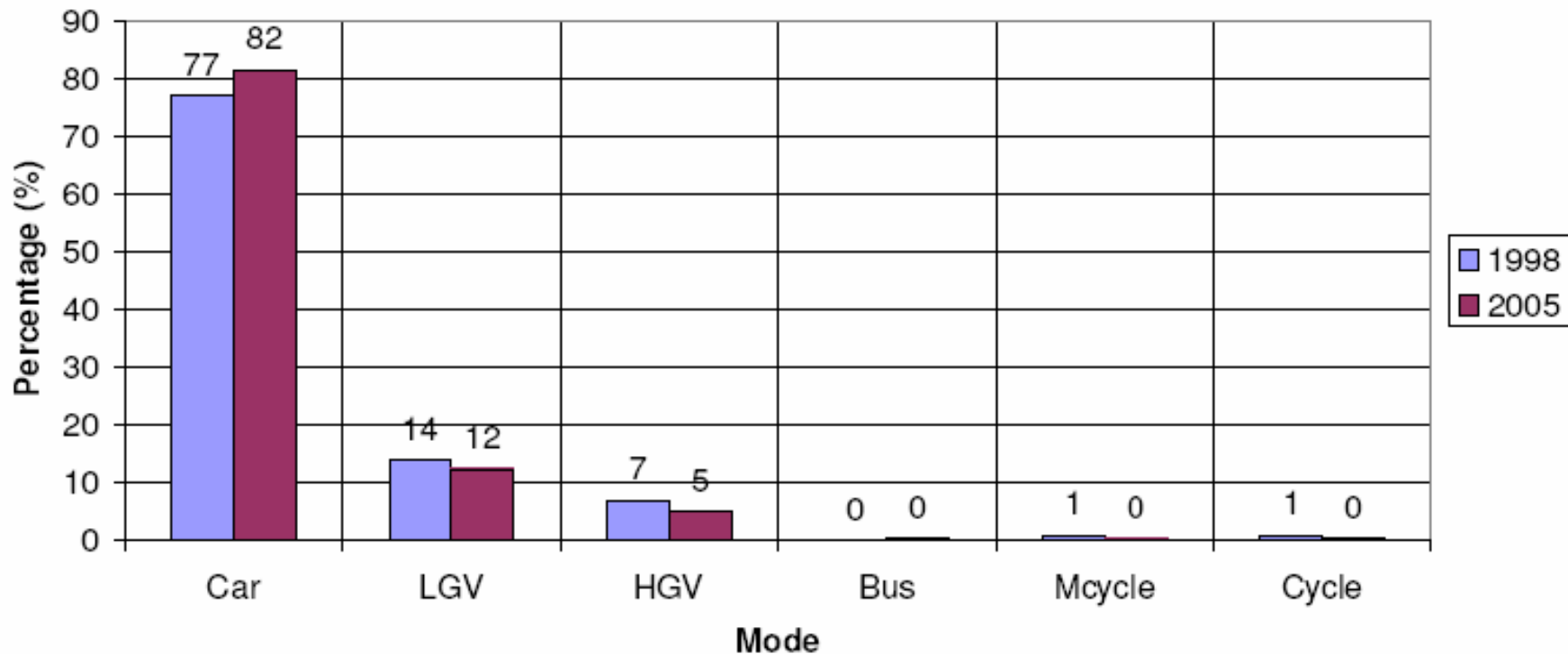



Figure 6 Location of Registration Number Survey 2005

 Cordon survey location

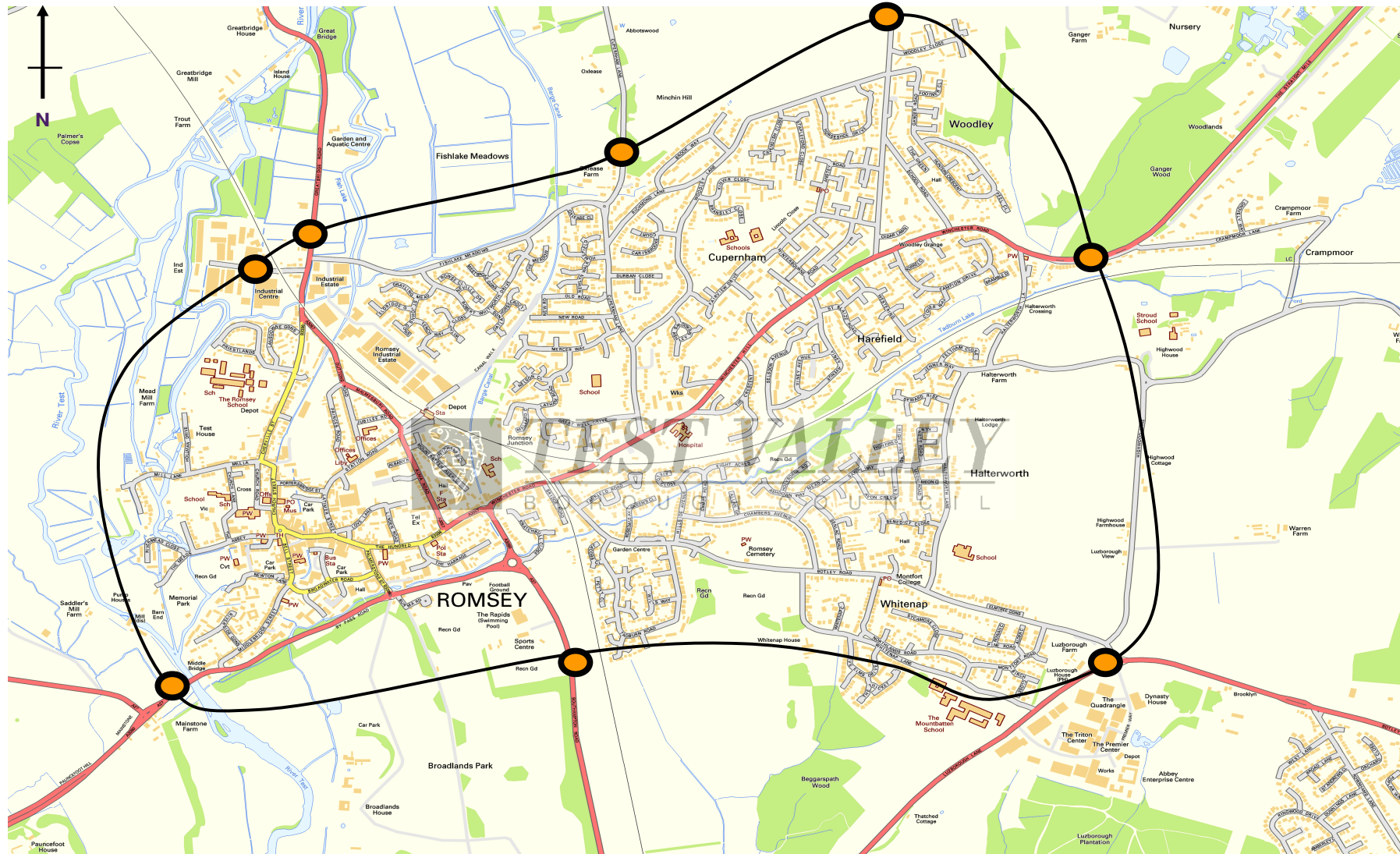
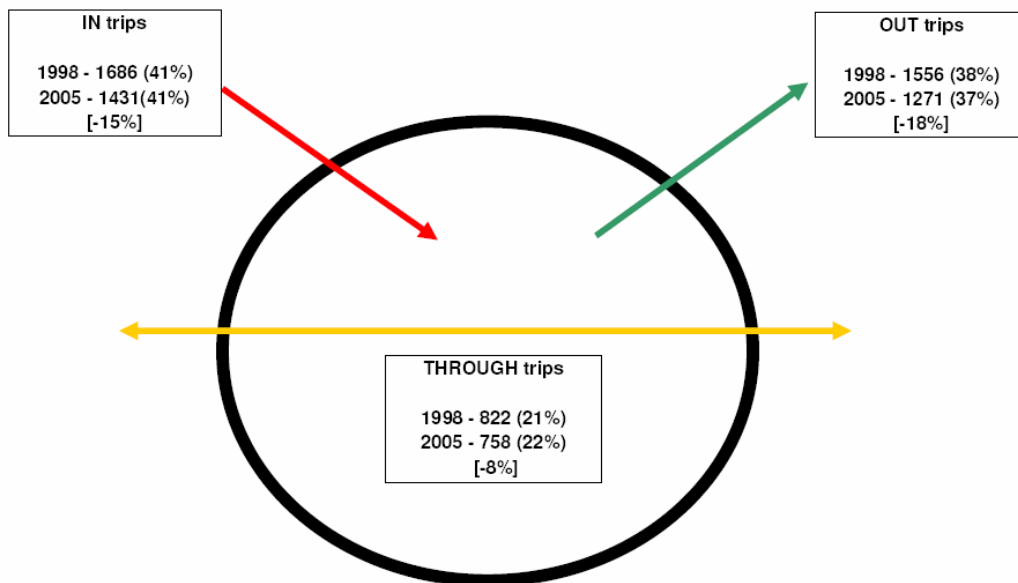




Figure 7

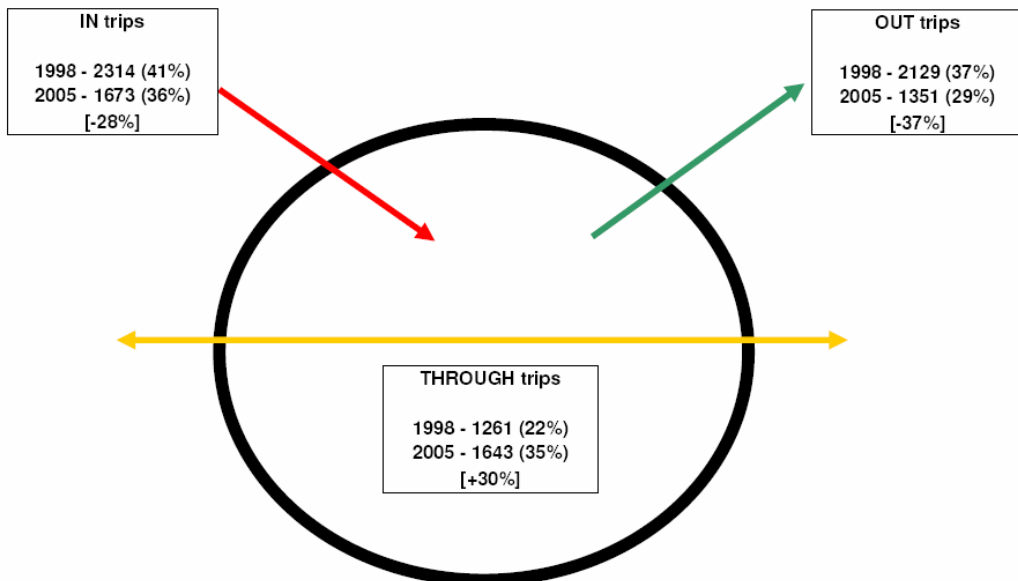
**Trips to/from and through Romsey - Off peak hour (14:00-15:00hrs.)**



Total trips 1998 - 4064  
Total trips 2005 - 3460 [-15%]

- Nb1. Matched journeys in 2005 entering and leaving at same point incl in total number of IN and OUT trip movements.
- Nb2. Internal trips only available for 1998 not shown
- Nb3. 1998 figures are cars and LGV, 2005 figures are all vehicles (2005 include 5% HGV)
- Nb4. changes between 1998 and 2005 shown in [ ] brackets

