

Test Valley (south) Local Cycling and Walking Infrastructure Plan

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Foreword from Councillor Heron



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

The disparity between the number of people who want to walk and cycle, and the number who have been able to do so, has never been more obvious than during the national lockdowns over the last two years. As motor traffic reverted to 1950s levels, our residents explored and rediscovered their local areas on foot and by cycle and felt safe to do so, without the fear of traffic. Families were cycling together through streets that are normally busy with cars, and many key workers found these to be practical and healthy ways to get to work. As traffic levels have returned to pre-COVID-19 levels and many have put their bikes away and returned to their cars.

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

attractive for everyone from ages 8 to 80+. We need our networks to be accessible to everyone and cater for the majority of users, whether they are walking with a double buggy, have a health condition or disability that makes our public spaces more difficult to use. We have been challenged in recent years by walking and cycling advocates to do better. This has been tough without steady sources of funding, but we have always shared their ambition. Five other LCWIPs have been developed following successful bids to the Government’s ‘Transforming Cities Fund’. Winchester City and East Hampshire District Council also have LCWIPs. Building on this foundation, we have committed to a future program of LCWIPs covering every borough and district in Hampshire. This commitment is also reflected by Test Valley Borough Council who have been actively involved in the development of this LCWIP.

Hampshire County Council and Test Valley Borough Council officers, local interest groups and cross-party elected members have worked together to develop a common understanding of what improvements are needed. The 10 new walking and cycling principles in this LCWIP have recently been consulted upon, a process which began with a wider group of

stakeholders at our first ever Active Places Summit in 2020. The principles also feature in our new Local Transport Plan that has recently been the subject of public consultation.

We embrace the Government’s ‘Gear Change’ policy and cycle design guidance – Local Transport Note 1/20 (known as LTN1/20) launched in 2020 which sets out to achieve higher rates of cycling as well as better standards in cycle facilities. These documents, and related funding announcements, are welcomed by Hampshire County Council; they align closely with our own aspirations, and we are already applying the new design guidance to schemes under development.

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

”

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Section one

Introduction

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

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

What is an LCWIP?

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

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

Local policies

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

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

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

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

Why do we want an LCWIP for southern Test Valley?

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

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

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

Walking and cycling are good for the economy. Whilst it might be harder to do a weekly shop without a car, studies have shown that pedestrians and cyclists spend more than drivers in local shops per month, through multiple visits; and that traders frequently overestimate access by car⁴. Walking and cycling

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

This LCWIP for the southern part of the borough of Test Valley has been developed to support the the Government investment from the Transforming Cities Fund in sustainable transport in the city of Southampton and the surrounding areas of Hampshire.

The funding will accelerate plans to make it easier and safer for people to cycle by completing three cycle routes linking Southampton and south Hampshire: the SCN5 (Hut Hill) Northern Cycle Route to Chandler's Ford (in Eastleigh Borough); the SCN1 Western Cycle Route between the city centre, the Port, Totton and the New Forest (within New Forest District); and the SCN3 Eastern Cycle Route from the city centre to Bitterne and Bursledon along the A3024 Bursledon Road.

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

Description of southern Test Valley

As this LCWIP had originally been developed in support of the Transforming Cities Fund project, it covers the geographic area of southern Test Valley within the Southampton travel to work area. As outlined by the area boundary map.

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

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

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

Transport

The M27 routes through the south of the Borough, and both the M3 and M271 have short sections within the Borough. The M27 routes east-west between Portsmouth and Cadnam. The M271 routes south towards Southampton. The M3 heads north from Southampton towards Winchester, just entering the

south east corner of the Borough. The A3057 runs north from Romsey to Andover. The A27 runs east-west, south of Romsey, between Eastleigh (and beyond) and the A36 in Wiltshire. The A3090 routes between the A36 on the south west border of the borough to Winchester.

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

There are a number of bus services which provide public transport within the borough, and services to nearby towns and cities. A bus station is situated within Romsey town centre, approximately 700m from the train station.

Local trip generators

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

Walking and cycling in southern Test Valley

The Borough comprises of a mix of urban and rural communities. Walking and cycling trips are likely to be constrained by the distances between settlements,

with higher levels achievable within and between more urban areas.

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

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

44% of children walk to school in Test Valley and 2% cycle. Around 37% travel by car. Cycling to secondary school is more common (5%) than cycling to primary school (1%). National Cycle Network route 24 passes through southern Test Valley area. It runs from Eastleigh train station to Bath, via Romsey and Salisbury.

Developments and opportunities

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

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

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

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

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

Introduction

Romsey Future

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

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

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

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

Romsey town centre improvements: Market Place

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

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

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

Market Place before:



Market Place after:



References:

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documents.hants.gov.uk/public-health/HampshirePhysicalActivityStrategy2018-21.pdf

4.

livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf

5.

assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/416826/cyclingand-walking-business-case-summary.pdf

Improving walking and cycling infrastructure in Manchester

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

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

Taking action

1.

Publish a detailed, Greater Manchester-wide walking and cycling infrastructure plan in collaboration with districts.
2.

Establish a ring-fenced, 10 year, £1.5 billion

infrastructure fund, starting with a short term Active Streets Fund to kick-start delivery for walking and cycling. With over 700 miles of main corridors connecting across Greater Manchester, this is the scale of network being aimed for.

3.

Develop a new, total highway design guide and sign up to the Global Street Design Guide.
4.

Deliver temporary street improvements to trial new schemes for local communities.
5.

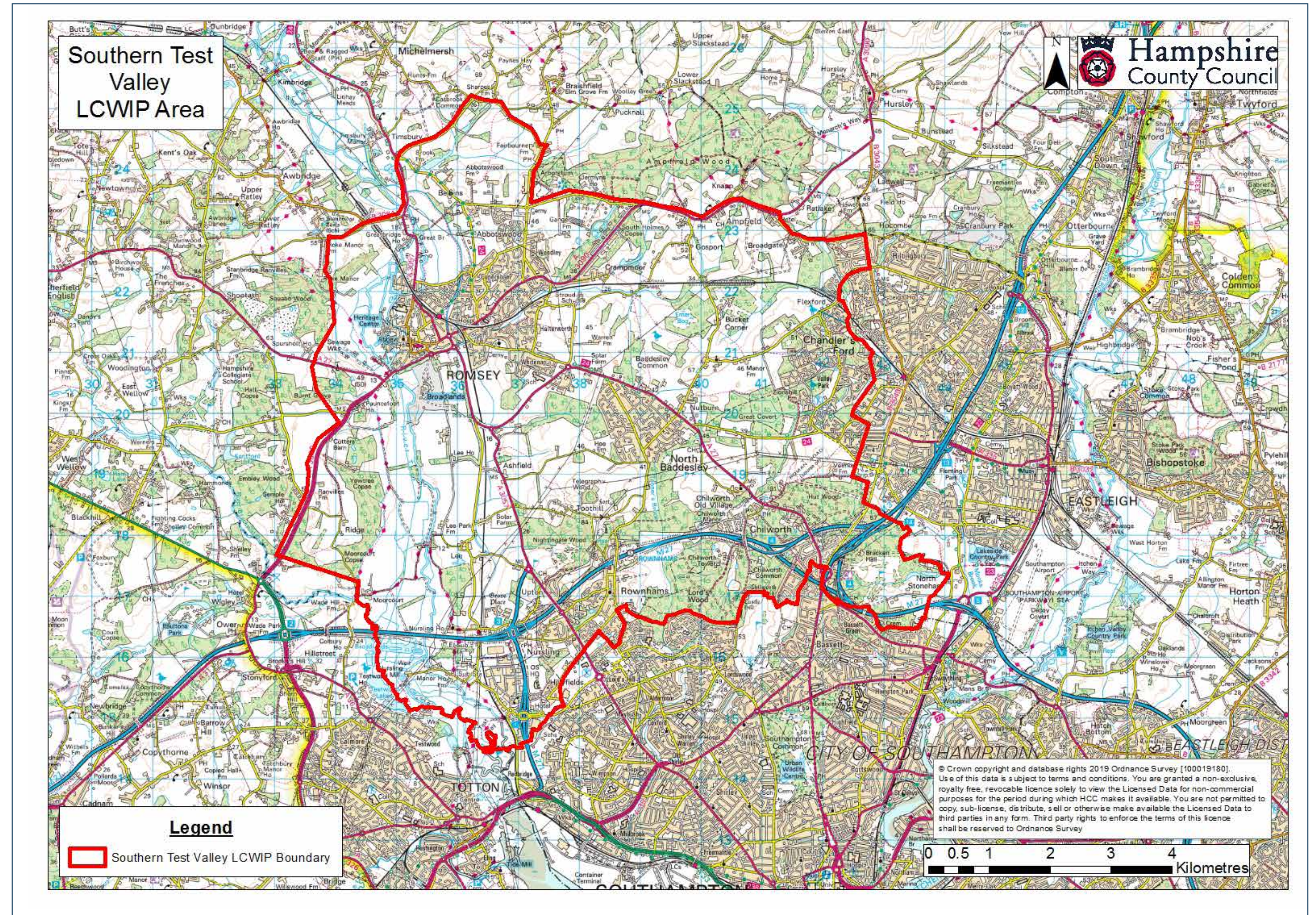
Ensure all upcoming public realm and infrastructure investments, alongside all related policy programmes, have walking and cycling integrated at the development stage.
6.

Develop a mechanism to capture and share the value of future health benefits derived from changing how we move.
7.

Work with industry to find alternatives to heavy freight and reduce excess lorry and van travel in urban areas.