**Trips to/from and through Romsey - PM peak hour (17:00-18:00hrs.)**



Total trips 1998 - 5704  
Total trips 2005 - 4667 [-18%]

- Nb 1 & 2 as 1400-1500
  - Nb3. 1998 figures are cars and LGV, 2005 figures are all vehicles (2005 include 1% HGV)
  - Nb4. changes between 1998 and 2005 shown in [ ] brackets
- Source RMAS report and 2005 HCC surveys

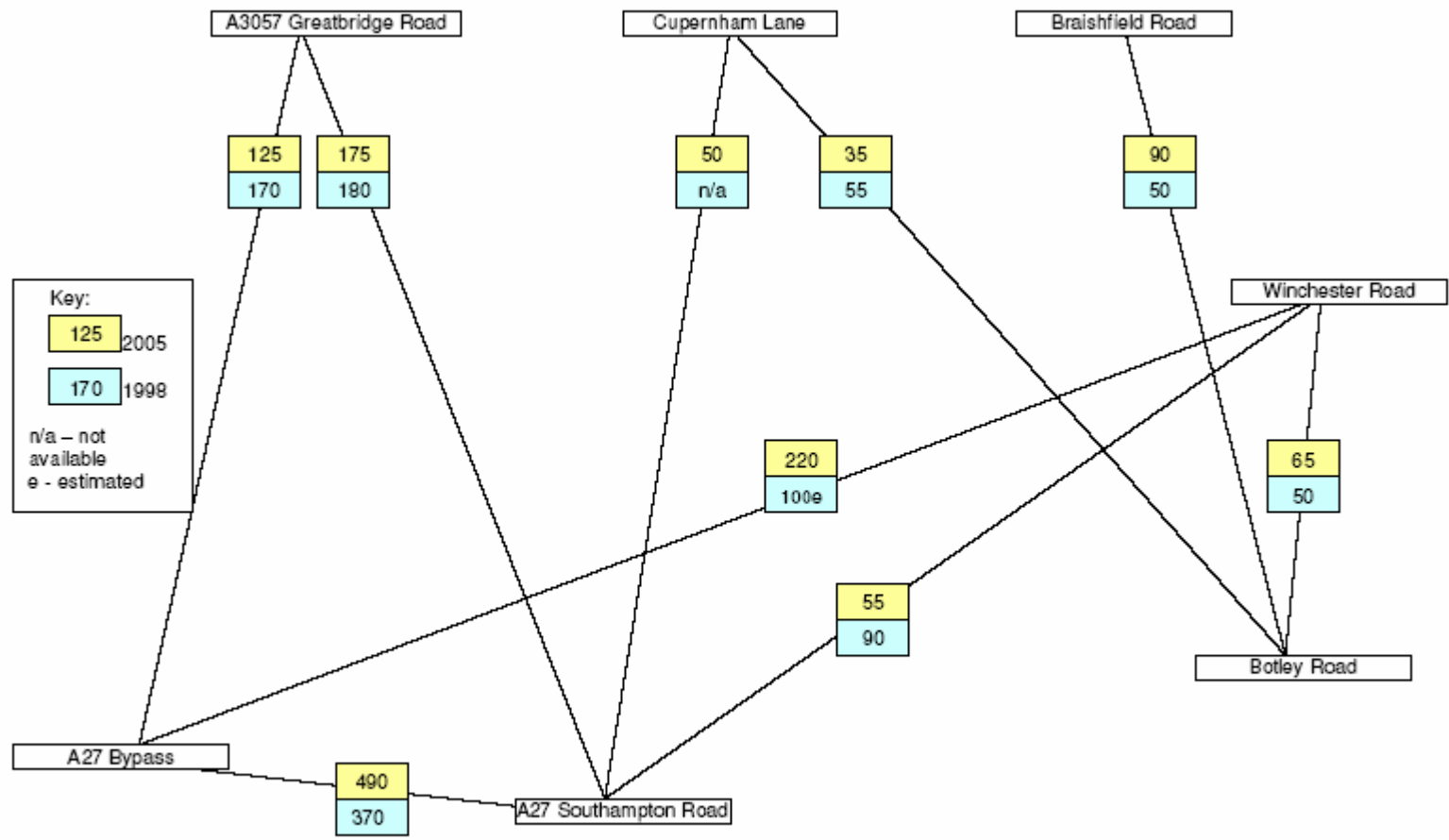


Figure 8 – Key through traffic movements into Romsey (PM Peak 17:00 – 18:00) Two-way flows (rounded)  
 Source: HCC Registration number plate survey (2005)

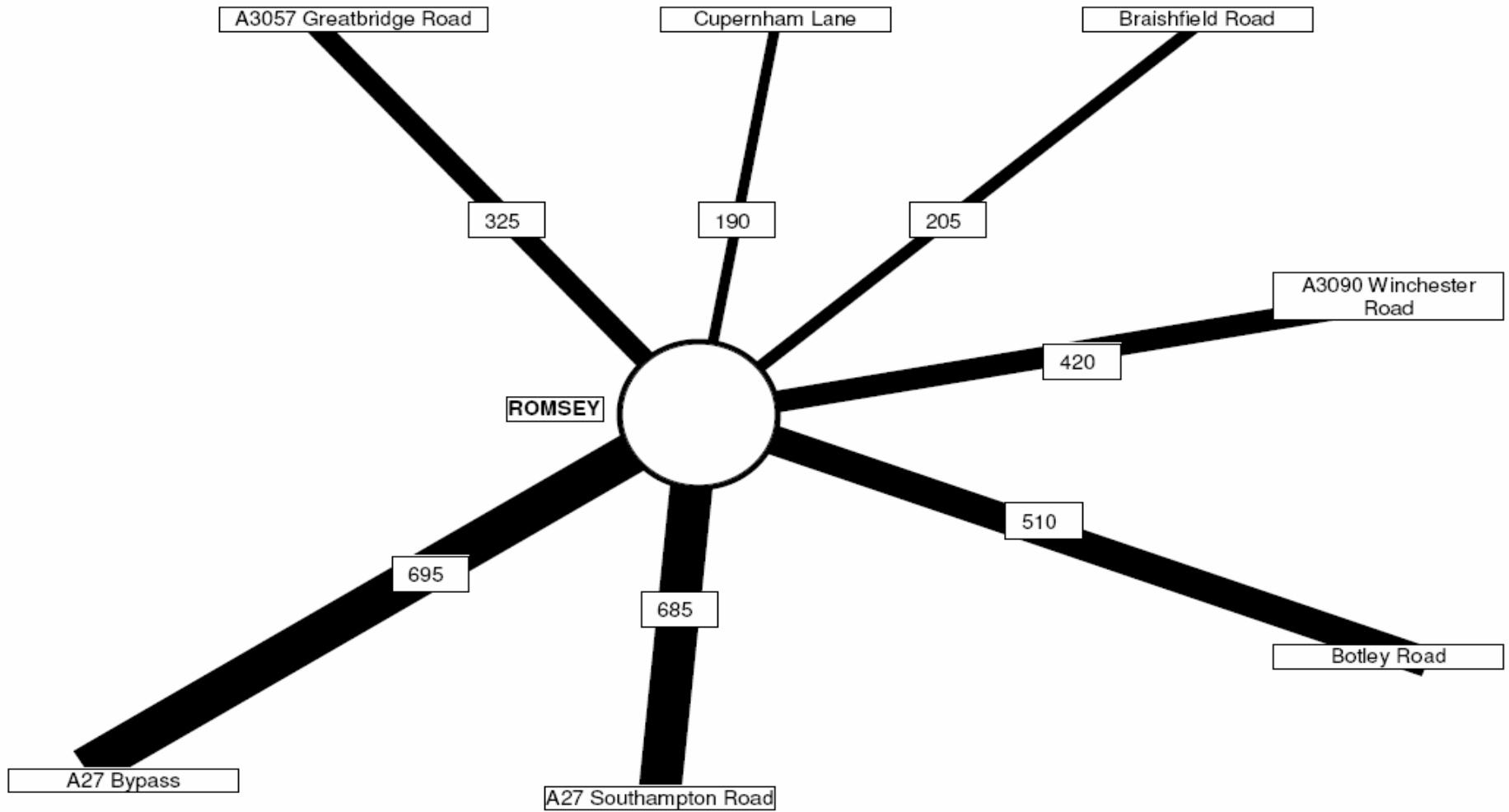


Figure 9 – Key traffic movements in and out of Romsey 2005 (PM Peak 17:00 – 18:00)  
 Two way flows (rounded)  
 Source: HCC Registration number plate survey (2005)

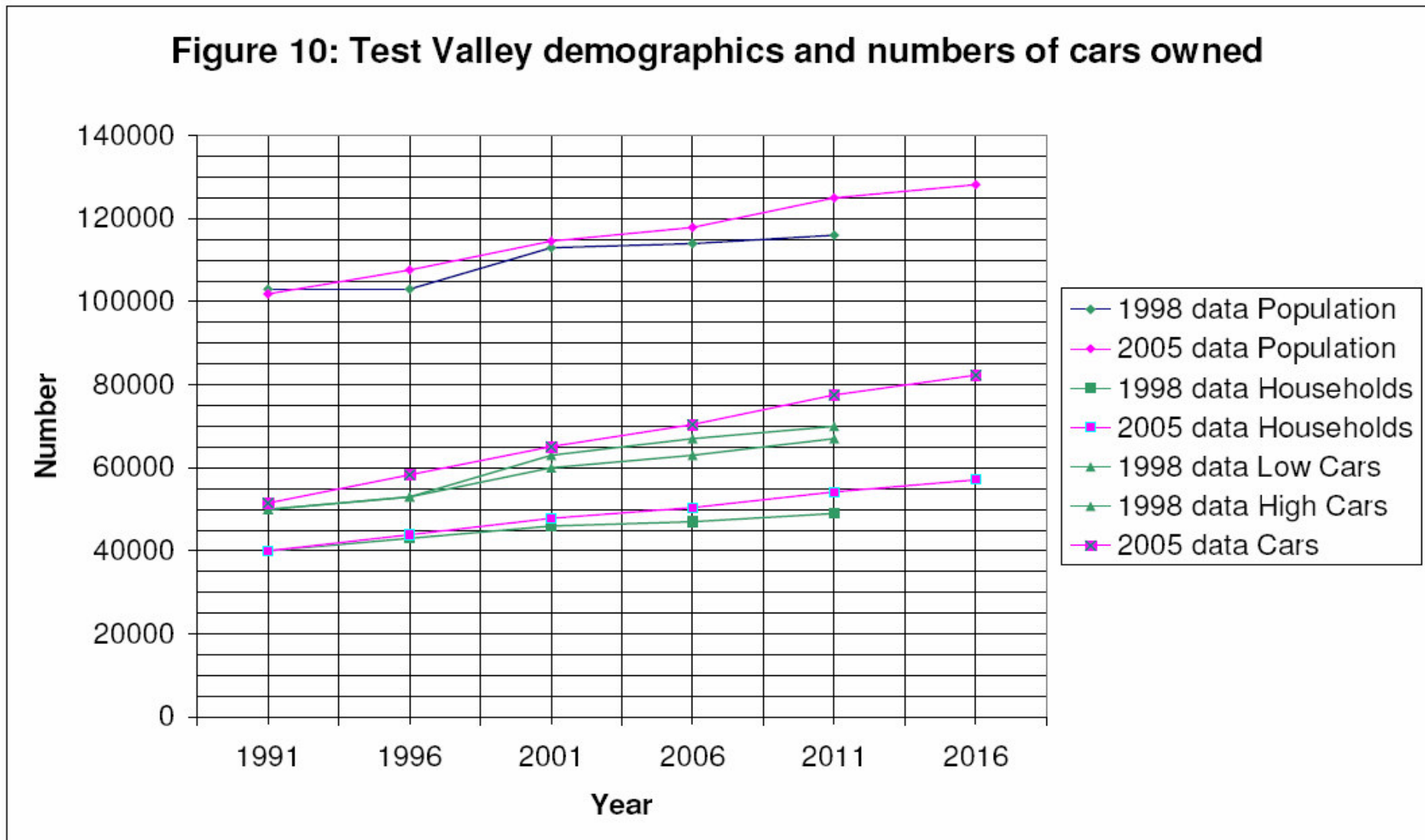
- 3.3.12 In the afternoon period (1400-1500) there has been an apparent, noticeable reduction in the number of trips in and out of the town. Through trips have reduced slightly. (**Figure 7**)
- 3.3.13 In the pm peak there has been a significant, larger decrease in the number of trips in and out of the town. There has also been an apparent sharp rise in through trips. (**Figure 7**)
- 3.3.14 The rise in through trips may be partly attributable to increasing occurrences of congestion, delay and unpredictability of journey times on the strategic network e.g. the M27/M3. Some drivers may accept the slower but more predictable journey times on the local road network. It would be necessary to undertake an assessment over a wider area to more reliably establish trends.
- 3.3.15 The reduction in trips in and out of the town may relate to changes in, for example, shopping trends - such as the use of the internet for shopping and ordering services - and other activities. Again more wide ranging studies may help to confirm any trends.
- 3.3.16 It should be noted that the 1998 assessment of through and local trips included trips within the town. It is not clear how this figure was surveyed or estimated. This may affect the reliability of comparing the 1998 and 2005 surveys. The comparisons provide an indication of probable trends, but the absolute values should be treated with some caution.
- 3.3.17 In terms of through trips, the following patterns emerge from **Figure 8**:
- Lower flows, between the A3057 Greatbridge Road (north) and A27 By Pass Road (west) (from 170 in 1998 to 125 vehicles per hour now)
  - Similar flows, between the A3057 Greatbridge Road and A27 Southampton Road (south) (from 180 to 175 vehicles per hour)
  - Higher flows between A27 By Pass Road and A27 Southampton Road (from 370 to 490 vehicles per hour)
  - Possibly higher flows between A27 By Pass Road and A3090 Winchester Road (from 100 to 220 vehicles per hour. N.B. this is an estimate because actual flows are not shown on the original RMAS report diagram)
  - Higher flows between Braishfield Road and Botley Road (from 50 to 90 vehicles per hour)
  - Lower flows between A27 Southampton Road and A3090 Winchester Road (from 90 to 55 vehicles per hour)
  - Higher flows between A3090 Winchester Road and Botley Road (from 50 to 65 vehicles per hour)
  - Lower flows between Cupernham Lane and Botley Road (from 55 to 35 vehicles per hour)
- 3.3.18 The following conclusions emerge from the current data shown in **Figure 9**:
- The highest (similar) flows in and out of the town are from the A27 By Pass Road (west), A27 Southampton Road (south) (695 and 685 vehicles per hour respectively)
  - Botley Road carries higher flows than A3090 Winchester Road (510 compared with 420 vehicles per hour)
  - In descending order, Greatbridge Road, Braishfield Road and Cupernham Lane carry lower flows in and out of the town (325, 205 and 190 vehicles per hour)

3.3.19 The original RMAS report provided a figure showing diagrammatically only the relative split of trips along the radial routes in and out of the town - the actual traffic flows were not given. Hence a direct comparison or analysis of the changes should be treated with some caution. Nevertheless, the pattern in 2005 is similar to that shown in the original RMAS report, but flows on the A27 By Pass Road (west) now appear closer to the A27 Southampton Road flows.

### 3.4 Future Growth Trends

3.4.1 The RMAS report reproduced the Government's forecasts at that time for changes in population, numbers of households and car ownership in Test Valley Borough. **Figure 10** compares the forecasts given in 1998 with the latest predictions ('Tempro' program version 4.3, October 2005). Population, households and car ownership are now all predicted to grow at a higher rate (approximately 9%, 10% and 15% higher respectively by 2011 than predicted in 1998).

**Figure 10: Test Valley demographics and numbers of cars owned**



### 3.5 Road Network

3.5.1 The implementation in 2004 of phase one of the town centre improvements in The Hundred between the Cornmarket and Palmerston Street and along Latimer Street has significantly improved the environment of the centre to the advantage of pedestrians. The redesign of Church Place near The Abbey has been similarly beneficial. Daily and peak period traffic volumes in The Hundred and Latimer Street (**Table 6**) have reduced and average daily speeds have been lowered. The opportunity for conflicts between pedestrians and vehicles has also been reduced through the removal of on street parking. (The earlier repaving and vehicular restrictions in the Cornmarket similarly improved the pedestrian environment and reduced the potential for conflicts with vehicles). There has been a significant percentage increase in traffic flows on Portersbridge Street (**Table 6**), but the increase in actual vehicle numbers spread over the day is relatively low. This increase is likely to have arisen from the making of Latimer Street one way southbound.

3.5.2 Traffic signal control has been introduced at the following junctions, as recommended in the original RMAS report:

- Alma Road/Winchester Road
- Alma Road/Station Road

### 3.6 Road Safety

3.6.1 The personal injury accident record for the three years to 1997 and the three years to 2005 are shown in **Table 8**. There appears to have been a reduction in the overall number of these injuries, across all categories of road users (there was no separate data for motorcyclists in 1998). There were five fatalities during 2002-2005. However two of these were on Winchester Road, close to School Road/ Braishfield Road prior to installation of the speed cameras, which are discussed further below. Two fatalities occurred on the A27 Luzborough Lane, west of Botley Road and one at Belbins. (There was also a fatal accident involving a cyclist near Viney Avenue in early 2006)

**Table 8 Personal Injury Accident Records**

*Source: TVBC/Police*

Casualties	Fatal		Serious		Slight		Total	
	1994 – 1997	2002- 2005	1994- 1997	2002 - 2005	1994 – 1997	2002 - 2005	1994 – 1997	2002 – 2005
<b>Pedestrians</b>	0	<b>0</b>	3	<b>1</b>	24	<b>13</b>	27	<b>14</b>
<b>Cyclists</b>	0	<b>0</b>	2	<b>2</b>	26	<b>15</b>	28	<b>17</b>
<b>In vehicle</b>	0	<b>3</b>	17	<b>11</b>	142	<b>117</b>	159	<b>131</b>
<b>Motor cycle</b>	-	<b>2</b>	-	<b>7</b>	-	<b>12</b>	-	<b>21</b>
<b>Total</b>	<b>0</b>	<b>5</b>	<b>22</b>	<b>21</b>	<b>192</b>	<b>157</b>	<b>214</b>	<b>183</b>

3.6.2 Build outs have been provided along Botley Road, as part of a Safer Routes to School scheme, as speed reducing measures and to assist pedestrians to cross.

3.6.3 The installation of speed cameras on Winchester Road between Woodley and Crampmoor has had a positive effect on personal injury collisions. For the three years prior to installation (April 2004) there was an average of 4 collisions per year on this 1 km stretch of road (with one fatal and one serious injury in the year preceding installation). In the year following installation, there was one collision but no fatal or serious injury.

### 3.7 Parking and Servicing

3.7.1 **Table 9** provides information about on street parking in Romsey. The table shows a slight reduction in the number of 30 minute spaces in the centre, but a slight increase in 2 hour spaces in the town.

**Table 9 Public On Street Parking Source:TVBC**

Waiting category/street	Spaces 1998	Spaces 2005/06	Notes
<b>30 minutes limited waiting 8am – 6pm</b>			
The Hundred	10	5* (1 disabled)	*Reduction related to enhancement scheme
Market Place	13	13	
Church Street	5	5	*Related to enhancement scheme by Abbey
Church Road	6	7*	
<i>Sub-total 30 minutes</i>	<i>34</i>	<i>30</i>	
<b>1 hour limited waiting 8am – 6pm</b>			
The Horsefair	1	1	
Church Place	8	8	
Broadwater Road	11	11	
<i>Sub-total 1 hours</i>	<i>20</i>	<i>20</i>	
<b>2 hour limited waiting 8am – 6pm</b>			
The Abbey	21	48*	(* inc The Meads, Rivermead Close
Linden Road	2	4	
The Hundred	11	15	
Banning Street	10	11-12	
Middlebridge Street	46	57*	
Portersbridge Street	1	1	*increase possibly due to parking re-arrangement
Church Lane	5	18	
Mill Lane	27	27	



Waiting category/street	Spaces 1998	Spaces 2005/06	Notes
<b>2 hour limited waiting 8am – 6pm</b>			
Cherville Street	30	34	
Greatbridge Road	7	10	
Station Road	48	40*	*Some loss due to new driveways
Princes Road	21	22	
Duttons Road	19	16*	*Some loss due to new driveways
Jubilee Road	11	13	
Alma Road	14	14	
<i>Sub-total 2 hours</i>	<i>273</i>	<i>316</i>	
<b>Disabled persons bay</b>	<b>1</b>	<b>1</b>	
<b>Total on street parking</b>	<b>357</b>	<b>378</b>	

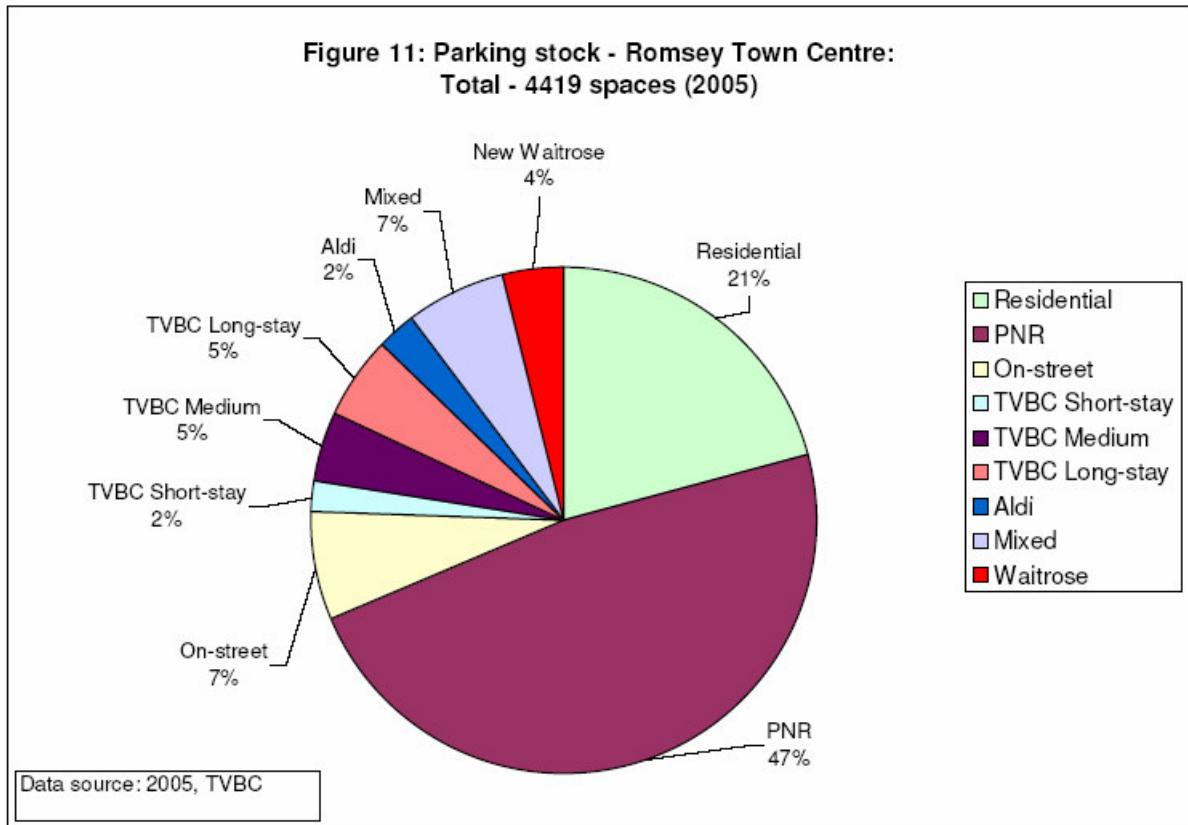
3.7.2 **Table 10** below provides information on public car parks in the town. The medium stay category has been introduced since 1998. The table shows no real change in the total figure for public off street provision.