Southern Test Valley LCWIP boundary

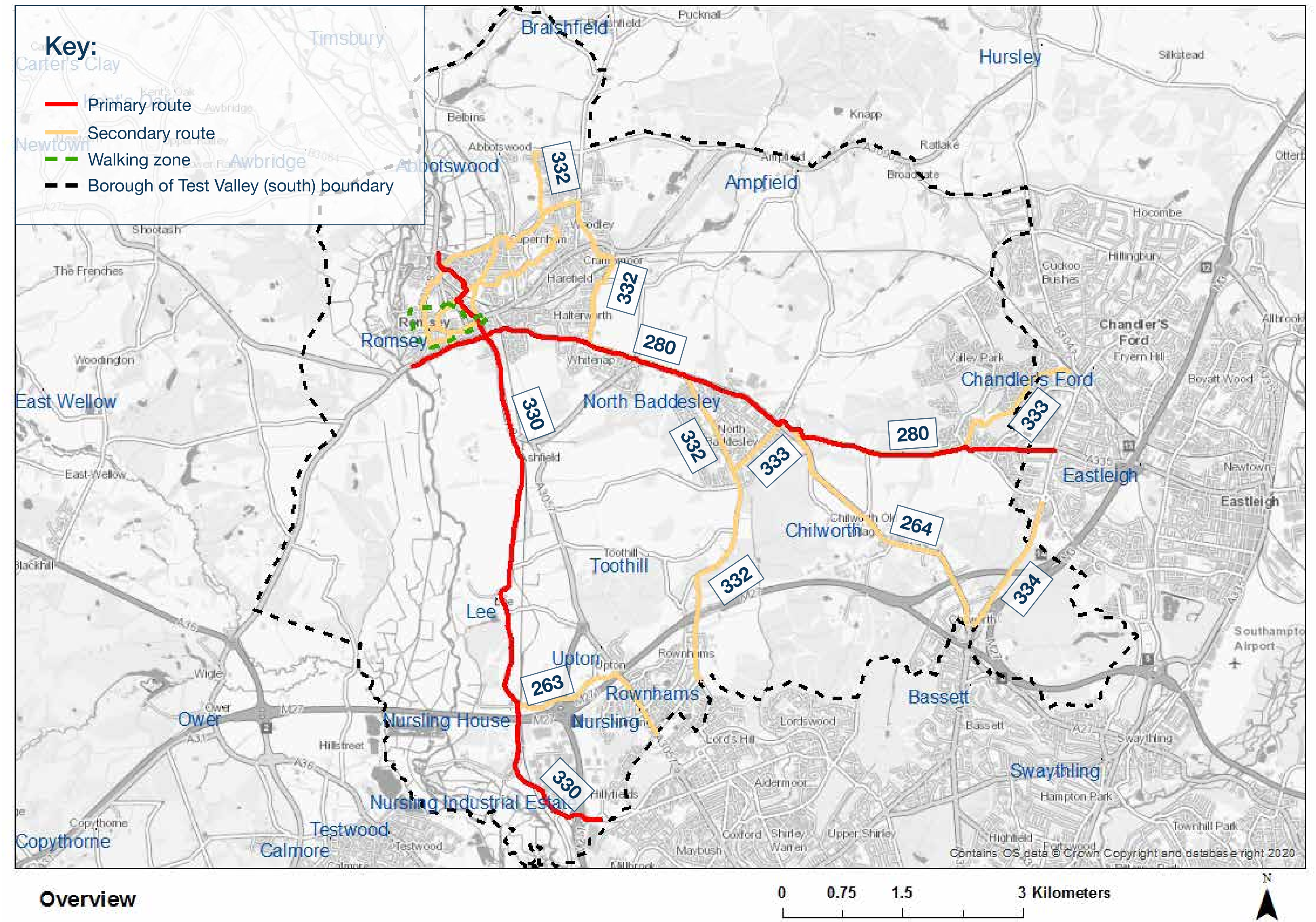


Proposed southern Test Valley network overview

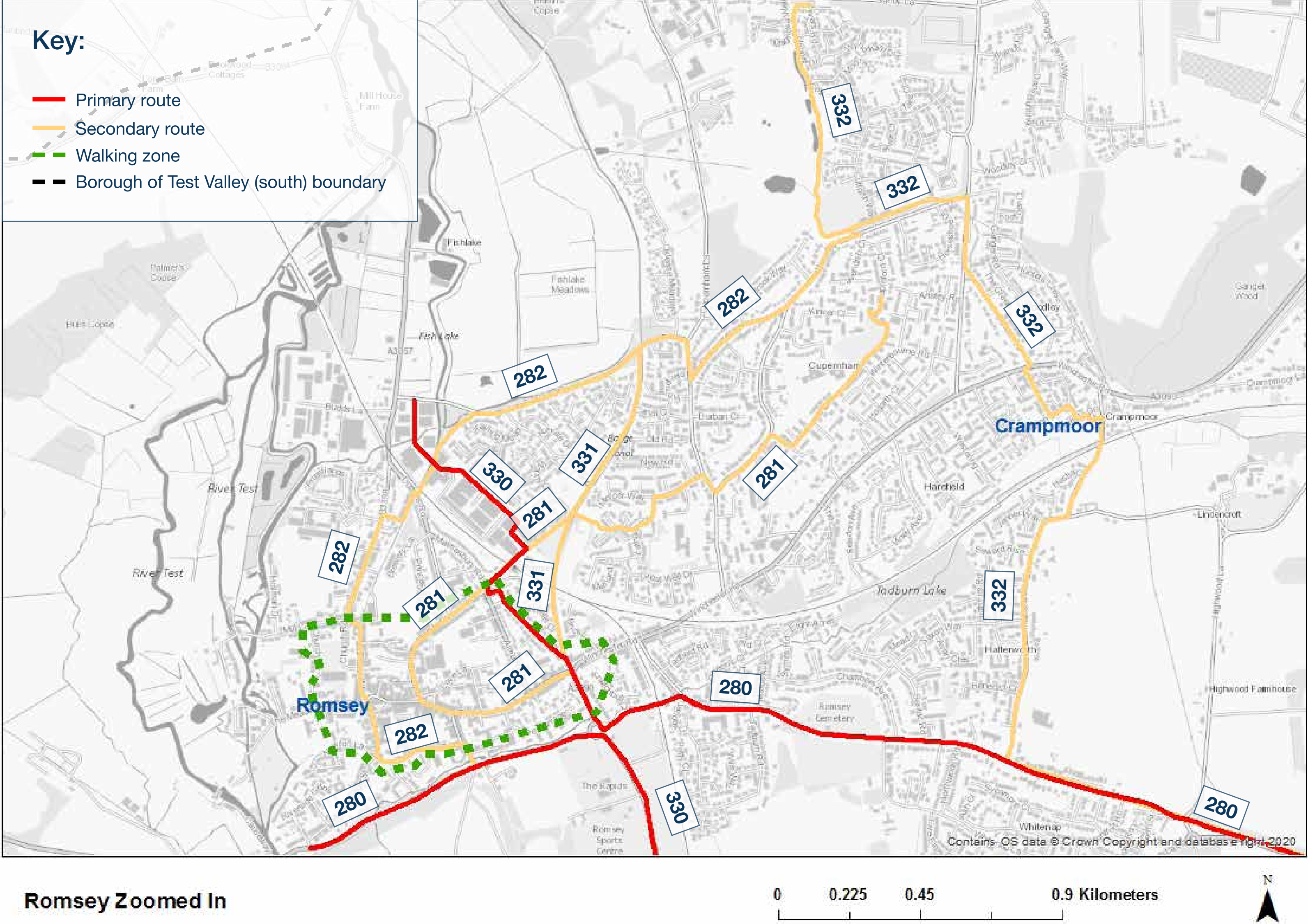
These maps represent an overview of the southern Test Valley area, and the proposed cycle network and walking zone (Romsey centre).

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

The maps also outline some routes that are covered within the Eastleigh Borough, please refer to the Eastleigh Borough LCWIP for further details on those routes.



As the primary focus of this southern Test Valley LCWIP is the travel to work area around Southampton, the continuation of routes north of Romsey into the remainder of the borough of Test Valley will be considered by the LCWIP developed for northern Test Valley.



Methodology

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

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

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

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

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

In July 2020, the Government published Local Transport Note: Cycle infrastructure design (LTN 1/20). The original survey work has therefore been reviewed and updated where appropriate to ensure that the proposals of the emerging plan comply with the new guidance.

LCWIP technical guidance

Under the guidance, the key outputs of LCWIPs are:

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

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

- 1. Determining scope**
Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
- 2. Gathering information**
Identify existing patterns of walking and cycling and potential new journeys (via stakeholder workshops, and important origin / destinations within the area). Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
- 3. Network planning for cycling**
Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
- 4. Network planning for walking**
Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.

- 5. Prioritising improvements**
Prioritise improvements to develop a phased programme for future investment.
 - 6. Integration and application**
Integrate outputs into local planning and transport policies, strategies, and delivery plans.
- Further information on how we developed the LCWIP is provided in section two.

Implementation

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

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

Hampshire’s first LCWIP focus is on the routes and zones that have the greatest potential to convert car trips to walking and cycling trips. This means they

tend to have a more urban focus, where trips are often shorter, and where more people live, work and visit.

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

Increasing cycling capacity in London

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

The six core design outcomes, which together describe what good design for cycling should achieve, are:

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

Adaptability is a measure in the Cycling Level of Service assessment matrix, with scores given against the following factors:

- Public Transport Integration;
- flexibility;
- growth enabled.

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



Margery Street, London WC1X

Consultation

This LCWIP was subject to public consultation in draft form, from 6th September to 31st October 2021.

During the consultation, key stakeholders as well as the general public were invited to view the draft southern Test Valley LCWIP to have their say and share their local knowledge and views on our proposals.

The consultation was hosted via a website called Commonplace, which was accessible via the Hampshire County Council website. Nearly 2000 people visited the Commonplace website for the southern Test Valley borough LCWIP.

Visitors to the Commonplace site could:

- Learn more about LCWIPs
- Take part in a survey on the draft southern Test Valley borough LCWIP
- Add comments to an interactive map (of southern section of the Test Valley borough) to share what was liked, and what needed to change

Completed Online Survey Results

As part of the southern Test Valley LCWIP webpage an online survey was available which was completed by 57 people. The survey was open to individuals as well as groups and organisations.

Respondents were asked to rate their agreement with the proposed walking zone and cycle routes on a 100-point scale. Respondents gave an average of 66, with 35% giving a rating of 75 or above.

Demographics

Demographic data refers to the voluntary information collected about the characteristics of the population that responded to the online survey (completed by the 57 people/groups or organisations).

This data allows us to work out who we are communicating with and the audiences that we need to reach out to in the future.

There were almost equal male and female respondents, with 51% male and 49% female. Within the Test Valley borough as a whole 48.9% of the population is male and 51.1% female (Census 2011). Although it could be seen that there were slightly more females that provided a response, there is scope to target female

audiences and groups in the future, in order to build more of an equal understanding of what is needed to help more people to walk and cycle.

In terms of age, the highest level of respondents came from the 55-64 and 45-54 age brackets, who both shared 19% and 18% respectively of the total responses to the survey.

The lowest age group brackets to respond were 25-34 and 75-84, who both made up 5%. In the middle was the 65-74 age bracket with a 12% share in survey response.

From the latest census data, the largest age group bracket within Test Valley is 40-69, making up 40.2% of the age profile for the borough. The age profile of 20-39 is 22.6% and 17.2% aged over 70. Therefore a majority response from with the 45-64 age bracket was to be expected.

Test Valley borough has a lower number of young adults (aged 20-39) at 22.6%, compared to the wider county at 25.2%. However, the borough does have a higher percentage of those aged 70+, which is 2.1% above the county average. Although it is important to target younger audiences in the future development of LCWIPs, there is also scope to target a much older audience as well, within the borough.

Southern Test Valley Walking Profile

Within the survey people could choose more than one barrier to walking in their local area. From this, and outlined below, were the most common barriers identified. The top three barriers included busy roads, safety of the routes (e.g. unlit routes) and quality of the routes (e.g. surface comfort, facilities).

Walking barriers

Busy roads	78%
Safety of the route	46%
Quality of routes	46%
Availability of suitable crossing points	43%
Personal safety (dark routes/blind corners)	39%
Junctions are still difficult to cross	33%
Quality of facilities	33%
Not enough information on possible routes	24%
Lack of direct routes	22%
Confidence	20%
Other	9%

Almost all (94%) of respondents made trips by walking at least once per week, with the most frequent journeys being for shopping and recreation.

Outlined below, the most common purpose for walking within the area was ‘shopping’, followed by ‘recreation’ and ‘healthier lifestyle’.

Walking journey purpose

Shopping	85%
Recreation	84%
Healthier lifestyle	71%
Visit friends/family	44%
Leisure activities	40%
Get to public transport	31%
Work or volunteering	27%
Get to transport services	18%
Education	7%
Other	4%

Southern Test Valley
Cycling Profile

With respondents being able to choose more than one, the most often identified barriers to cycling locally, as outlined below, were the perceived safety of routes, busy roads, and quality of the routes (e.g. surface comfort, facilities).

Cycling barriers

Safety of the route	77%
Busy roads	77%
Quality of routes	60%
Lack of direct routes	51%
Junctions are difficult to cross	47%
Lack of suitable crossing points	44%
Confidence	35%
Quality of facilities	32%
Lacking cycle storage	32%
Lack info on possible routes	30%
Personal safety	28%
Cost of owning a cycle	7%
Other	9%

Almost two thirds (61%) of respondents cycled at least once per week, most commonly for recreation purposes and to live a healthier lifestyle (70% each).

Cycling journey purpose

Recreation	70%
Healthier lifestyle	70%
Shopping	51%
Visit friends/family	40%
Leisure activities	32%
Work or volunteering	17%
Get to public transport	15%
Get to transport services	8%
Education	4%
Other	2%

The survey asked respondents to prioritise their top three cycle routes, from the proposed network, within the southern Test Valley borough area.

From this the following routes were seen as priority:

- 1. Route 280 – Castle Lane to Fair Oak (by 51%)
- 2. Route 264 – North Baddesley to Chilworth (by 43%)
- 3. Route 330 – Romsey to Nursling (by 39%)

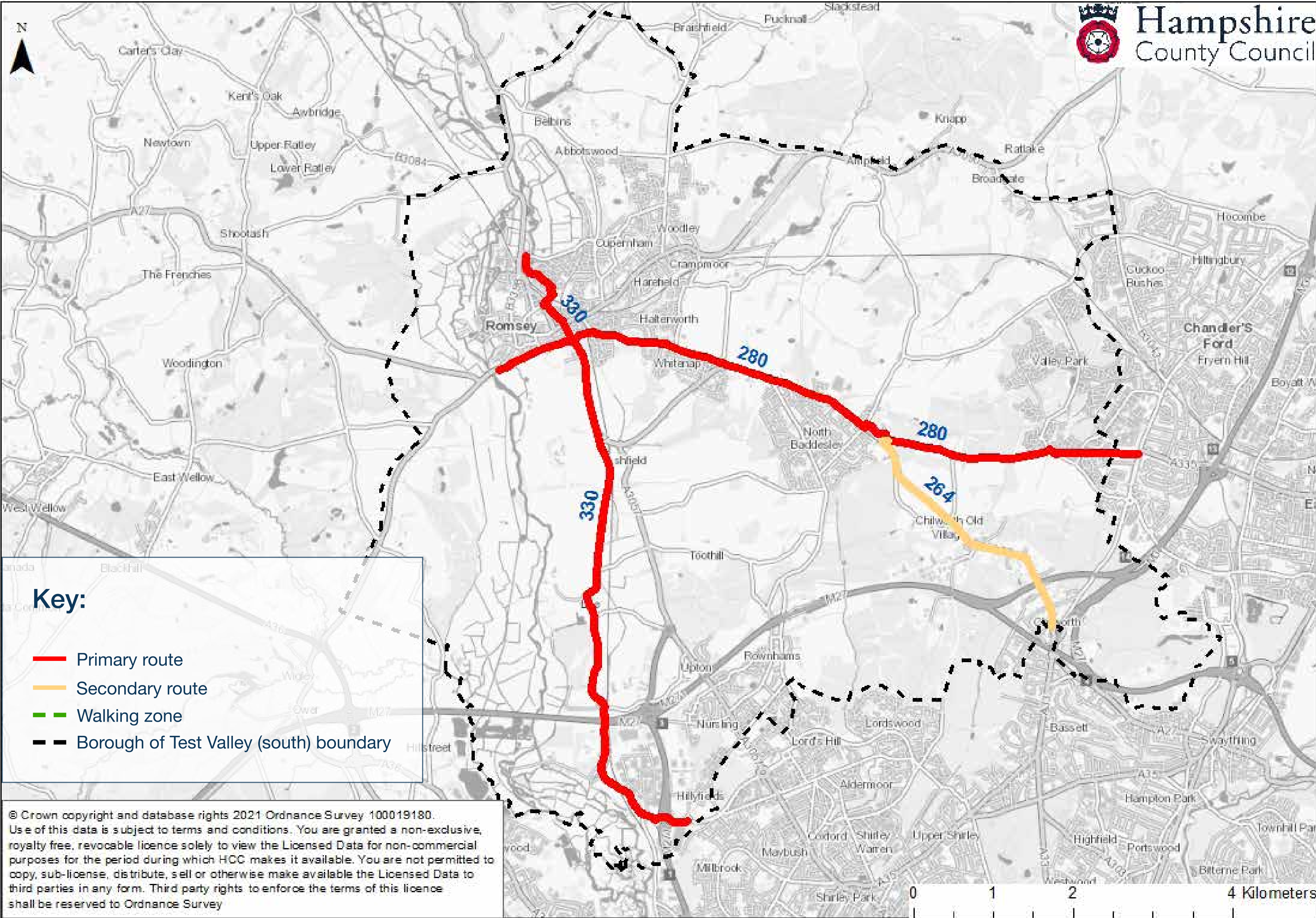
See map of these routes on the next page.

Within the Prioritisation chapter of this LCWIP the top five route sections are illustrated as the priorities within this section of the borough.