**Table 10 Public Car Parks Source:TVBC**

Car park	Spaces 1998	Spaces 2005/06
<b>Short Stay</b>		
Broadwater Road	88	<b>85</b>
<i>Sub-total short stay</i>	88	<b>85</b>
<b>Short/Long Stay</b>		
Crosfield Hall	51	-
Newton Lane	71	-
Lortemore Place	32	-
<i>Sub-total short/long stay</i>	154	-
<b>Medium Stay</b>		
Crosfield Hall	-	<b>52</b>
Newton Lane	-	<b>71</b>
Lortemore Place	-	<b>109</b>
<i>Sub-total medium stay</i>		<b>232</b>

<b>Car Park</b>	<b>Spaces 1998</b>	<b>Spaces 2005/06</b>
<b>Long Stay</b>		
Lortemore Place	80	-
Orchard House	120	-
Love Lane	110	-
Crosfield Hall	61	<b>60</b>
Alma Road	-	<b>202</b>
<i>Sub-total long stay</i>	371	<b>262</b>
<b>Season ticket only</b>		
St. Anne's House	20	<b>20</b>
Town Hall	7	<b>12</b>
Paimpol Place		<b>4</b>
Sports centre		<b>20</b>
<i>Sub-total season ticket</i>	27	<b>56</b>
<b>Total weekday spaces</b>	<b>640</b>	<b>635</b>
<b>Saturday Free Parking</b>		
Duttons Road (Sat only)	80	<b>84</b>
<b>Total Saturday parking</b>	<b>720</b>	<b>719</b>

- 3.7.3 The current parking categories and number of parking spaces are shown in **Figure 11**.
- 3.7.4 The new Waitrose store has some 186 car parking spaces, the new Scats store has 6 spaces compared with 20 previously. The Aldi store has 110 spaces (compared with 149 spaces for the old Waitrose store).
- 3.7.5 The expanded Rapids Leisure Centre now has some 211 parking spaces compared with 186 previously.
- 3.7.6 The library site is undergoing redevelopment and the Council will be taking over 35 spaces as a pay and display, medium stay car park. Ten of the spaces have been retained for library use but will be managed by the Council along with the rest of the car park.



Note: PNR: Private Non Residential Parking

3.7.7 **Tables 11 and 12** provide information on the occupancy levels of public off street parking around the town centre, on a Friday and Saturday in October 2005. Surveys carried out in August 2005 showed slightly lower, but similar levels of occupancy.

**Table 11 Public Off Street Car Park Occupancy October (Friday) 2005**  
(Source: Test Valley Borough Council)

Car Park	Type	Capacity	Average Occupancy	Average Occupancy (Percentage )
Duttons Road	Saturdays	(81)	-	-
Broadwater Road	Ultra short	23	17	75
Broadwater Road	Short	48	45	93
Lortemore Place	Medium	106	94	88
Newton Lane	Medium	66	66	100
Crosfield Hall	Medium	50	43	85
Crosfield Hall	Long	60	60	100
Alma Road	Long	198	191	96
<b>TOTAL (ALL car parks)</b>		<b>636</b>	<b>562</b>	<b>88</b>

Notes: Duttons Road not available on weekdays, not included in figures.  
Smaller car parks (Sports centre, Paimpol Place, St Anne's House and Town Hall) and disabled spaces not shown separately, but included in total

**Table 12 Public Off Street Car Park Occupancy October (Saturday) 2005**

(Source: Test Valley Borough Council)

Car Park	Type	Capacity	Average Occupancy	Average Occupancy (Percentage)
Duttons Road	Saturdays	81	68	84
Broadwater Road	Ultra short	23	20	86
Broadwater Road	Short	48	46	95
Lortemore Place	Medium	106	85	80
Newton Lane	Medium	66	64	97
Crosfield Hall	Medium	50	33	67
Crosfield Hall	Long	60	27	46
Alma Road	Long	198	95	48
<b>TOTAL (ALL car parks)</b>		717	457	64

Notes: Smaller car parks (Sports centre, Paimpol Place, St Anne's House and Town Hall) and disabled spaces not shown separately, but included in total

3.7.8 **Table 11** shows high occupancy level for all types of car park on a weekday. **Table 12** shows that occupancy levels in short/medium stay car parks are maintained on a Saturday, but the occupancy of long stay car parks falls to below 50%. The Council has recently permitted the long stay car park in Alma Road to be used also for short stays on Saturdays.

3.7.9 There is understood to be no significant changes in rear servicing and vehicle access arrangements in the town centre. The opportunities to provide more rear servicing in The Hundred are very limited. This is a significant factor in considering possible more severe traffic restrictions in the town centre, such as closure of The Hundred. This is discussed later in **sections 5.4 and 7.3**. On street servicing in The Hundred and Latimer Street has been improved through the removal of some on street parking and the provision of loading bays, as part of the town centre improvement scheme. There are still some congestion issues at certain times of the day due to unloading/loading where there are no servicing bays, e.g. Bell Street.

### 3.8 Bus Services

3.8.1 **Table 12** compares changes in services since 1998. Overall the number of service journeys per weekday and hours of operation have remained similar. There have been bus stop and vehicle improvements under the 'Quality Bus Partnership' for the Bluestar 4 service. Three new 'Cango' services provide services within the town and from Romsey to Braishfield, West Dean and West Tytherley and areas in between. The Cango routes are flexible and bookings can be made to be picked up at certain stops. Each service runs two times a day.

**Table 12 Bus Services**

**2005 source: Romsey Bus and Train Travel Guide (August 2005)**

Number	Destination (route)	Weekday daytime frequency (09:00-17:00hrs.) (services per hour)		Journey /weekday		First – Last departure		First – Last departure	
		1998	2005	1998	2005	1998	2005	1998	2005
X7	Southampton - Salisbury (AM school service only)	—	—	2	1	07:15	07:25	07:15	07:15
15/18 (Bluestar 4*)	Southampton	3	2	29	27	06:35	22:40	06:10	22:20
30	Halterworth	1	1	6	6	08:55	14:35	08:55	14:35
32/33	Romsey town service	3	3	26	25	08:35	17:15	08:35	17:05
34	Salisbury	1	**	9	8	07:10	17:40	07:10	17:40
35	Braishfield /Ampfield	—	**	4	2	10:15	17:15	14:55	18:30
36	Salisbury	—	**	7	5	07:08	17:40	07:05	17:25
65/65a	Eastleigh	—	1	13	12	06:20	19:00	06:25	17:25
66/X66	Winchester	1	2	18	22	06:55	23:49	06:55	19:50

Notes: Service Bluestar 4 has replaced service 15/18

Service 35 - there is a school service departing 07:11 from Braishfield

\*\* - irregular service

### 3.9 Rail Services

3.9.1 **Table 13** compares changes in services since 1998. Overall the number of journeys per day and hours of operation have remained similar, with the exception of the additional journeys provided by the service via Chandlers Ford.

**Table 13 Rail Services**

*2005 source: Romsey Bus and Train Travel Guide (August 2005)*

Direction	Station destination	Weekday daytime frequency (services per hour)		Services /weekday		First - Last departure		First - Last departure	
		1998	2005	1998	2005	1998		2005	
North	Dunbridge	1	1	9	12	06:41	22:34	06:46	22:33
	Dean	1	1	9	12	06:41	22:34	06:46	22:33
	Salisbury	2	2	29	30	06:08	23:46	06:46	23:20
	Westbury	2	2	N/A	26	06:08	21:24	07:00	22:33
	Bath	2	2	23	22	06:08	21:24	07:00	21:23
	Bristol	2	2	23	22	06:08	21:24	07:00	21:23
	Cardiff	2	2	18	16	06:08	21:24	07:00	21:23*
South	Chandler's Ford	-	1	0	18	-	-	06:00	23:00
	Eastleigh	-	1	0	18	-	-	06:00	23:00
	Southampton Airport Parkway	-	1	0	18	-	-	06:00	23:00
	Southampton Central	2	3	28	46	05:42	23:12	06:00	23:32
	Fareham	1	1	16	17	07:37	23:12	07:30	23:32
	Portsmouth	1	1	16	17	07:37	23:12	07:30	23:32
Rail Link bus	Winchester	1	1	14	18	08:00	21:00	06:15	22:05

3.9.2 A new rail service has been introduced between Romsey and Totton, via Chandlers Ford, Eastleigh and Southampton in association with the re opening of the Chandlers Ford rail station.

3.9.3 Romsey rail station has recently undergone some refurbishment to the station entrance and platforms.

3.9.4 The Department for Transport published last year a consultation document on the new South West rail franchise that is due to commence in February 2007. In March 2006 the preferred bidders were invited by the DfT to tender for the franchise.

3.9.5 Changes to services between Salisbury and Southampton that are proposed as part of a new franchise are due to be introduced in December 2006.

### **3.10 Walking**

- 3.10.1 The 2001 census (**Section 3.1**) indicates a high level of walking within the town. A count on Canal Walk, undertaken in winter 2005, demonstrated a high level of usage with some 1,100 pedestrians (and 200 cyclists) using this route over a 12 hour day (source: HCC count data). Usage would be likely to be considerably higher during the Spring and Summer months.
- 3.10.2 The Council has a scheme to improve the Tadburn Stream route for pedestrians later this year between Southampton Road and Hillside Avenue which forms part of the route between Halterworth and the town centre. The County Council is considering the provision of a refuge on Botley Road which would reduce the severance effect of the road on this pedestrian route.
- 3.10.3 A new link is proposed through the Brewery redevelopment site, providing a leisure route into the town centre for pedestrians.

### **3.11 Cycling**

- 3.11.1 The 2001 census (**Section 3.1**) indicates a good level of cycling within the town.
- 3.11.2 The Council produced a Cycle Strategy and Network document in July 2003. This set out the existing on and off road routes and proposals for additions to the network within the overall strategy context.
- 3.11.3 A new leisure link for pedestrians and cyclists is proposed through the Brewery redevelopment site.

## 4. WIDER POLICY BACKGROUND

### 4.1 County Structure Plan and the South East Plan

- 4.1.1 The Hampshire County Structure Plan was adopted in 2000 by the County Council, Southampton City Council and Portsmouth City Council and set out the planning strategy up to 2011. The responsibility for strategic planning has been transferred from local authorities to Regional Assemblies, who are required to produce a Regional Spatial Strategy. The structure plan will be superseded by this Regional Spatial Strategy – the South East Plan - which will cover the period to 2026. Part one of the strategy covering the region wide strategy and policies has been submitted to central government by the South East England Regional Assembly. Part Two, which includes sub-regional policies and District-level housing targets, was approved by the Regional Assembly on 1 March and was submitted to Government on 31 March 2006. The Solent area, including Romsey, is defined as a sub region and will have its own specific policies.
- 4.1.2 Hampshire County Council, Southampton City Council and Portsmouth City Council submitted advice in December 2005 to the Regional Assembly on the Solent sub region through the ‘Partnership for Urban South Hampshire’. This partnership includes all eleven councils across the Solent area, including Test Valley Borough Council.
- 4.1.3 The advice on the transport elements of the strategy submitted to the regional assembly is based on the philosophy of the Local Transport Plans of the County and City Councils. This is discussed under the Local Transport Plan heading (**Section 4.3**).
- 4.1.4 The South East Plan puts forward the concept of concentrating development in existing urban areas and urban extensions in the first half of the plan period. This focus will continue in the second half of the plan period but with greenfield development being concentrated in two Strategic Development Areas near Fareham and Hedge End. This concept is in line with the advice submitted by the County and City Councils. The possible location for development within the urban areas and urban extensions will be considered by the local planning authorities through the preparation of Local Development Frameworks, which will supersede current local plans. The submitted South East Plan will be subject to examination in public, with a final plan due to be adopted in 2008.

### 4.2 Test Valley Borough Local Plan Review

- 4.2.1 The Council's local plan, adopted in 1996, has been reviewed, leading to a local plan inquiry which closed in March 2005. The Council has published proposed modifications.
- 4.2.2 The key proposal of the local plan affecting Romsey is a reserve housing site at Abbotswood. The proposed modifications increase the proposed number of dwellings on this site from 500 to 800, with access from Braishfield Road and Sandy Lane. A number of junction improvements are proposed in association with the development, including the following junctions on Winchester Road: Braishfield Road; School Road; Cupernham Road; Halterworth Lane; Botley Road; Southampton Road and Jermyn's Lane. In addition an improvement is proposed at the Jermyn's Lane/Sandy Lane junction.



- 4.2.3 The transport objective for the local plan is to achieve a pattern of development and network of transport links that reduce the overall need to travel and encourage alternatives to the car.

### **4.3 Local Transport Plan 2006 -2011**

- 4.3.1 The County Council submitted a provisional Local Transport Plan to Government in July 2005. The Full Local Transport Plan (LTP) was submitted at the end of March 2006.

- 4.3.2 The main objectives of the LTP are, the four shared priorities:

- to increase accessibility
- to promote safety
- to reduce the impact and effect of congestion
- to improve air quality

plus

- to widen travel choice
- to support wider quality of life objectives
- to encourage value for money and efficient asset management

- 4.3.3 The overall approach adopts a sequential hierarchy of approaches, to 'reduce, manage and invest' – seeking to reduce the number and length of journeys, managing the existing network effectively and investing in additional capacity where essential. The LTP puts forward a proposed five year programme under the four shared priority headings plus a further 'other' category to cover other initiatives.

- 4.3.4 The LTP refers to the successful implementation of Phase 1 of the town centre improvements and the new Romsey – Totton rail service via the re opened station at Chandler's Ford.

- 4.3.5 The proposed LTP strategy for Romsey is to focus on improving accessibility and reducing localised congestion through:
- greater priority for pedestrians, including a review of stage 2 of the town centre improvements (for the Market Place)
  - better integration of the rail station with the town centre
  - a review of the Romsey Movement and Access Study
  - the preparation of a Town Centre Access Plan to cover all modes of travel

- 4.3.6 The proposed capital programme includes improvements to the Winchester Road/Cupernham Lane junction, including the introduction of traffic signal control, in 2007/08.

## **5. STRATEGY IMPACT**

### **5.1 Introduction**

- 5.1.1 This section considers the progress on and impact of the Recommended Strategy as set out in the original RMAS report.
- 5.1.2 Firstly, the strategy objectives from the RMAS report are listed, followed by a review through a 'commentary'.
- 5.1.3 Secondly the detailed recommendations are then considered, using each of the topic headings (e.g. 'Traffic Management') in turn from the RMAS report. Under each topic heading the proposals are summarised and then reviewed, again through a commentary.

### **5.2 Strategy Objectives**

#### **Basis for Strategy**

5.2.1 In the RMAS report the basis for the strategy was stated as follows:

- To improve the alternatives to car use for local journeys
- To pursue the travel awareness approach, focussing on those car trips 'at the margin' where an alternative mode is or may be possible and those movements having the greatest concentration such as to the town centre
- To not design new development or to provide increases in road capacity that encourage car use
- To prepare the road network to cope with increased demands, to avoid high levels of congestion

This approach sought to:

- Achieve the objectives of modal change (change in method of travel)
- Safeguard the environment
- Maintain local accessibility

#### **Commentary**

5.2.2 The RMAS strategy sought to promote alternatives to the car. Some improvements have been introduced but more progress has yet to be made. Romsey is continuing to experience high and increasing levels of car ownership and use typical of Hampshire. Traffic flows through Romsey at peak times appear to have increased, potentially due in part to problems elsewhere on the wider strategic network. The town centre improvements have improved (or 'safeguarded') the environment for pedestrians but probably not seriously influenced the method of travel. Measures such as the phases for pedestrians and cyclists at signals on Alma Road have been beneficial. The built environment arguably constrains some opportunities. Nevertheless the proportion of people who live in Romsey and walk or cycle to work is relatively high. This reflects the reasonably attractive walking and cycling network.

- 5.2.3 Local accessibility by bus has not improved since the RMAS report, but this is likely to be related to the attractiveness of the car, accessibility by walking and cycling, the low level of bus usage and hence commercial viability of the town services. Monitoring of the impact of the infrastructure improvements on the Romsey –Southampton Quality Bus Partnership bus route will demonstrate in due course their effectiveness in promoting use.
- 5.2.4 New developments are required to make provision for pedestrians and cyclists and over a certain threshold, to produce Travel Plans. Travel Plans have started to be introduced, but will take time and their coverage needs to be extended to have a more significant impact on travel awareness and behaviour.
- 5.2.5 There have not been alterations to the road network or development proposals that have sought to increase the capacity of the road network.
- 5.2.6 The traffic signals on Alma Road have made provision for managing traffic flows and congestion. Further provision for future traffic demands may be constrained by the built environment and available road space. There will be a need to revisit the strategy for Romsey to respond to future development pressures.
- 5.2.7 The overall picture is one similar to many other small, urban areas. There is a continuing, not surprising, heavy reliance on the car, leading to some peak period delays. Bus use is low, especially over the shorter distances within the town. Walking and cycling is however attractive over short distances.
- 5.2.8 A table summarising the position on the implementation of the various elements of the strategy is attached at **Appendix A**.

### 5.3 Traffic Management

**RMAS measures implemented:**

Alma Road/Winchester Road – traffic signals

Alma Road/Station Road – traffic signals

**Other measures implemented:**

Alma Road – new mini roundabout for Waitrose/Scats/car park

**Measures proposed:**

Winchester Road/Cupernham Lane – introduction of traffic signals (2007/08)

### Strategy Proposals

- 5.3.1 The RMAS report recommended that traffic should be slowed and discouraged in the ‘historic’ streets but not banned, through the ‘shared surface scheme’, which is discussed further under **Section 5.4**.

5.3.2 The report recommended the development of a traffic control system of linked signals at key junctions to improve pedestrian facilities; provide safer cycling and the opportunity for cycle and bus priority; reduce queueing at the Plaza Roundabout; and prevent excess traffic from entering the town centre. The 'outer' junctions on the edge of the system were intended to relocate queueing, to reduce congestion at other junctions, rather than necessarily needed for capacity reasons. The report acknowledged that further evaluation of this proposal would be necessary. A bus gate on Palmerston Street northbound was recommended for possible implementation in the longer term.

### Commentary

5.3.3 Traffic signals have been introduced at two junctions on Alma Road – at Winchester Road and Station Road/Malmesbury Road. Roundabout junctions remain at the By pass/Palmerston Street, the By pass/Southampton Road, The Plaza and Winchester Road/Botley Road. There is also a roundabout at the Greatbridge Road/Duttons Road junction. A new roundabout has been created at the entrance to the Waitrose store, Scats and long stay car park off Alma Road. The Winchester Road/Cupernham Lane junction remains as a priority junction, but is proposed to be changed to traffic signal control in 2007/08.

5.3.4 From observations on site the existing roundabout junctions operate effectively throughout most of the day. Whilst there is queueing at peak times this appears not to be excessive and occurs over relatively short time periods. Generally, queueing at the Alma Road/Waitrose roundabout is modest, but there can be longer queues at peak shopping, journey to work and seasonal times. Queueing can occur on Cupernham Lane at the junction with Winchester Road at both morning and afternoon peak times. The length of queueing appears to vary considerably over the peak period and from day to day.

5.3.5 The new traffic signal junctions on Alma Road manage traffic more effectively than the former priority arrangements. The peak period situation would have worsened without the traffic signal control, given the increased traffic flows on Alma Road. The traffic signal priority of the Alma Road/Winchester Road route, over the Alma Road/The Hundred route and The Hundred approach to this junction, appears to have contributed to reduced flows in The Hundred. This scheme in combination with the priority of the Palmerston Street(south)/Broadwater Road route over the Palmerston Street (north) approach in the town centre (plus the relocation of the Waitrose store) appears to have contributed to a key aim of reducing flows within the town centre. The traffic signal control at the Alma Road/Station Road junction has improved access and egress from the rail station and improved pedestrian crossing facilities.

5.3.6 From observations on site, the section of Palmerston Street northbound from the by pass generally operates satisfactorily and with less queueing since the relocation of Waitrose. Hence there appears little justification for the bus gate as suggested in the RMAS report, in order to give buses priority over other queuing traffic. It could be considered as a measure to deter through traffic in the town centre, but a bus gate would seem to be a contrived mechanism to achieve this.

5.3.7 There is some evidence from observations on site of increasing delays on the Fishlake Meadows approach to its junction with Greatbridge Road. Some 170 and 230 vehicles respectively, enter and leave the Romsey and Budds Lane Industrial Estates in the afternoon peak hour (see traffic flows on **figure 3**).

## 5.4 Town Centre Environment

### **RMAS measures implemented:**

Town Centre Improvements phase 1  
Church Place Improvement  
Cycle parking

### **Strategy Proposals**

- 5.4.1 The RMAS report recommends a shared surface scheme along The Hundred, around the Market Place and into Church Street and Bell Street, plus the introduction of a 20 mph zone. The report suggests that in order to restore a market to the Market Place about one quarter of the area would need to be pedestrianised on market days.
- 5.4.2 Although not considered as a possible measure within the original RMAS report, a specific requirement of this review is to consider the implications of closure of The Hundred between the Cornmarket and Latimer Street.

### **Commentary**

- 5.4.3 Phase 1 of the town centre improvements in The Hundred has led to lower flows through the centre, reduced traffic speeds and is likely to have reduced the amount of circulating traffic looking for parking spaces. This has benefited the general environment and improved conditions for pedestrians, including wider footways and made crossing of the roads easier. Similar improvements could be provided in the Market Place, Church Street and Bell Street through a second phase of improvements. Improvements to Church Place near the Abbey have improved the environment for pedestrians and reduced the dominance of motorised vehicles.
- 5.4.4 The possible closure of The Hundred between the Cornmarket and Latimer Street should be carefully considered in the context of access to the various properties in the centre and the impact on other routes and properties. Currently some 300 vehicles (see **figure 3**) pass through The Hundred during the pm peak period. Closure of this road would result in some traffic diverting to Church Street and Portersbridge Street. Some traffic may also be added to Greatbridge Road/Duttons Road/Malmesbury Road/Alma Road. There has been some increase in traffic on Portersbridge Street following implementation of the town centre phase one improvements. Traffic flows may rise more significantly. Some traffic may choose not to travel into the town centre at all. This possible closure would create inconvenience for some residents and adversely affect access and servicing to some properties west of the Abbey. There are likely to be implications for the way the town centre functions that would require careful evaluation.