62% of respondents would walk and 71% would cycle more if the walking zone and cycle routes set out in the plan were implemented.

As part of the consultation further comments were invited via email, through an interactive map and on Facebook. Among those who commented via these means, the most common suggestions were to clearly distinguish between recreational activities and practical activities for cycling and walking, and the facilities provided. Not to provide shared use facilities for walkers and cyclists and to consider the appropriate walking and cycling facilities for new developments within the local area.

Top three priority routes from consultation



Walking and Cycling Principles

Respondents were also asked to respond to Hampshire’s Walking and Cycling Principles (as outlined within this LCWIP).

Out of the 49 respondents who commented on the principles, 35 supported them (71%).

General comments on the principles wanted to see safety as a priority, providing better segregation for walking and cycling routes, to avoid confusion, and improved links to new developments.

Those welcoming the principles agreed that they will help shape a more consistent approach to current developments and future transport schemes.

Interactive Map

As part of the Commonplace site, an interactive map gave people the opportunity to have their say on the proposed southern Test valley LCWIP network and walking zone, and to share their experiences of travelling through those areas.

By dropping pins on the interactive map, they could discuss how they felt about a location and what cycling and walking related improvements they would like to see there. Respondents were able to drop a pin anywhere within the LCWIP area, and not just on the proposed cycle network and walking zones.

The results can be seen within the maps on the next few pages.

This information will be invaluable in helping to shape the future LCWIP cycle network and future walking zones in providing designers with user experience at an early stage. It has also been reviewed in updating the cycling potential options to meet the latest cycle design guidance.

During the public consultation, officers at Hampshire County Council also held an online briefing for County Councillors and a number of key stakeholder user groups on the progress of the LCWIPs, and Hampshire’s long term ambitions for them once adopted.

The purpose of this briefing was to provide information and to answer any questions. It was encouraged at the briefing for any Councillor or stakeholder to provide comments and feedback via the consultation process.

Test Valley Borough Council feedback

Test Valley Borough Council have supported the development of the LCWIP document and see this as an opportunity for working closely together with HCC to secure successful cycling and walking improvements for this section of the borough. It is intended that the rest of the Test Valley borough will be covered by an LCWIP at a later stage.

It is clear from the cycle commuting rates in the southern Test Valley that there is scope to encourage even greater rates in the area.

The Borough Council recognises the importance of active travel in leading healthier lives, reducing air pollution and reducing CO2 emissions.

Cycling and walking are important elements in supporting their new development sites and consequently this makes it even more useful to make stronger links between this LCWIP and the Test Valley Local Plan (2016).

Test Valley Borough Council provided comment to Hampshire on the draft LCWIP via the formal consultation process. Where they supported and welcomed the LCWIP as a means to improve walking and cycling infrastructure within this section of the borough.

It was also outlined within their comments that the LCWIP will assist in the delivery of a number of the borough Council’s corporate objectives and strategies, as well as supporting a number of HCC strategies.

To supplement this, and broaden future options, Test Valley Borough Council acknowledged the importance of the LCWIP proposals in capturing the aspirations of Romsey Futures, as outlined within their Infrastructure Workstream Report. This report sets out a series of improvements to cycling and walking infrastructure for the Romsey area.

Test Valley Borough Council have noted that the final LCWIP document for this area has potential for adoption as a Supplementary Planning Document (SPD). Test Valley expressed that they are keen to continue working with HCC to enable this document to be adopted as an SPD, should that be considered appropriate or necessary.

How will the feedback be used?

All consultation feedback will be used to:

- Identify future areas of network development and future walking zones.
- Help prioritise the potential options in this LCWIP to take forward to feasibility design. As part of the prioritisation methodology outlined within the Prioritisation section.
- Demonstrate public support for funding opportunities, via consultation results and feedback.
- Inform designers about local views and experiences before they design any future improvements.

In addition, respondents who provided their email addresses, via Commonplace, can be contacted in the future to provide further information or share their views on local proposals.

Sentiment Map of southern Test Valley LCWIP Network

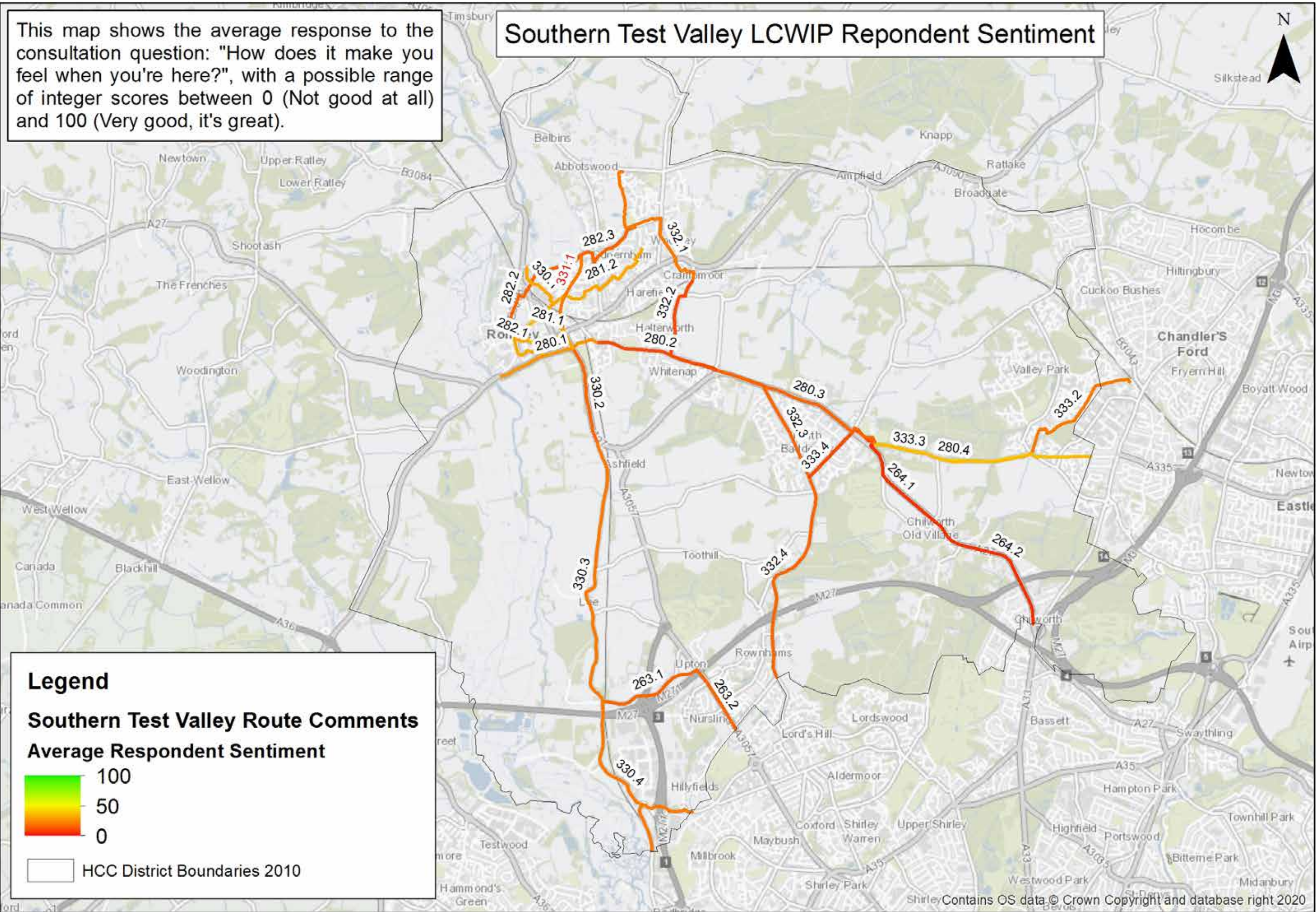
As part of the interactive mapping, we were able to measure how people felt using a route, within our proposed network.

The following map illustrates the average response to the question ‘how does it make you feel when you’re here’?

The responses were then colour coded to indicate an average from 0 = “not good at all” (red) to 100 = “very good, it’s great” (green).

It can be seen from this map which sections of route are felt to be better than others. For example route 264, North Baddesley to Chilworth, scored close to “not good at all” whereas route 281, The Hundred to Stapleford Close, scored marginally better. Over all most routes scored between 0 and 50.

This information will help inform the overall prioritisation of routes within the borough, as outlined with the Prioritisation section of this LCWIP.



Off LCWIP Network Comments Map

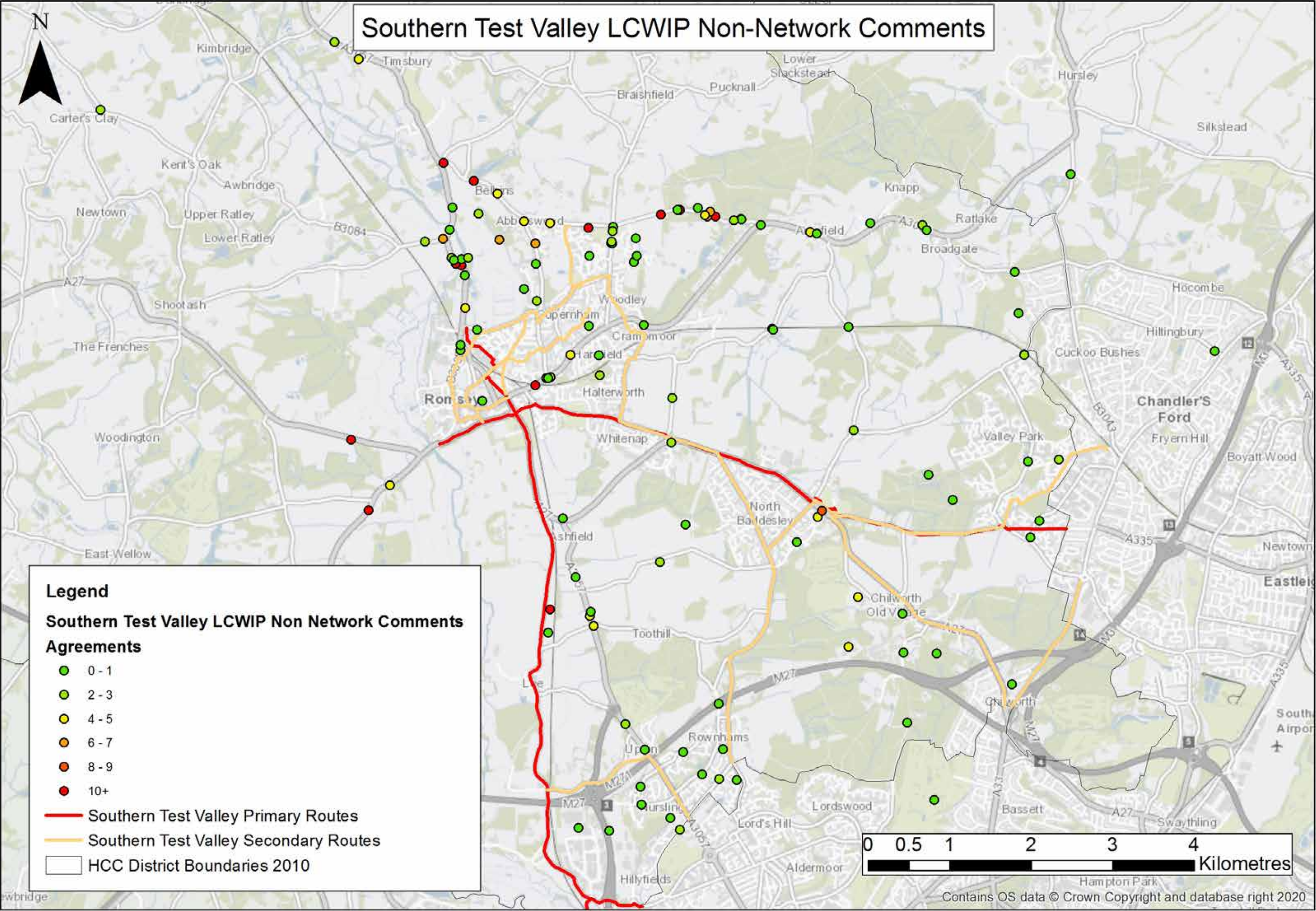
This map shows comments received that were placed off of the proposed cycle network and walking zone.

This map will be used to help focus the investigation of further cycle routes within the borough, as the network is reviewed in the future, in line with the LCWIP guidance (every 5 years, or as local circumstances change with levels of development etc).

For example, it can be seen that the A3090, Jermyns Lane, and the A3057 are clearly routes that received a lot of comments and could be considered as new routes within the network.

Any new route proposals will need to be measured against other parallel routes from the existing network, i.e. Cupernham Lane and Braishfield Road, to choose the best option to develop first.

The comments on this map have also been weighted in terms of how many agreements they received, throughout the public consultation period, helping us further with our focus on future locations and routes within this LCWIP.



Prioritisation

One of the key outputs of an LCWIP required by government is a prioritised programme of infrastructure improvements for future investment.

In this context, priority is generally given to the improvements that are likely to have the greatest impact on increasing the number of people who choose to walk or cycle, and therefore provide the greatest return on investment from funding. To this end, prioritisation takes into account packages of improvements to a zone or route rather than assessing individual elements.

The pace at which progress is made in delivering priorities will depend upon the level of funding secured, both from government and locally. Our approach is therefore to rank walking zones and walking and cycling route sections in a scoring matrix to show how each scheme scores against the criteria suggested in the guidance.

The scoring matrix in this LCWIP is unweighted, however weighting can be added to reflect the criteria set out in a funding opportunity. For example, in bidding for levelling-up funds, we may give deprivation criteria a higher weighting to see which schemes would align best with the fund criteria. Alternatively, if development funding becomes available schemes local to the site are most likely to meet the requirements of

the National Planning Policy Framework (NPPF) and could be given higher weighting.