## 5.5 Town Centre Parking

### **RMAS measures implemented:**

Decriminalised Parking Enforcement introduced, with increased enforcement of on street parking controls  
Reduction in on street parking in The Hundred

### **Strategy Proposals**

- 5.5.1 The strategy retained the prevailing policy of retaining and enhancing short stay parking at the expense of long stay spaces in the town centre. It recommended greater enforcement of on street parking restrictions.
- 5.5.2 It suggested that coaches should be encouraged to use the drop off point near the bus station and park at the Rapids.
- 5.5.3 The RMAS report recommends that the councils should support the introduction of a private non residential parking 'tax'.

### **Commentary**

- 5.5.4 The removal of some on street parking as part of phase one of the town centre improvements, has contributed to an improved pedestrian and shopping environment. Following the introduction of decriminalised parking enforcement, on street parking restrictions are now enforced by the Council.
- 5.5.5 Coaches are currently encouraged to drop off in Broadwater Road and there are informal facilities for waiting/parking up on the Abbey Park industrial estate.
- 5.5.6 Central Government is encouraging local highway authorities to introduce financial demand management measures including road user charging. However Hampshire County Council as highway authority has indicated in the context of the Local Transport Plan that it is not prepared to offer further commitments at this time beyond considering the impact of such measures. Hence there appears no real prospect of local authority support for a Private Non Residential parking 'tax' in the short term.

## 5.6 Walking

### **RMAS measures implemented:**

Pedestrian phases at Alma Road/Winchester Road and Alma Road/Station Road traffic signal junctions

### **Other measures implemented:**

Chicanes/pedestrian refuges on Botley Road

### **Strategy Proposals**

- 5.6.1 The RMAS report highlighted the good opportunities for walking and cycling networks away from the main roads. It identified the need to improve the quality of the pedestrian network and to overcome barriers to movement.

5.6.2 The strategy for walking included: the town centre improvement measures discussed in **Section 5.4**; new controlled crossings at eight junctions; building on the strength of the network for access to the town centre and rail station from east Romsey, with better lighting and surfacing; and new footpath links, including the Fishlake Stream path and bridge and a new crossing of the Chandlers Ford rail line, from the hospital to Tadburn Lake.

5.6.3 The controlled pedestrian crossings were proposed at:

- Botley Road/Halterworth Lane
- Greatbridge Road/Duttons Road
- Duttons Road/Malmesbury Road

Signal junctions (see section 5.2) with pedestrian/cycle facilities were proposed at:

- Alma Road/Station Road
- Alma Road/Winchester Road
- The Plaza
- Winchester Road/Botley Road
- Winchester Road Cupernham Lane
- The By pass/Southampton Road

### **Commentary**

5.6.4 Traffic signal control has been introduced at the Alma Road junctions with Station Road and Winchester Road. The signals assist pedestrians in crossing the approach roads. There is a separate phase for cyclists from Station Road and Canal Walk and a pedestrian phase on Malmesbury Road, at the Alma Road/Station Road junction. Pedestrian phases on other approaches are under investigation. There are pedestrian phases on the Alma Road and The Hundred arms of the Alma Road/Winchester Road junction.

5.6.5 It is understood that the proposals for an controlled pedestrian crossing near Botley Road/Halterworth Lane could not meet the defined demand criteria. However a series of chicanes have been introduced on Botley Road in association with a school travel plan, including one close to Halterworth Lane, that assist pedestrians to cross the road.

5.6.6 Uncontrolled crossing points are provided on Greatbridge Road, north of the rail bridge and on Duttons Road, near Lansdowne Close. A zebra crossing is provided on Greatbridge Road, near Priestlands.

5.6.7 The entry deflection island on Winchester Road (west) provides a formal crossing at the retained Plaza roundabout. There is a controlled crossing at the Plaza Parade and pedestrians can cross at the traffic signals at the Winchester Road/Alma Road junction.

5.6.8 There are no crossing facilities close to the Winchester Road/Botley Road junction, other than the controlled crossing at the Plaza Parade.

5.6.9 There are uncontrolled crossing points at the entry deflection islands on Southampton Road (north) and Knatchbull Close at the By pass/Southampton Road roundabout.

5.6.10 The crossing of the railway line near the hospital/The Crescent has not been implemented.

- 5.6.11 The proposal in the Local Transport Plan for the introduction of traffic signals at the Winchester Road/Cupernham Lane will assist crossing pedestrians.
- 5.6.12 A new pedestrian and cycle leisure route is proposed through the former Brewery site, linking to Portersbridge Street and Greatbridge Road.
- 5.6.13 It is understood that the merging of the Romsey Junior and Infant schools could provide the opportunity for a pedestrian and cycle route between Cupernham Lane and the Plaza Parade on Winchester Road. This would then link to the route through to Knatchbull Close, the By pass and Southampton Road.
- 5.6.14 It is understood that developer contributions may be available to fund improvements to the canal path between Canal Walk and the Plaza.

## 5.7 Cycling

### **RMAS measures implemented:**

Separate cycle phase for Station Road and Canal Walk at Alma Road/Station Road traffic signal junction.

Additional cycle parking in car parks and in The Hundred

### **Other measures implemented:**

Cycle Strategy and Network document produced

Cycle links to surrounding areas developed

### **Strategy Proposals**

- 5.7.1 The strategy put forward as a priority the need to link homes to schools, workplaces and the town centre, comprising: on road cycle lanes; off road paths; and the implementation of National Cycle Network routes, together with cycle parking in line with demand.

### **Commentary**

- 5.7.2 The Council has a formally adopted Cycle Strategy and Network document (2003) and the feasibility of implementation of some schemes is under consideration. The Council is developing a network of strategic routes connecting the town with the surrounding areas.
- 5.7.3 The traffic signals installed at the Alma Road/Station Road junction have improved the important route into town from the eastern residential areas by including a separate cycle phase on the Station Road and Canal Walk approaches. Additional cycle parking has been provided in town centre car parks and in The Hundred.
- 5.7.4 It is understood that there has been no other recent additions to the on and off road cycle networks within the town.



## 5.8 Buses

**RMAS measures implemented:**

Bus stop improvements and low floor buses through the Quality Bus Partnership for Romsey – Southampton service  
Improved bus stop infrastructure

**Other measures implemented:**

Cango services introduced

### Strategy Proposals

5.8.1 The strategy gave priority to improving bus stops, shelters and information, through Quality Bus Partnerships. It recommended examination of the potential for commercial operation of the existing town minibus service to enable transfer of subsidies to enhance evening/Sunday operation. A new minibus service linking the industrial estates, Romsey school, the rail station and new housing sites was suggested, promoted through workplace travel plans.

### Commentary

5.8.2 There has been investment in a number of new bus shelters, bus stop poles and timetable information panels in the town, including Winchester Road. Improvements have been made to stops along the Bluestar 4 route, under a Quality Bus Partnership, together with the introduction of low floor buses. There have also been improvements to the bus station area.

5.8.3 Three new Cango services came into operation in August 2005. The Cango services provide a bookable service within Romsey and from outlying villages. They operate twice a day within the town.

5.8.4 The town service (32/33) is operated under contract to the County Council. The service is therefore not commercially viable at this time. Hence it would appear doubtful that extra evening or Sunday services are likely to be provided at present. One of the Cango services has replaced some existing service 35/36 journeys.

5.8.5 No new minibus service has been implemented in association with the travel plans that have been developed so far.

## 5.9 Rail

**RMAS measures implemented:**

Rail link bus service to Winchester retained.

**Other measures implemented:**

Station improvements

### Strategy Proposals

- 5.9.1 The strategy suggested focussing on passenger information and service reliability; retaining the rail link bus to Winchester and improving pedestrian and cycle access to the station. A new access to the southbound platform and having the station on the bus network was recommended. The station was seen as a suitable location for long stay parking, to encourage commuting by rail.

### Commentary

- 5.9.2 The rail link bus service has been retained and is now combined with the X66 service.
- 5.9.3 Some work is understood to have been started on the feasibility of providing a new access to the southbound platform, a bus service to the station and additional car parking, as outlined in the Local Transport Plan.
- 5.9.4 There are various changes proposed to rail franchises serving the Romsey area (**Section 3.9**).

## 5.10 Headstart/Smarter Choices

**RMAS measures implemented:**

School Travel Plans implemented

Travel Plans associated with retail development

**Other measures implemented:**

Commuter Forum and Quality Retail Forum

### Strategy Proposals

- 5.10.1 The strategy promotes school and workplace travel plans under the Headstart banner.

### Commentary

- 5.10.2 A wide range of travel awareness and behaviour initiatives continue to be promoted. In particular, a Smarter Travel Choices Strategy is included with the Local Transport Plan.
- 5.10.3 School and workplace travel plans are promoted throughout the county. Workplace travel plans are a requirement for all major new developments. Travel plans have been approved for the new Waitrose and Aldi stores and the extended Bradbeer's shop. There is a commuter forum involving main businesses in the town and a Quality Retail Forum. The Council has a Travel Plan which promotes car sharing and is monitored annually.

## 6. CONCLUSIONS FROM THE REVIEW

### 6.1 Overview

- 6.1.1 The strategy put forward in the original RMAS report was consistent with the prevailing policies of promoting travel choice and alternatives to the car. The overall approach remains valid against the more recent policy approaches set out in Hampshire County Council's Local Transport Plan (2006) and the Council's Local Plan Review – promoting travel choices, reducing the need and extent of travel, managing travel demands and investing in capacity improvements where essential.
- 6.1.2 As discussed in **Section 5.1** there have been some improvements to cater for alternatives but more remains to be done. High levels of car use have prevailed, but this is not unique to Romsey.
- 6.1.3 There is evidence of good levels of walking and cycling, but low bus use within the town.
- 6.1.4 Comparison of the traffic estimates provided in the original report with current survey data shows that there have been changes in traffic flows (excluding possible background growth) since 1998 - largely it appears related to the relocation of Waitrose and phase one of the town centre improvements.
- 6.1.5 There appears to have been during the afternoon peak, a decrease in trips into and out of the town. There has been a rise in through trips, possibly related to some traffic re routing from the wider strategic road network.

### 6.2 Traffic Management

- 6.2.1 There is some congestion on the town's road network at peak journey to work and shopping times, but relative to larger settlements the problem does not appear serious. The introduction of traffic signal control at junctions on Alma Road has been effective in managing the flows and improving conditions for pedestrians crossing.
- 6.2.2 The RMAS report recommended changing key roundabout junctions to traffic signal control. However, these roundabouts generally operate satisfactorily at present, albeit with delays at peak times. Traffic signal control could lead to greater delays at off peak times. Nevertheless, the Winchester Road corridor (through the Botley Road and Plaza roundabouts and two railway bridges) acts as a 'funnel' from the eastern residential areas into the town centre and towards Southampton and the West. In addition, there remain crossing problems for pedestrians at or close to the Winchester Road/Botley Road junction and at the Plaza (there are, however, opportunities to cross Winchester Road at the controlled crossing near the Plaza Parade, and at the Alma Road signal controlled junction). Hence, there is a need to revisit how this corridor (between the Plaza and the Sun Arch) functions, particularly the Botley Road and Plaza junctions, and assess possible improvement options.
- 6.2.3 There are no controlled crossing facilities along the length of Botley Road (it is understood that the defined level of demand was not met in the past) or Southampton Road, north of the by pass.

- 6.2.4 The proposed signalisation of the Winchester Road/Cupernham Lane junction could assist in reducing the present peak period queues on Cupernham Lane and assist pedestrians in crossing both Winchester Road and Cupernham Lane. However this may lead to delays and queueing on the main, A class Winchester Road where none exists at present, particularly if a pedestrian phase is included. Hence the signals may better manage or control the flows (as envisaged in the RMAS report) and balance the demand on the different arms, rather than reduce overall delays.
- 6.2.5 Contributions are being taken from the Brewery development towards local highway improvements. Alterations to the Duttons Road/Malmesbury Road junction and the opportunity for improved pedestrian crossing provision could be considered in the context of access to the Brewery Site.

### **6.3 Town Centre Environment**

- 6.3.1 There have been significant changes to the town centre, through the implementation of the phase one improvements. This has been to the benefit of the general shopping environment and to pedestrian accessibility and convenience. There has been some reduction in on street parking provision. The scheme also appears to have contributed to reduced traffic flows through the centre and lower traffic speeds. The measures have produced a reduction in speeds without designation of a 20 mph zone and the associated orders and signage. The designation of a 20 mph would therefore appear unnecessary.
- 6.3.2 A phase two of the town centre improvements would further reduce the dominance of the car and improve the space and conditions for pedestrians. This scheme is not currently programmed, but according to the Local Transport Plan it is to be reviewed. The scheme would contribute to the Transport Plan objectives of improving accessibility for pedestrians and quality of life. Hence a review of this proposal is reasonable in order to arrive at a scheme that would produce clear benefits, as demonstrated can be achieved by phase one. A qualitative survey and assessment of the views of traders and the public relating to the impact of phase one would help to define the justification, form and extent of phase two.
- 6.3.3 The removal of on street parking, as part of the phase one improvement, has reduced pedestrian/vehicle conflict and improved the street scene. It would appear appropriate to review parking around the Market Place as part of a phase two scheme. However the impact of further on street parking reductions on the activities within the town centre would need to be assessed. Consultation with town centre users would provide one input to these considerations.

### **6.4 Town Centre Parking**

- 6.4.1 The charges for long stay parking can clearly influence commuter parking and the use of alternative travel modes. Charges for and availability of short stay parking should be carefully considered in terms of its impact on the vitality and relative competitiveness of the town centre, particularly if there are further alterations to on street parking provision. It would appear reasonable to increase the differential in long stay and short stay parking charges and availability over time. In addition short stay parking should be given priority in the town centre, with long stay parking located on the edge of the centre.

6.4.2 The public off street car parks around the town centre are well used, with high occupancy levels of all car park types during the week. Occupancy of long stay parking is significantly lower on a Saturday. The use of the Alma Road car park on Saturdays also for short stay use serves to optimise the utilisation of this car park. The heavy use of short stay parking confirms that long stay parking should, if feasible, be relocated out of the town centre and the released spaces given over to short stay parking.

## 6.5 Walking

- 6.5.1 There is a high level of walking to work in Romsey. Around one in three trips to work within the town are made on foot (**table 5**). There have been improvements to crossing facilities on Alma Road, Duttons road, Greatbridge Road and Botley Road, but there are still difficulties, notably near the Plaza, the Winchester Road/Botley Road junction and the Duttons Road/Malmesbury Road junction.
- 6.5.2 There remain problems of severance created by the main road network. In addition the pedestrian environment along some of the main traffic routes is poor. A Community Street Audit would usefully identify such issues and particular sections of the network that should be improved or augmented. A Community Street Audit is practical way of identifying key issues and priorities. It involves a 'walkabout' of representatives from interested groups. In this case it could build on the work done through the Health Check and 'Look at Romsey' consultations. This audit would provide a basis for updating the existing network plan and identifying improvements that could be provided in association with development. There are opportunities to add to the network through development opportunities e.g. the Brewery site. Crossing provision at or near the Duttons Road/Malmesbury Road junction could be improved in association with the Brewery site development.
- 6.5.3 Proposed improvements to the Tadburn Stream and Fishlake routes and the route along the canal path between Canal Walk and the Plaza will significantly enhance the walking network. Lighting provision to the appropriate standard would be important in ensuring optimal use of these routes. Crossing facilities and level differences near the Plaza would need to be reviewed in association with the canal path enhancement.
- 6.5.4 The proposed provision of an uncontrolled pedestrian level crossing of the railway line near the hospital is unlikely to be acceptable to Department for Transport (Rail) for safety reasons, especially as the former freight line is now also used for passenger services.

## 6.6 Cycling

- 6.6.1 The RMAS report pointed to the potential also for cycling in the town. The Council has its adopted Strategy and Network document and is working to improve links into Romsey from the surrounding areas. Further cycle schemes will be considered through the Local Transport Plan and in association with development. There have been no major off road or cycle lane schemes since the original RMAS report. However this may not be unexpected, given the constraints of the built up area and the road network, particularly in the town centre. The level of cycling trips to work within the town is however relatively good – around one in twelve trips (**table 5**)– despite the limited number of dedicated schemes.
- 6.6.2 Again, issues and options for cycling could be explored through a Community Street Audit and the opportunity taken to develop the network wherever possible through development. This approach could focus on overcoming severance problems (including those created by main roads), improved maintenance of routes and providing more direct routes to the advantage of cyclists. There is merit in developing or improving routes away from the main traffic routes where possible, in the context of both the cycling environment and safety.

## 6.7 Buses

- 6.7.1 There are reasonable bus connections to other main settlements. However the services within the town are supported by the local highway authority, suggesting low levels of use. Only around one in thirty three work trips within the town are made by bus. New Cango services now operate in the town serving surrounding areas. Other aspirations for new services in the town have not yet materialised and there appears no immediate prospect of a change in these circumstances.
- 6.7.2 Clearly there remains a lack of good interchange provision between bus services and the rail station and realistic opportunities should continue to be explored. The relatively good levels of accessibility by walking and cycling in the town, the availability of public and private parking and the degree of out commuting from the town will all affect the extent of these opportunities.

## 6.8 Rail

- 6.8.1 The rail services from the town appear to be well used, including the new service via Chandlers Ford. The station car park is used to capacity.
- 6.8.2 The rail link/X66 service provides a valuable connection to direct rail services from Winchester to London, but there could be improvements in terms of better vehicles for passenger comfort and ticketing arrangements (e.g. smart cards) for operational efficiency.
- 6.8.3 The expansion of parking provision at the station and improved pedestrian access, including access for disabled passengers would improve the operation and attractiveness of the station. Better bus/rail interchange would of course be beneficial, as discussed in **Section 6.6**. Improvements at the station were an issue highlighted in the Look at Romsey survey. The appearance and environment around the station is important as well as its effective operation.

## 6.9 Smarter Choices

- 6.9.1 Progress has been made on school travel plans and workplace travel plans in association with recent retail developments. The Council has introduced its Travel Plan, which is being monitored. Travel plans are increasingly being developed for housing developments and should be pursued. The opportunities for voluntary travel plans, car clubs and car sharing can be explored through the commuter and retail forums. Better information on public transport services, cycle and footpath networks can all help to promote travel choices. Personalised journey planning provides a focus for encouraging non car modes where there is a high probability of making a significant change in travel behaviour.
- 6.9.2 The high levels of car use and low levels of public transport use suggest that smarter choices/travel plans have had minimal impact on travel behaviour in Romsey so far. Monitoring of the impact of Travel Plans and other initiatives is at an early stage and hence there is limited potential to measure their effectiveness against targets. There would be clear advantages in establishing a monitoring regime to measure the benefits of and progress on the smarter choices approach.

## 7. FUTURE OPTIONS AND RECOMMENDATIONS

### 7.1 Overview

- 7.1.1 The relatively high proportion of walking and cycling within the town is an asset that should be built on and promoted. Travel Plans can contribute to more walking and cycling and other initiatives such as car sharing, but the few travel plans in the town have not been in existence long enough to assess their effectiveness. Car use is high and will remain so for the foreseeable future.
- 7.1.2 Hence there should be a continuing programme of measures and initiatives to promote walking and cycling (**Sections 7.5 and 7.6**). The severance effects of main roads and the railway lines are particular issues.
- 7.1.3 There will be a need though to examine how to manage the current and future levels of car use. This is applicable not only to the current situation but in response to committed developments and longer term proposals yet to emerge through the South East Plan and the Local Development Framework. Traffic modelling should be considered in preparing for the future. There may be scope for improvements at some key junctions (**Section 7.2**); others are functioning satisfactorily at present in their current form.
- 7.1.4 The town centre improvements have brought benefits, but the impact of further measures needs to be carefully assessed in terms of, not only transport benefits, but also the impact on the economic and social life of the town (**Section 7.3**).
- 7.1.5 There will be a need to keep car parking policy and provision under review, given its influence on car use, including the balance between short, medium and long term provision. (**Section 7.4**).
- 7.1.6 Improved access to the rail station for all modes would be of significant benefit (**Sections 7.7 and 7.8**).
- 7.1.7 'Smarter choices' initiatives and Travel Plans can contribute positively towards less demand for travel. However there is a need to monitor their impact to identify their effectiveness for Romsey (**Section 7.9**).
- 7.1.8 There will be future development pressures in and around Romsey. It is likely that the strategy for the town will need to be reviewed as development proposals emerge (**Section 7.10**).
- 7.1.9 There would be benefits in establishing a monitoring regime to help measure the effectiveness of proposals and initiatives against set criteria (**Section 7.11**).
- 7.1.10 This review of RMAS, its conclusions and recommendations can be used as an input to the preparation of the Town Centre Access Plan proposed in the Local Transport Plan (see **Section 4.3**).



## 7.2 Traffic Management and Circulation

### **Recommendations:**

**No change to the existing roundabouts on the main traffic routes is recommended at this time. However, there is a need to revisit how the Winchester Road corridor (The Plaza – the Sun Arch) functions, particularly the Botley Road and Plaza junctions, and assess possible improvement options for all modes.**

**Consideration should be given to alterations at the Duttons Road/Malmesbury Road junction, including improved crossing provision for pedestrians.**

**The justification for and feasibility of improvements at the Greatbridge Road/Fishlake Meadows junction should be examined in response to increasing traffic demands and future development.**

**Low cost, simplified modelling techniques could be considered to evaluate future transport and development options.**

- 7.2.1 The original RMAS report recommended replacing key roundabouts and priority junctions with traffic signal control. Whilst junctions on Alma Road have been signalised, other junctions have remained unchanged. Under current conditions the remaining roundabouts appear to function reasonably well and signal control may not provide the originally perceived benefits. Hence no change to the existing roundabouts is recommended at this time. Improvements at key junctions in association with possible development at Abbotswood have been identified in the local plan. However the Winchester Road corridor (including the Plaza and Botley Road junctions), from the Plaza to the Sun Arch, constrains traffic flows and has limited pedestrian crossing opportunities. Future capacity requirements and the benefits of improvements in crossing provision point towards the need to undertake design or option assessments for this corridor and junctions.
- 7.2.2 The management of traffic and the need for pedestrian crossing facilities at the Duttons Road/Malmesbury Road junction are likely to increase in importance with development at the Brewery site. Hence it is recommended that consideration be given to alterations at the Duttons Road/Malmesbury Road junction to manage the traffic flows and improve the crossing provision for pedestrians.
- 7.2.3 There is some evidence of increasing peak period delays at the Greatbridge Road/Fishlake Meadows junction. Hence the justification for and feasibility of improvements at this junction should be examined in response to increasing traffic demands and future development.
- 7.2.4 Consideration of longer term traffic management, traffic circulation and routeing, and land use development options should be based on greater detailed analysis than can be provided in this report. However Romsey is not of a size to justify high cost transport modelling techniques. Low cost, simplified modelling techniques could be considered, appropriate to the issues for Romsey.