Methodology

The LCWIP technical guidance suggests a prioritisation methodology based on four key themes, with a brief description of each theme as follows:

- **Effectiveness** – The forecast increase in the number of walking and cycling trips
- **Policy** – Delivery against policy objectives, such as improvements to health and inclusion
- **Economic** – High level costs for construction
- **Deliverability** – Including public acceptability, feasibility and environmental constraints

Within each theme there are a number of metrics which require the input of certain information, as set out below:

Effectiveness

- Propensity to Cycle Tool commute and school trips - forecast increase in walking and cycling trips (government target);

- Population – number of people who could directly benefit (400 metre buffer from the routes/zone);
- Existing data on pedestrian and cycle road casualties (last five years);
- Air Quality Impact – is the route/zone near an Air Quality Management Area?;
- Integration with other highway schemes (planned or in progress).

Policy

- Delivery against policy objectives, such as improvements to health and inclusion – these include:
 - Average life expectancy (of the borough/district);
 - Social Isolation Index;
 - Presence of Obesity: Year 6 Children (%).

- Importance of the intervention for particular user groups – these include:
 - Indices of Multiple Deprivation Score;
 - Living Environment Deprivation Domain: Outdoors Living Environment Sub-score;
 - Levels of car ownership per household

- (average % over subsection);
- Education establishments (Infant, Primary and Secondary Schools, Further education) within 400m.
- Health establishments (i.e. health centres etc within 400m.

- Top priority routes outlined via survey responses.
- Average respondent sentiment, from public consultation, to – How does it make you feel when you are here?

Economic

- High level cost estimates for each corridor and zone section.
- Potential to attract funding (availability of local funding i.e. s106 contributions).

Deliverability

- Scheme feasibility including ability to deliver to LTN1/20 e.g. due to land availability, difficulty in reducing on-street parking etc.
- Scheme feasibility due to environmental constraints, e.g. conservation areas.

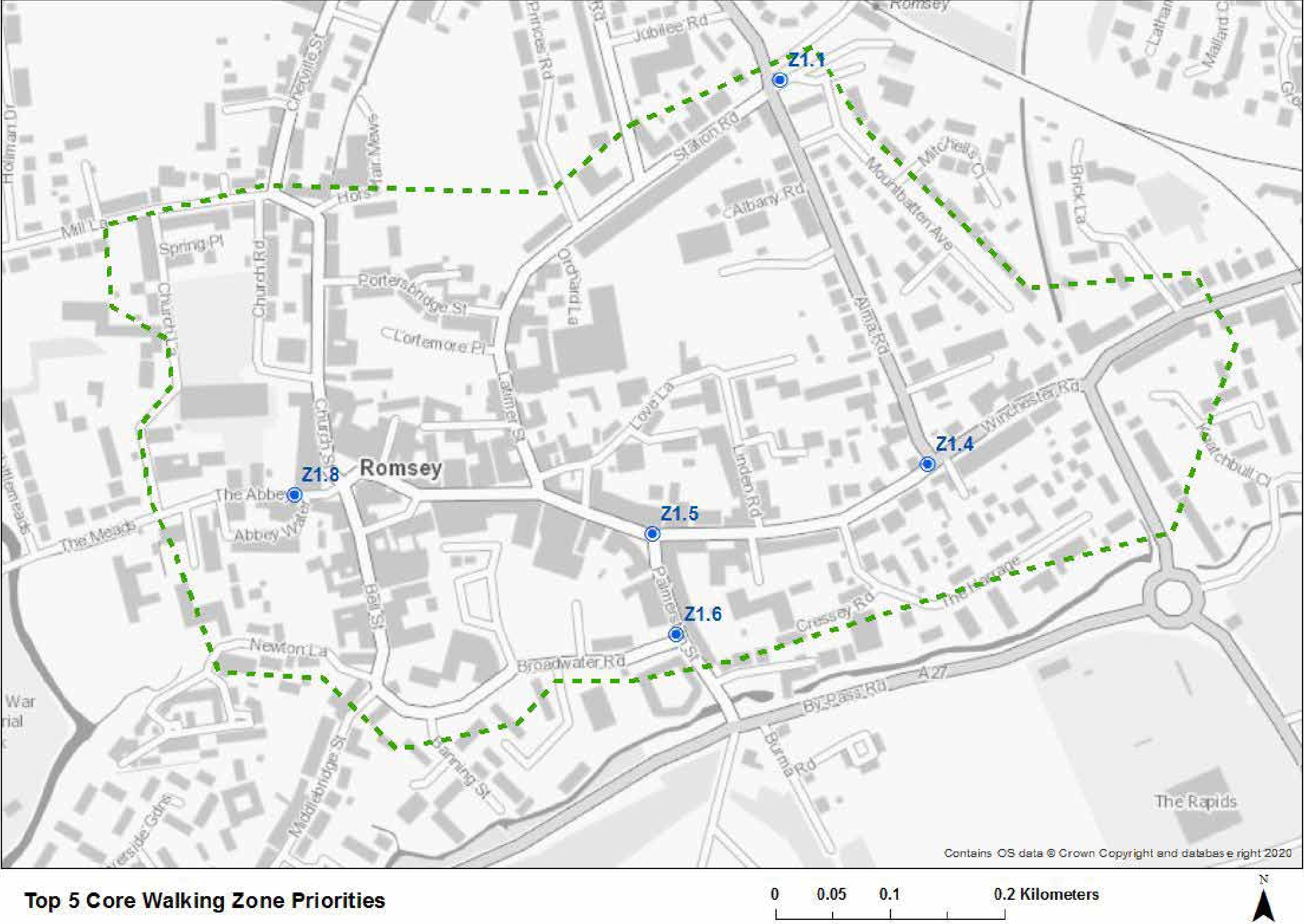
For this LCWIP each route or walking zone has been divided into its subsections (280.1, 280.2, Z1.1, Z1.2 etc...). This allows for improvement options to be grouped together which will help in the deliverability of the potential options, in terms of both cost and phasing.

Data for each of the metrics, contained within the themes above, has been collected and used to provide an unweighted prioritised list of future schemes for walking and cycling within the borough.

The top five ranked areas within the southern Test Valley walking zone are contained in the following table and map.

Walking zone – Top five route sections

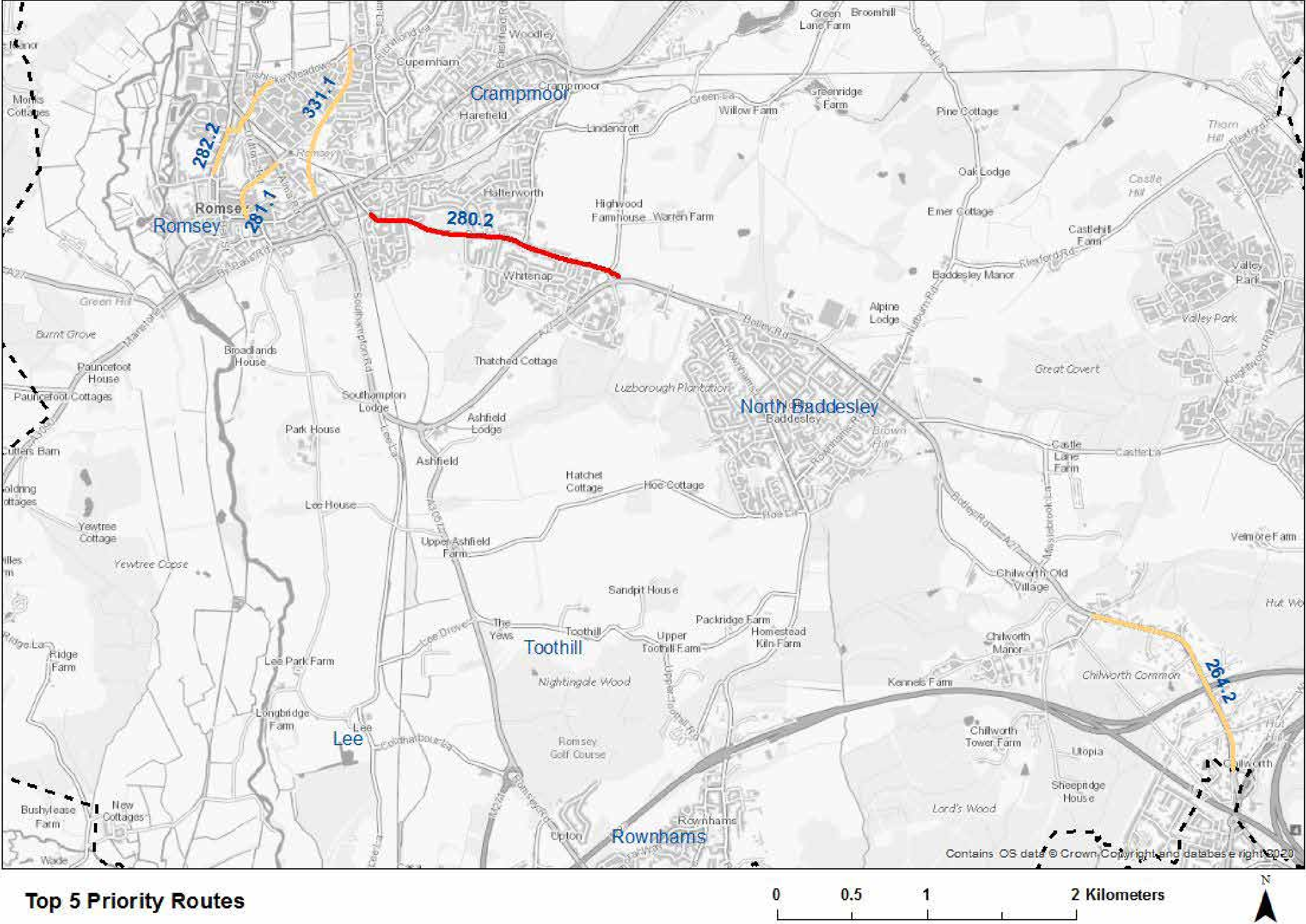
Priority ranking	Route section	Location
1	Z1.5	The Hundred
2	Z1.4	Alma Road (A3057) junction
3	Z1.6	Broadwater Road
4	Z1.8	The Abbey
5	Z1.1	Station Road



The top five ranked cycle routes are contained in the following table and map.

Cycling network – Top five route sections

Priority ranking	Route section	Location
1	281.1	The Hundred – Romsey Station
2	281.2	Romsey – Fishlake Meadows
3	331.1	Romsey Plaza Theatre path – Fishlake Meadows
4	280.2	Botley Road – A27 Roundabout
5	264.2	Chilworth Village – Chilworth



Funding and next steps

How will schemes be funded?

The pace at which progress is made in delivering the LCWIP route priorities will depend entirely upon the level of funding secured.

The government has announced that funding for active travel will be awarded to local authorities based upon competitive bids, such as the levelling up fund, capability fund and active travel fund, in addition to the annual Local Transport Plan allocations made by Government to local transport authorities. In the future other government funding maybe announced.

Other funding sources include developer contributions and locally derived funds, such as local authority and community resources. It is likely that some local Test Valley Borough funding may be required to potentially help boost bids for any HCC government funding received, in the future. This would be discussed with relevant officers at Test Valley Borough should this need arise.

It is important that the limited local resources that are available are used to best effect, for example in securing large amounts of Government funding but also in meeting local priorities, for example where a modest intervention is able to unlock local access within a community. It is also the case that local

priorities maybe able to provide a slightly broader focus, for example by improving health and wellbeing outcomes for local residents, where this is a priority and investing in rural communities where it might prove difficult to meet value for money criteria based upon the numbers of people to benefit.

It is important to note that the evidence base for LCWIPs has been the existing pattern of development and committed development and therefore does not take into account demand from new development i.e. those sites without planning permission.

It will be necessary for developers, in bringing forward their proposals to ensure that the new communities or employment zones proposed can be fully connected into the wider community with high quality walking and cycling routes for people to access local facilities. Equally, existing residents should be able to access local facilities provided within new development such as jobs and education opportunities.

The costs for the potential options for cycling are based on the DfT LCWIP guidance, which are in 2014/15 prices. The potential options for walking costs are based on publicly available scheme costings, from similar highway authorities. Costs will be kept under review and updated as appropriate when more data on the cost of these types of schemes is locally and

nationally available. All potential options are based on concept only, not feasibility.

What’s happened since the LCWIP public consultation?

Hut Hill – Chandlers Ford to Chilworth Cycleway

Hut Hill is located within both Eastleigh and Test Valley districts and borders Southampton City at the southern extremity.

Works were completed in summer 2022 to provide a 3 metre wide off-road shared use cycle/footway along Hut Hill, linking Chandlers Ford with Chilworth to improve facilities for those travelling between the settlements.

The total length of the Hut Hill shared use cycle/footway is approximately 2km, commencing at the Bournemouth Roundabout, close to Hampshire Corporate Business Park and passing over the M27 Motorway to connect with the top of The Avenue.

This scheme is part of Transforming Cities with the aim to increase sustainable travel between Southampton, Chandlers Ford, and the wider Hampshire region.

Next steps

HCC plans to work closely with the local borough in helping to deliver the outcomes of the LCWIP.

It is envisaged that the LCWIP will need to be reviewed and updated approximately every four to five years to reflect any progress made with implementation.

LCWIPs should also be updated if there are significant changes in local circumstances, such as the publication of new policies or strategies, major new development sites, or new sources of funding.

Hampshire County Council walking and cycling principles

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

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

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

These principles have all been established via County Council Member and Officer steering groups and consulted widely through these groups.

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

The principles sit under three headings:

- 1. Overarching Principles;**
- 2. Planning;**
- 3. Design and Implementation.**

1. Overarching Principles

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

2. Planning

- Engage a wide range of users, and potential users, in the design process.
- Reframe the potential for walking, cycling and public

transport to work together for longer distance journeys.

- Trial new things, and if they do not work, we'll change them.

3. Design and implementation

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

These principles, when applied, will help reinforce Hampshire County Council's goals in delivering a healthy, sustainable, and active county, well into the future.

Hampshire Walking and Cycling Strategies

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

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

The strategies aimed to:

- set a strategic framework to support the planning and development of cycling measures with local partners and support the development of local walking strategies;
- provide a means to prioritise funding for cycling to the best value for money investments for active travel modes;
- help support the County Council in attracting and realising additional funding opportunities for active and sustainable transport measures.

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

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

For further information on the Hampshire County Council Walking and Cycling Strategies please follow this link – hants.gov.uk/transport/strategies/transportstrategies

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

Improving walking and cycling infrastructure in Manchester

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

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

Taking action

1. Publish a detailed, Greater Manchester-wide walking and cycling infrastructure plan in collaboration with districts.
2. Establish a ring-fenced, 10 year, £1.5 billion

infrastructure fund, starting with a short term Active Streets Fund to kick-start delivery for walking and cycling. With over 700 miles of main corridors connecting across Greater Manchester, this is the scale of network being aimed for.

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



Test Valley Borough Council planning policy

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

Test Valley Borough Council cycle strategy and Network SPD

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

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

For more information follow this link:

testvalley.gov.uk/communityandleisure/cyclingwalking/cyclestrategyspd

South of Romsey town centre masterplan

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

For more information on this follow this link:

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

How Edinburgh and Glasgow are improving cycling infrastructure

Scotland's plan is that a shared national vision for a 10% modal share of everyday journeys by bike is being targeted, with a related clear aspiration for reduction in car use, especially for short journeys, by both national and local government. They state that a long term increase in sustained funding is required, with year-on-year increases over time towards a 10% allocation of national and council transport budgets as are currently being achieved in Edinburgh. The primary investment focus is on enabling cycling through changing the physical environment for short journeys to enable anyone to cycle. There is commitment to a shared vision of 10% of everyday journeys by 2020 by bike, and positively promoting modal shift away from vehicle journeys which will over time reduce car use for local trips.

At its meeting on 9 February 2012, Edinburgh City Council committed to spend 5% of its 2012/13 transport budgets (capital and revenue) on projects to encourage cycling as a mode of transport in the city, and that this proportion should increase by 1% annually. This funding would be used to support the delivery of the Active Travel Action Plan (ATAP). In 2010, the

Council approved its ATAP, which seeks to build on the high level of walking in Edinburgh and the growing role of cycling. It set targets of 10% of all trips and 15% of journeys to work by bike by 2020. These targets are incorporated in the Local Transport Strategy.

South West City Way, Glasgow

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



Before



After

Government Vision for Walking and Cycling

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

The key principles that underpin LTN 1/20 are*:

Summary taken from DfT’s Gear Change. A bold vision for cycling and walking.

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

When reading this LCWIP, keep in mind that a number of recommendations for new zebra crossings may not meet HCC’s current policy as it relates to pedestrian, vehicle ratios (PV2).

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

For the full information on these documents please see:

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

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

Cycle parking

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

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

The new LTN 1/20 states that:

- *Cycle parking is an essential component of cycle infrastructure. Sufficient and convenient residential cycle parking enables people to choose cycling. At the trip end, proximity to destinations is important for short stay parking, while for longer-stay parking security concerns can be a factor. As with other infrastructure, designers should consider access for all cycles and their passengers.*

Cycle parking would be considered as part of relevant schemes and is something that is also being considered as part of Hampshire’s developing Local Transport Plan 4 (LTP4).

Some examples of best practice cycle parking:



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



An example of cycle hub parking facilities – Winchester Train Station

Wayfinding

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

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

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

The new LTN 1/20 states that:

- *There is a balance to be struck between providing enough signs for people to be able to understand and follow cycle infrastructure and ensuring that the signs themselves do not create confusion or street clutter. Routes on other rights of way not on the highway can use customised waymarking.*

Hampshire County Council would include wayfinding as part of our network planning in all schemes, in line with LTN1/20.

Hut Hill – Chandlers Ford to Chilworth Cycleway

Hut Hill is located within both Eastleigh and Test Valley districts and borders Southampton City at the southern extremity. It is made up of the southern section of the C358 Bournemouth Road and C231 Winchester Road.

Works were completed in summer 2022 to provide a 3 metre wide off-road shared use cycle/footway along Hut Hill, linking Chandlers Ford with Chilworth to improve facilities for those travelling between the settlements.

The total length of the Hut Hill shared use cycle/footway is approximately 2km, commencing at the Bournemouth Roundabout, close to Hampshire Corporate Business Park and passing over the M27 Motorway to connect with the top of The Avenue.

This scheme is part of Transforming Cities with the aim to increase sustainable travel between Southampton, Chandlers Ford, and the wider Hampshire region.



Low traffic neighbourhoods

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

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

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

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

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

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

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

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

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

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

Source: Living Streets

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



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



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



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

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

Hampshire’s approach to low traffic neighbourhoods

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

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

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

*Source: enjoywalthamforest.co.uk/

Section two

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Introduction

Section two of this document provides information on how it was developed and the technical evidence that was gathered in the preparation of this LCWIP.

Gathering information

Comprehensive information and data sources were provided by Hampshire County Council and Test Valley Borough Council, which was augmented by publicly available datasets from the 2011 Census (e.g. population and employment), DfT Traffic Counts, Road Traffic Collisions, schools, public amenities and previous consultation plans exploring existing and new networks. Review and analysis of the data was undertaken using a bespoke online map created on Sustrans Earthlight platform. The main trip generators were identified and an initial network mapped out to link residential areas with these locations.

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

The information gathered from the stakeholder workshop was used to inform the cycle network and walking zone. Highlighting the need for improvement in areas that were not necessarily evident when analysing PCT data alone.

Existing walking and cycling network

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

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

Trip generators

An important starting point in designing a walking and cycling network is to determine the likely origin and destination points for everyday trips to work, school,

shopping and leisure. DfT LCWIP guidance provides a list of key trip generators to consider, as part of the network planning stages.

The trip generators map on page 32 gives a visual indication of the destinations, including: employment areas, secondary schools, shopping areas, hospitals, leisure or sports centres. The key trip generators included for the southern Test valley Borough were agreed via the stakeholder workshop and also verified by desire lines from PCT data. Future development sites such as draft local plan allocations give an indication of potential future transport demand.

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

Population densities are generally higher in central areas and more dispersed further out, which suggests

that short trips are likely to be concentrated in these central areas. However, most residential areas are within 5km of many major destinations, providing a strong argument in favour of a comprehensive walking and cycling network across the whole urban area.

Propensity to cycle (PCT) data

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

The school travel map (displayed on the following pages) shows weak flows across the Test Valley borough south area, concentrated on the main urban centres, with a strong flow between North Baddesley and Romsey. It should be noted that education and escort to education is only 13% of all trips nationally. We have also analysed the short car trips under 5km for journeys to work, on the basis that these might reveal the potential for modal shift towards walking and cycling.

These show strong flows in Romsey, with weaker flows between the urban centres due to the distances involved. This map suggests that there is good potential for modal shift in Romsey.

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

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

Network planning for cycling

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

The sequence below reflects the series of maps on the following pages:

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

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

Network planning for walking

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

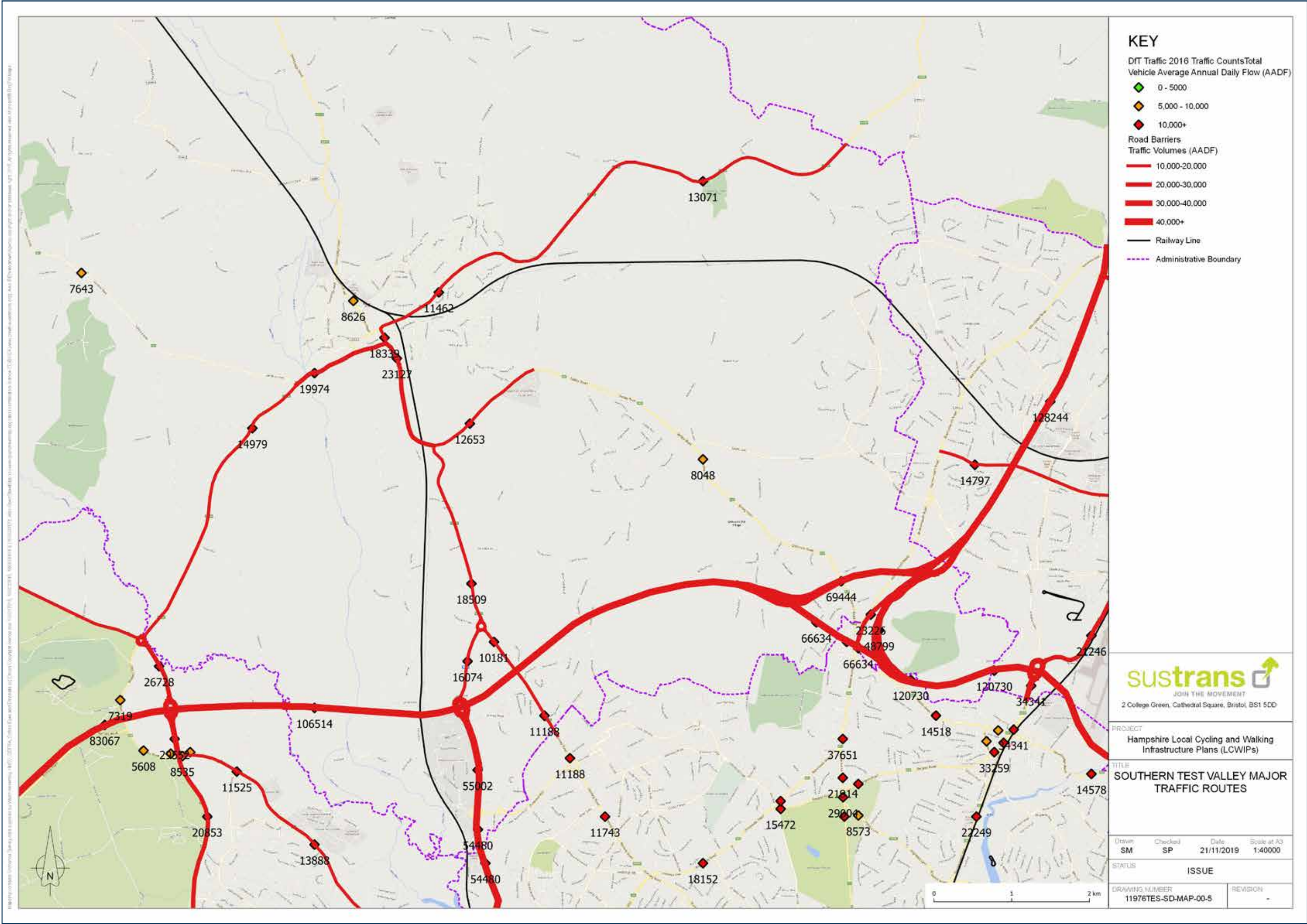
When the cycle network is designed, it will be vital to ensure that people on foot do not have a reduced level of service, for example no existing footways to be converted to shared use without widening. All crossings on the cycle network must accommodate people on foot and on bikes.

Major traffic routes

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

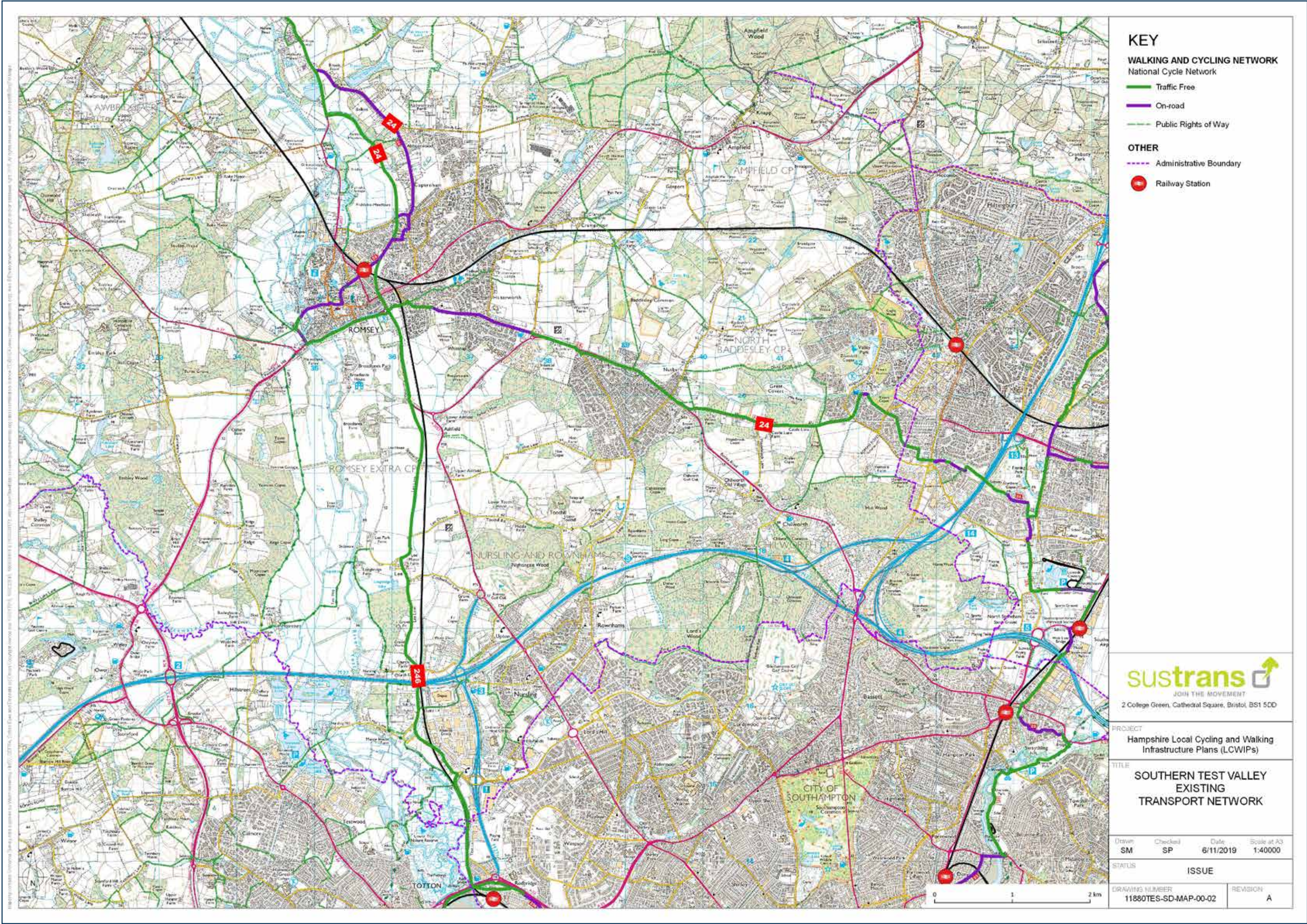
The railway and its crossings can also be considered barriers to access, connectivity and movement in the southern Test Valley area. Often restricting and filtering access to certain points within the current network.