### 7.3 Town Centre

**Recommendations:**

**A second phase of town centre improvements should be carefully evaluated to ensure that a balanced package of benefits can be achieved.**

**A community street audit, coupled with consultation with town centre users would contribute to confirming key issues and future options and measures.**

**On balance, further consideration of the closure of The Hundred is not recommended.**

7.3.1 Phase one of the town centre improvements have provided benefits for pedestrians and the town centre environment generally. A further phase of improvements should be carefully evaluated to ensure that a balanced package of benefits can be achieved. A community street audit, coupled with consultation and qualitative surveys of the views of town centre users of the phase one improvements, would contribute to confirming key issues and future options and measures. The audit would build on the outputs from the town's Health check and 'Look at Romsey'. Consideration should be given to servicing and loading/unloading issues within the town centre as part of further improvements.

7.3.2 A specific requirement of the review was to consider the implications of closure of The Hundred between the Cornmarket and Latimer Street. This closure would lead to: some inconvenience for residents west of the Abbey; difficulties of access and servicing of premises; and the diversion of traffic to other potentially less suitable routes. There may also be implications for the way in which the town centre functions. Closure of The Hundred would necessitate changes to some of the recent phase one improvements. Hence on balance, further consideration of the closure of The Hundred is not recommended.

### 7.4 Parking

**Recommendation:**

**The current priority given to short term parking provision in the town centre should continue.**

**Consideration should be given to more use of long stay car parks for short stay use at certain times and to the relocation of some long stay car parking to the edge of the town centre.**

7.4.1 The current policy approach of giving priority to short stay parking in the town centre should be continued, coupled with proportionally greater increases in the charges for long stay parking compared with short stay.

7.4.2 The Council has permitted the long stay car park in Alma Road to be used also for short stays on Saturdays. It is recommended that the impact of this measure be monitored and the potential for similar changes in other car parks be reviewed in due course.

- 7.4.3 Consideration could be given to the feasibility of a mechanism that allows discount parking charges for cleaner vehicles and car sharing.

## 7.5 Walking

### **Recommendations:**

**Pedestrian crossing issues near the Plaza, the Winchester Road/Botley Road junction and Duttons Road/Malmesbury Road junction should be investigated.**

**The network of pedestrian paths away from main traffic routes should be improved and further developed.**

**Walking along traffic routes could be improved through attention to safety, quality and general maintenance issues.**

- 7.5.1 As suggested in **Section 7.3** a Community Street Audit would be valuable in confirming key issues and possible options for pedestrians, building on the town's Health check and 'Look at Romsey'. There are key pedestrian corridors away from roads that provide good levels of accessibility from residential areas into the town, for example Canal Walk and the developing Tadburn Stream route. The path between Canal Walk and the Plaza is an obvious route to improve. Opportunities to improve other routes should be explored. There should be particular focus on the severance effects of the railway lines and main traffic routes. There are pedestrian crossing issues near the Plaza, the Winchester Road/Botley Road junction and in the future, Duttons Road/Malmesbury Road junction, to investigate. As suggested in **Section 7.2**, there is a need to undertake design and option assessments for these locations.
- 7.5.2 The attractiveness of walking along traffic routes could be improved through attention to safety, quality and general maintenance issues. The town's Health check has identified particular issues of concern to residents. Again, audits could help confirm routes with the most potential for increased use and suitable treatment.

## 7.6 Cycling

### **Recommendations:**

**The Cycle Strategy should be updated.**

**New or improved routes that provide an alternative to cycling along the main traffic corridors should be pursued.**

- 7.6.1 The Council produced a Cycle Strategy and Network document in 2003. The full Local Transport Plan has been published and the Local Plan is progressing towards adoption. It would seem reasonable to update the Cycle Strategy in line with the latest policy documents and funding programmes.

- 7.6.2 Community Street Audits can be used to identify issues and opportunities for cyclists as well as pedestrians. Key issues for cyclists are similar to those for pedestrians – severance, crossing facilities, suitably maintained routes. These are likely to be the main focus for measures to assist cyclists. The widths of road corridors and level of cycle use would tend to limit the opportunities and justification for new routes and significant expenditure on cycling provision. Winchester Road is an example where the narrow carriageway and footways for many people are not conducive for cycling. Hence new or improved routes that provide an alternative to cycling along busy traffic corridors should be pursued.
- 7.6.3 Facilities such as cycle parking and changing facilities at employment sites can make a positive contribution towards promoting cycle use.

## 7.7 Bus

### **Recommendation:**

**Opportunities to improve interchange between bus and rail services should be explored**

- 7.7.1 Bus use within the town is low and this is unlikely to change without increases in the resident population (however there may be increases in ridership with the introduction of free passes for elderly, blind and disabled people). Bus use to and from key destinations should be promoted through smarter choices initiatives, including travel plans and in association with the management of long stay parking. Clearly in the longer term there will be opportunities to promote bus use through a network of high quality public transport services, supported by the scale of development proposed in association with the South East Plan.
- 7.7.2 Opportunities to improve interchange between bus and rail services would clearly be beneficial and help towards greater bus use.

## 7.8 Rail

### **Recommendations:**

**An enhancement programme for the railway station should be developed to include additional parking provision, consideration of pedestrian access to the southbound platform and improved bus connections.**

**A Quality Partnership for the Romsey – Winchester Rail Link bus service should be developed.**

- 7.8.1 The rail station is an important public transport asset for the town. It is recommended that in partnership with the train operators there should a further enhancement programme developed for the station. The programme should include additional parking provision, consideration of pedestrian access to the southbound platform and improved bus connections.

7.8.2 The Rail Link service to Winchester would benefit from being refreshed, through a Quality Partnership which should secure higher specification vehicles and seek to increase bus patronage. Improvements in ticketing, e.g. smart cards, should also be examined.

## 7.9 Smarter choices

**Recommendations:**

**Monitoring arrangements for Travel Plans and other travel behaviour initiatives should be enhanced.**

**An 'umbrella' travel or sustainability plan could be developed for the town.**

7.9.1 The commuter and retail forums already set up provide the opportunity to promote travel planning and improved travel information. Opportunities for car sharing and flexible working to spread peak period travel should be examined. In association with the County Council the potential for offering personalised journey planning could be explored.

7.9.2 As highlighted in **Section 6.8**, monitoring of the impact of smarter choices initiatives and travel plans is at an early stage and hence there is not enough information to satisfactorily measure their effectiveness against targets. There would be clear advantages in enhancing arrangements for the monitoring of travel plans and other travel behaviour measures. There may be the opportunity to develop an 'umbrella' sustainability/travel plan covering the whole town that promotes greater travel choice and seeks to influence travel behaviour. Contributions from development should help fund the monitoring of Travel Plans and could be taken to support the 'umbrella' Plan for the town.

## 7.10 Future Development

**Recommendation:**

**The Strategy for Romsey will need to be reassessed in the context of longer term development proposals, including consideration of appropriate improvements at key junctions.**

7.10.1 The original RMAS report acknowledged the need to prepare for future development and increased travel demands. The South East Plan has been submitted to central government and will be subject to examination. It will include proposals for significant development in southern Test Valley which will impact on Romsey. There will be a need to reassess the strategy for Romsey as longer term development proposals emerge and to model policy options. This reassessment would need to consider proposals for key junctions and the original RMAS strategy for wider use of traffic signal control.

## 7.11 Monitoring

**Recommendation:**

**A monitoring strategy should be developed, collating transport information, to enable the evaluation of proposals and initiatives.**

7.11.1 The review of the Romsey Movement and Access Strategy has shown that, for a variety of reasons, there can be difficulties in assessing change. Hence there would be benefits in establishing a monitoring strategy, collating transport information, based on a set of 'standardised' measurements. This would enable progress on, and the merits of, transport proposals and initiatives to be evaluated against specific targets.

**8. APPENDIX A**  
**RMAS strategy implementation schedule**

RMAS Proposal	Implemented		Proposed	Comment
	Yes	No		
<b>Traffic Management</b>				
<i>Traffic Signals at:</i>				
The Plaza		N		
Winchester Road/Botley Road		N		
Southampton Rd/The By Pass		N		
Alma Road/Station Road	Y			
Winchester Road/Cupernham La			Y	Proposed for 2007/08
The By Pass/Palmerston Street		N		
Winchester Rd/Alma Rd	Y			
<b>Town Centre</b>				
Shared surface, The Hundred, Bell St, Church Street	Y(part)			Phase 1 completed in the Hundred (and Latimer Street, Church Place), Phase 2 under review.
Restore market to Market Place		N		No current demand/need, provision within Cornmarket and elsewhere
20 mph zone		N		Phase 1 has reduced speeds
<b>Parking</b>				
Increase long stay tariff to advantage of short stay provision	Y			
Enforce on street restrictions	Y			Decriminalised parking enforcement introduced
Coach drop off at bus station, lay over at the Rapids	(Y)			Coaches drop off in Broadwater Road and lay over at Abbey Park
Tax on private non residential parking		N		No current local highway or planning authority proposals
<b>Walking</b>				
Shared surface -town centre	Y (part)			Phase 1 completed in the Hundred (and Latimer Street, Church Place), Phase 2 under review.
<i>Traffic signals with pedestrian phases:</i>				
Alma Rd/Station Rd	Y		Y	Across Malmesbury Rd only. Phases across Alma Rd and Station Rd proposed
Alma Rd/Winchester Rd	Y			Across The Hundred and Alma Rd



RMAS Proposal	Implemented		Proposed	Comment
	Yes	No		
<b>Walking cont'd</b>				
<i>Traffic signals with pedestrian phases:</i>				
The Plaza		N		Controlled crossing at Plaza Parade
Winchester Rd/Botley Rd		N		Controlled crossing at Plaza Parade
<i>Controlled pedestrian crossings:</i>				
Greatbridge Road near railway bridge		(N)		Uncontrolled crossing near bridge
Duttons Rd/Malmesbury Rd		N		Consider in association with brewery site
Botley Rd near Halterworth La		(N)		Chicanes provide crossing provision
Railway line near Hospital		N		Unlikely to be approved by rail authorities
Extend pedestrian network			Y	Tadburn Stream route to be improved. Fishlake Stream (brewery site) proposed. Improvements to canal path under consideration.
<b>Cycling</b>				
Extended cycle network	Y		Y	Cycle phase at Alma Road/Station Rd. Cycle Strategy and Network document published. Connections to surrounding areas being developed
Cycle parking	Y			
<b>Buses</b>				
Infrastructure improvements	Y			Various bus stop improvements. QBP improvements on Romsey – Southampton route.
Town mini bus service		N		Not commercially viable at present
Demand responsive services	Y			Cango introduced
<b>Rail</b>				
Information and reliability	(Y)		(Y)	Station enhancements and new franchises
Retain rail link bus service	Y			
Improved bus/rail interchange		N		Under consideration
Improved pedestrian and cycle access		N		Under consideration
More parking		N		Under consideration
<b>Headstart/Smarter choices</b>				
Travel Plans	Y			Council Travel Plan. Travel plans introduced for schools and retail developments. Required with new development.