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



Existing transport network

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

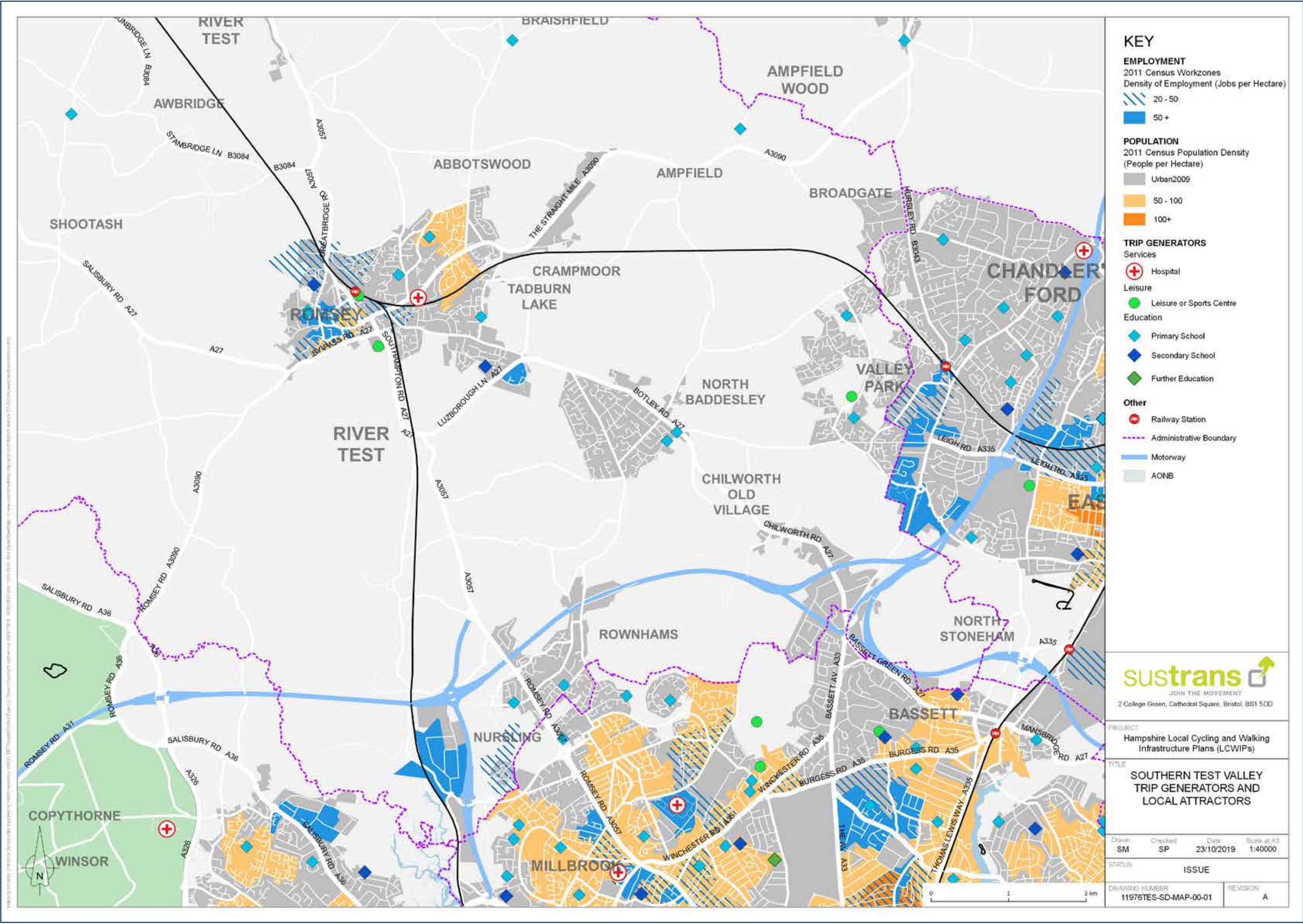


Trip generators and key destinations

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

An important starting point in designing a walking and cycling network is to determine the likely origin and destination points for everyday trips to work, school, shopping and leisure. DfT LCWIP guidance provides a list of key trip generators to consider, as part of the network planning stages. The trip generators map pages gives a visual indication of the destinations, including: employment areas, secondary schools, shopping areas, hospitals, leisure or sports centres.

The key trip generators included for the southern Test Valley Borough were agreed via the stakeholder workshop and also verified by desire lines from PCT data. Future development sites such as draft local plan allocations give an indication of potential future transport demand.



Propensity to cycle tool data

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

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

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

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

- **Gender Equality:** where women cycle as frequently as men;
- **Go Dutch:** if cycling levels were the same as in the Netherlands;

- **Government Target:** where cycling levels meet the current target for government's aim for cycling.

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

It is worth noting that whilst the model builds an assessment of cycling propensity, it does not segment potential users, or provide any insight into people on foot. Although this model does provide planners with an overview to identify areas for appropriate investment for cycling trips to work, it does not provide further information on those potential cyclists and their personal attributes and behaviours to help design the most effective interventions.

In relation to the PCT maps contained within the Mapping Data chapter of this LCWIP the first map shows current levels of cycling to work, which are above the UK average in Test Valley, the second map

shows the Government Target scenario which indicates a relatively modest increase in cycle commuting.

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

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

The Go Dutch scenario represents what would happen if English and Welsh people were as likely as Dutch people to cycle a trip of a given distance and level of hilliness. This scenario thereby captures the proportion of commuters that would be expected to cycle if all areas of England and Wales had the same infrastructure and cycling culture as the Netherlands. We have created a series of maps based on data available on the PCT website, which are displayed within the mapping data section of this LCWIP.

These maps will outline the following scenarios:

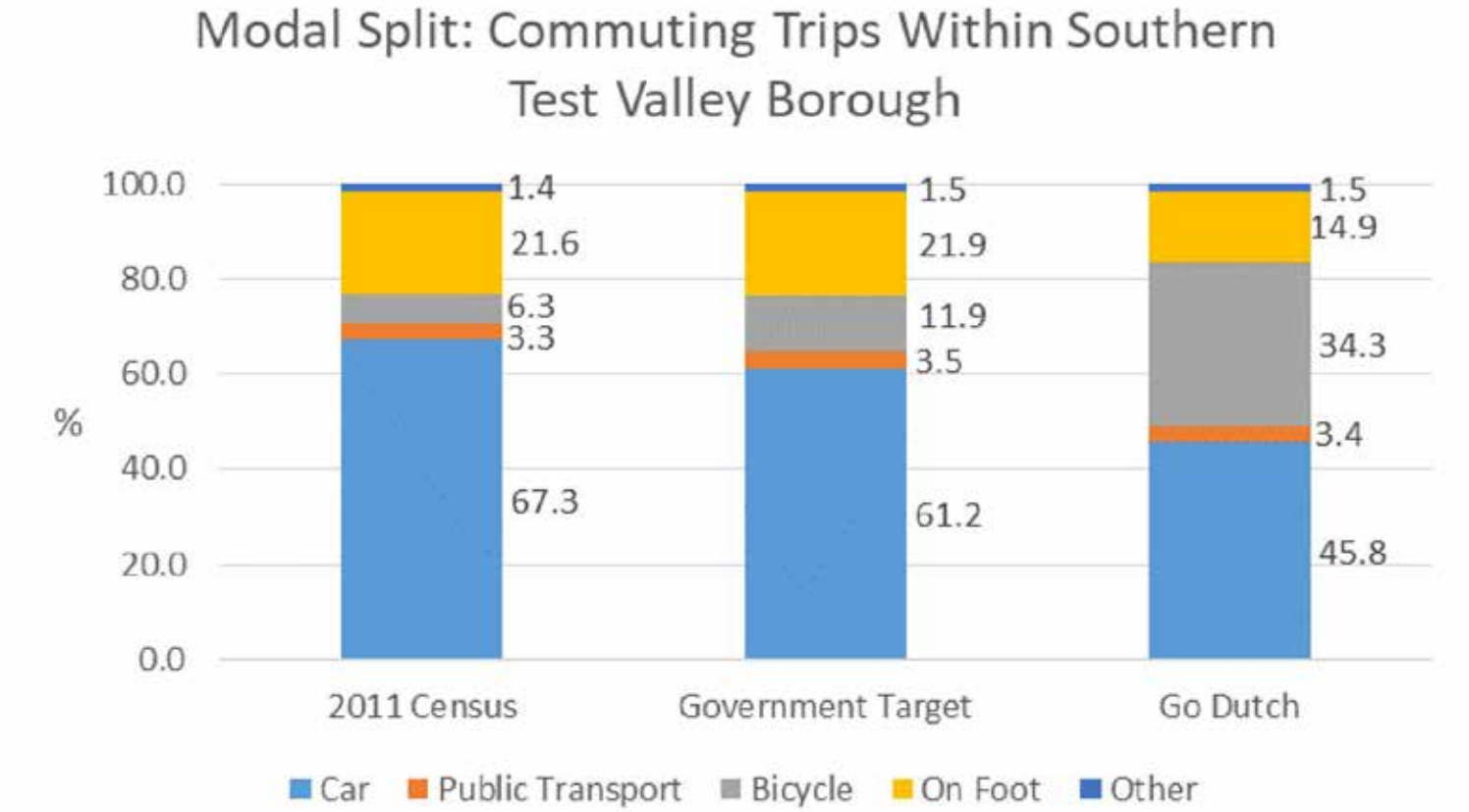
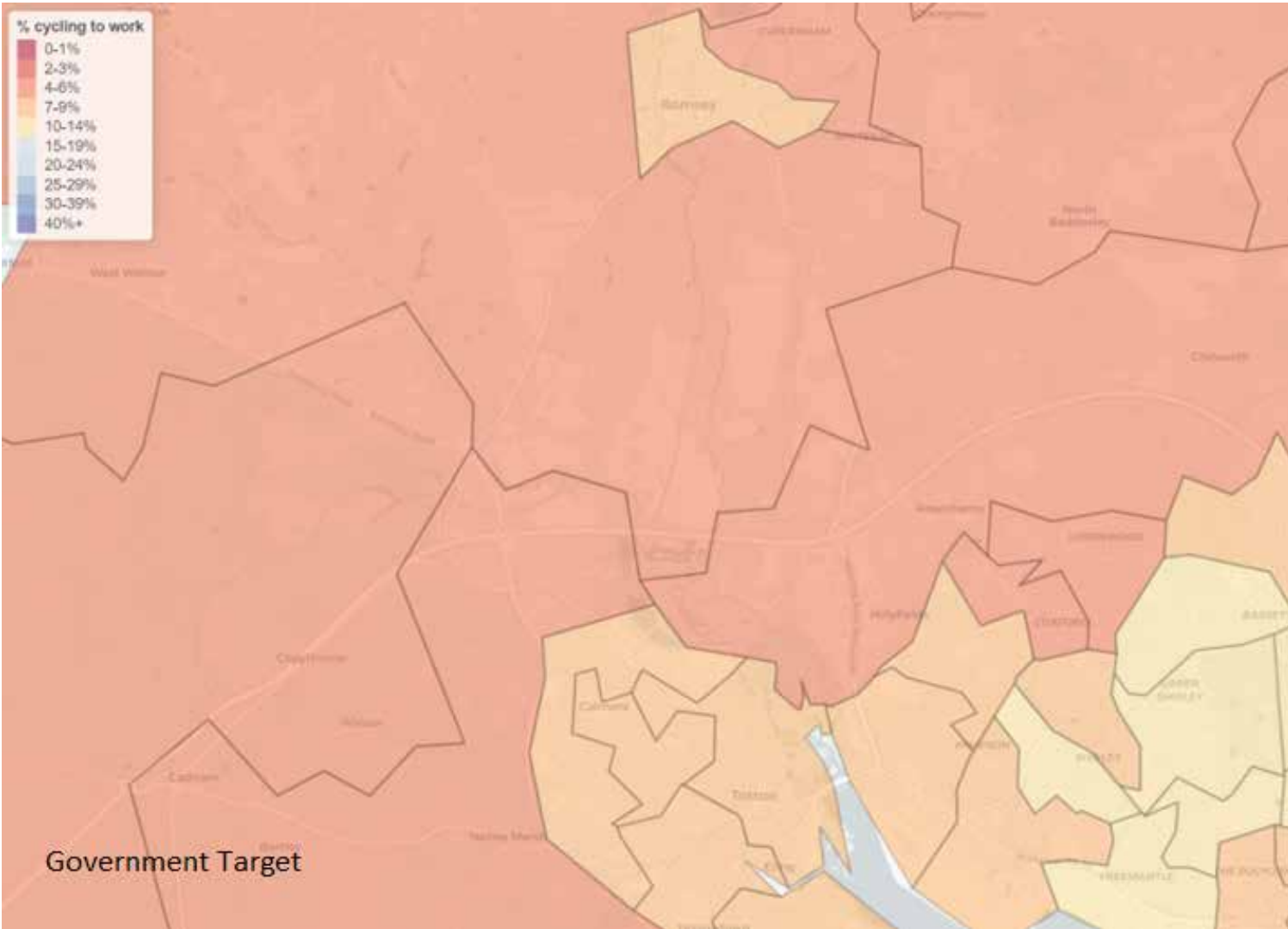
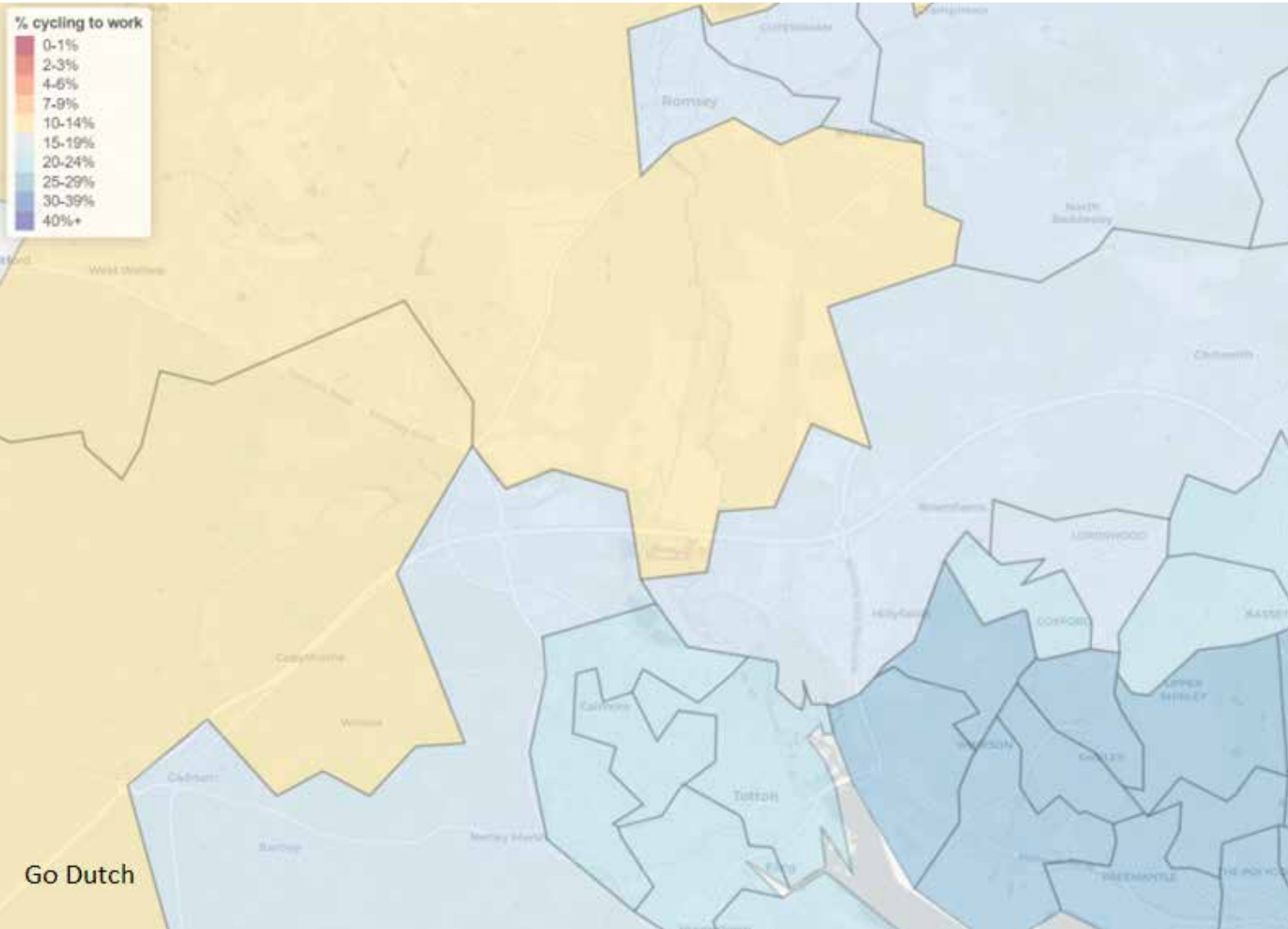
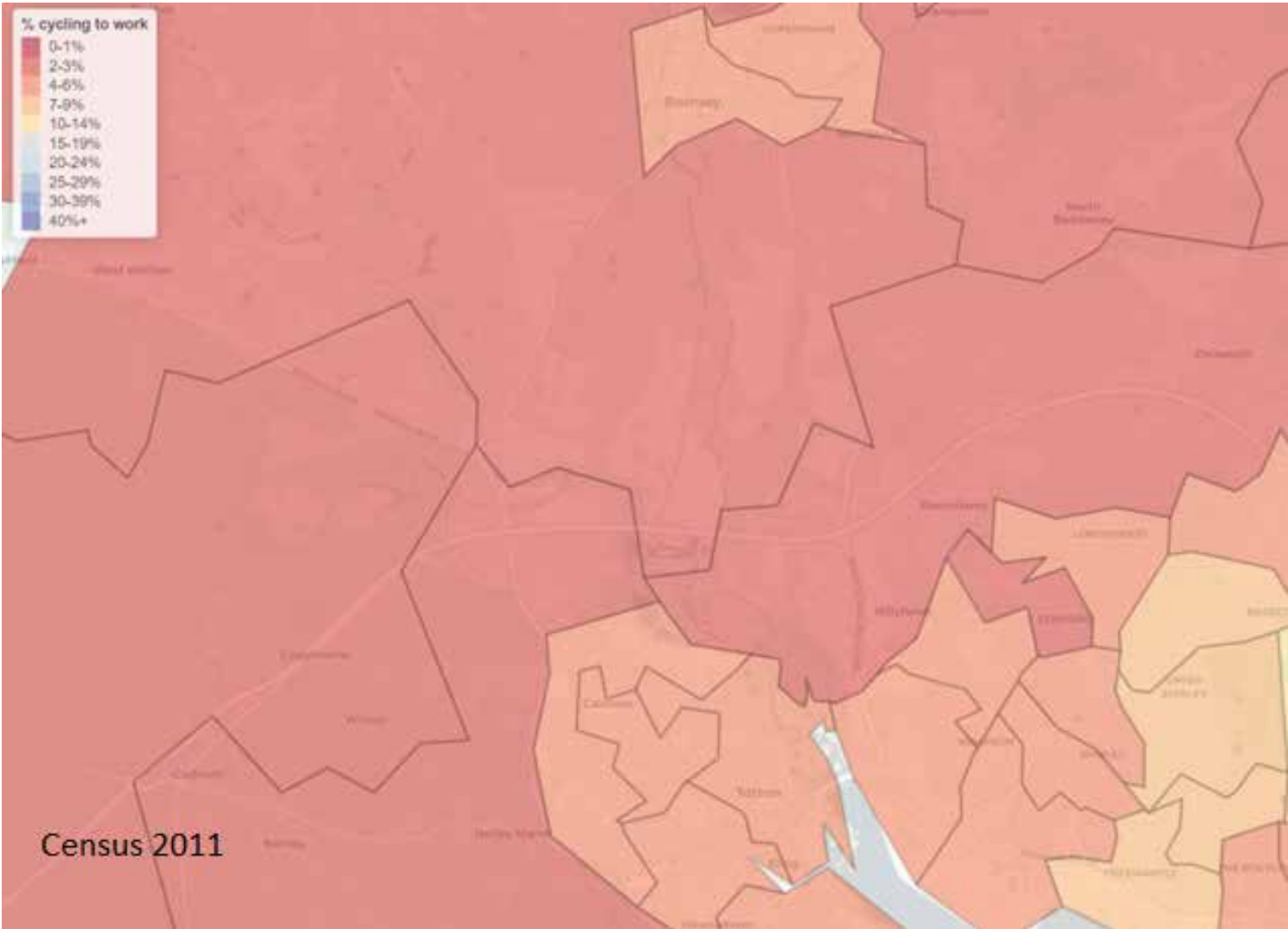
- commuter and school travel area data for Test Valley Borough, based on the Census 2011, Government target and Go Dutch scenarios;
- commuter route data for Test Valley Borough, based on the three scenarios;
- school route data for Test Valley Borough, based on the three scenarios;
- commuter short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

PCT commute data

Census 2011:
Baseline data

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

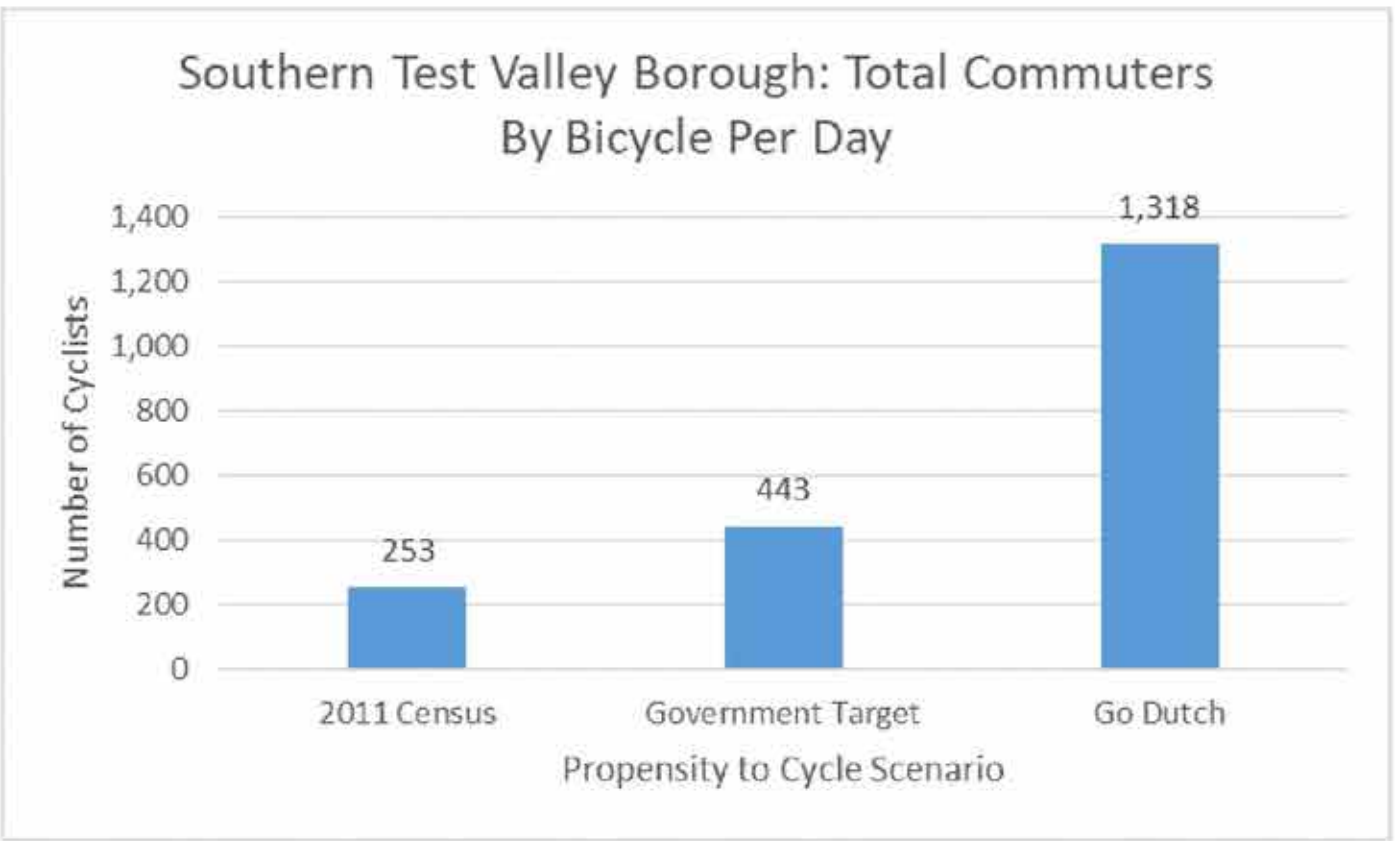
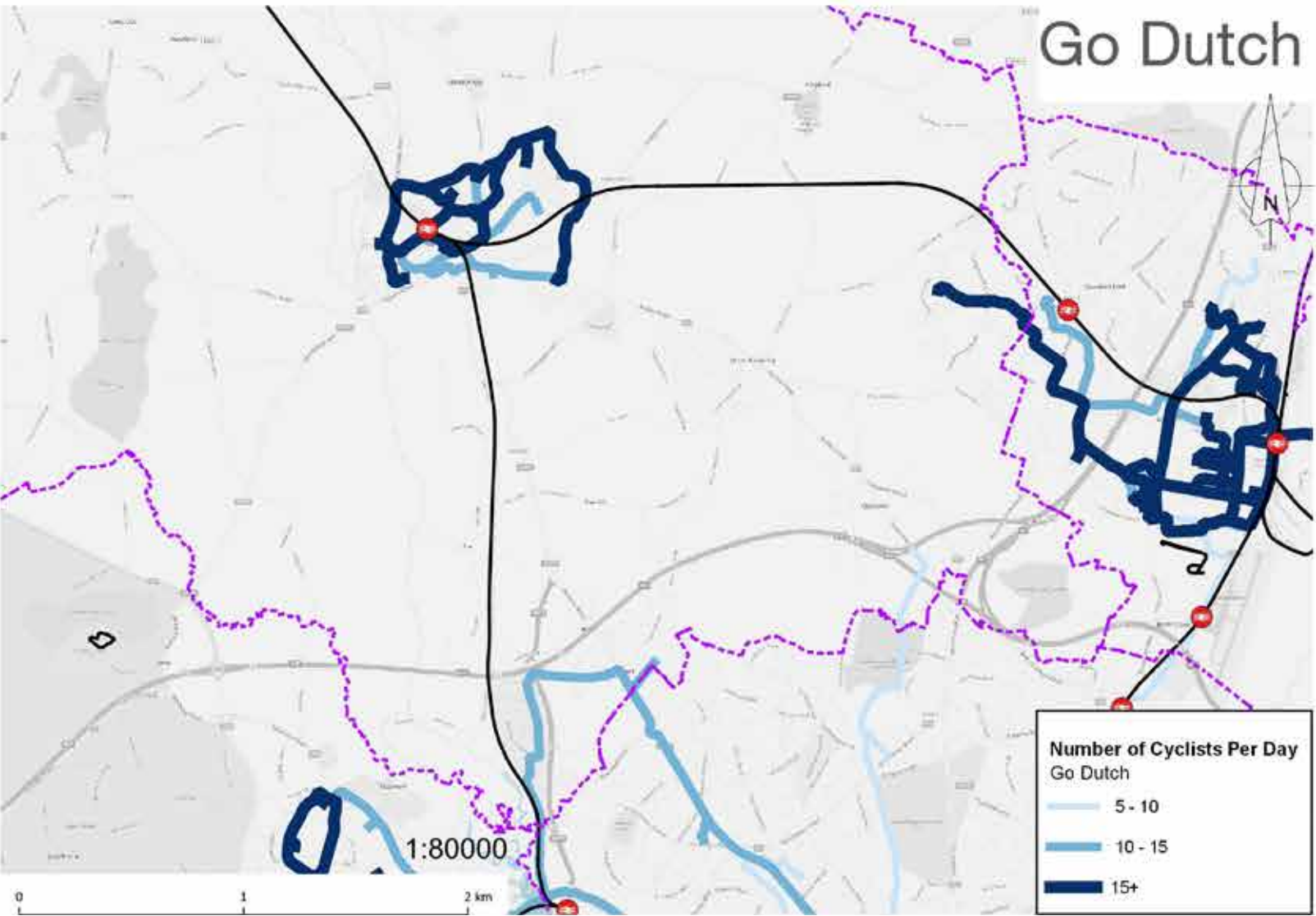
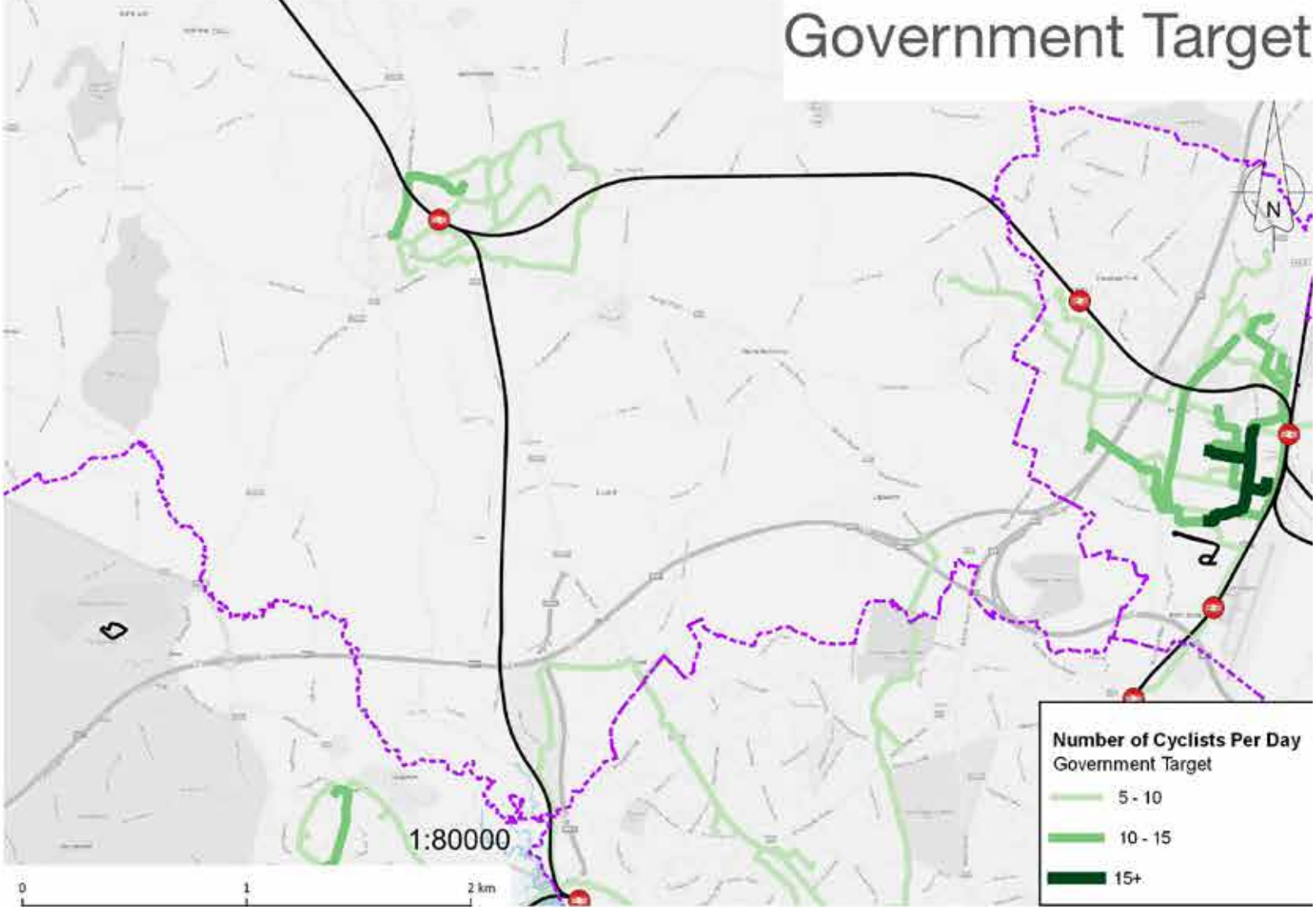
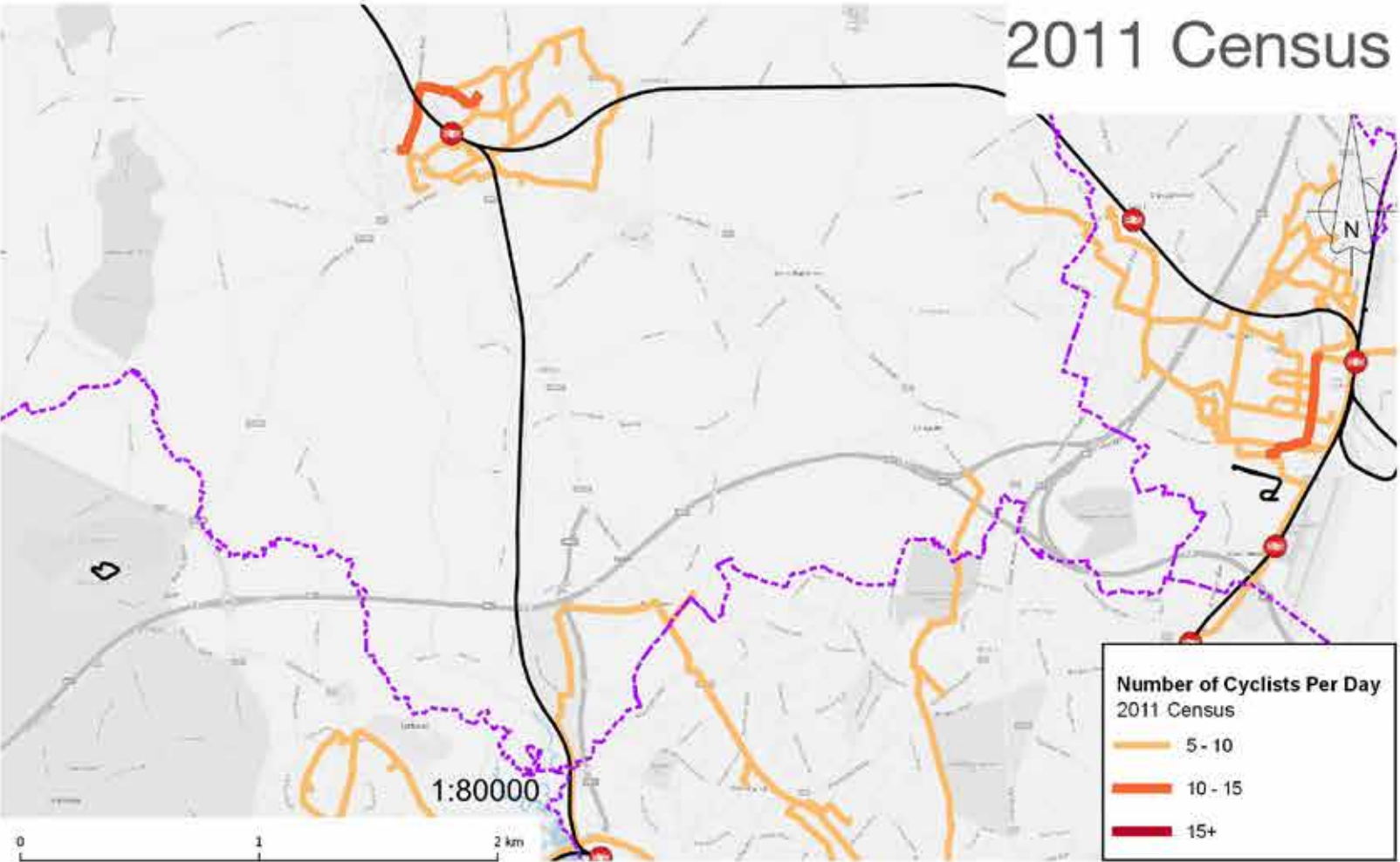
Go Dutch:
What would happen if areas had investment
bringing the same infrastructure and cycling culture
as the Netherlands.



PCT commute data

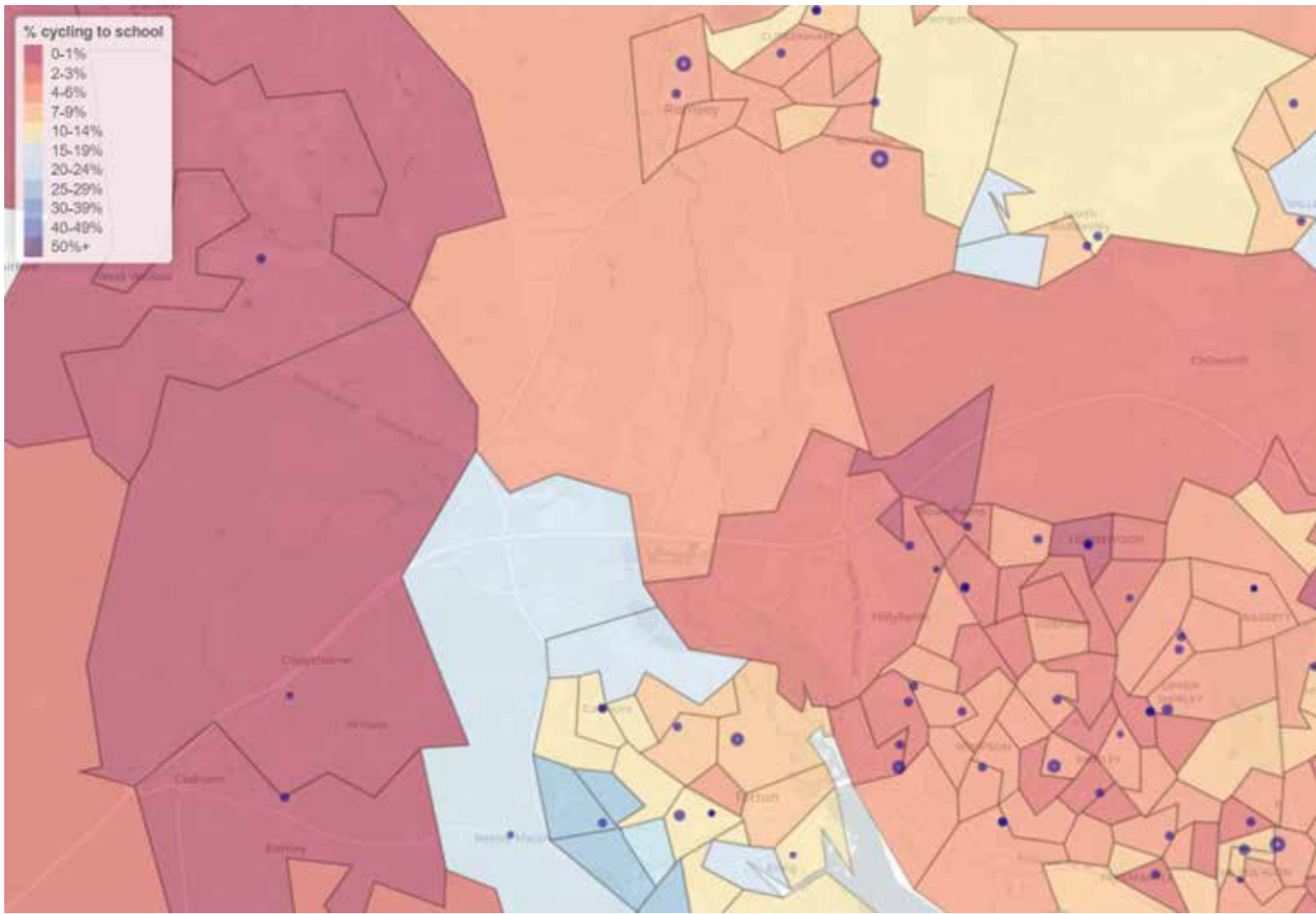
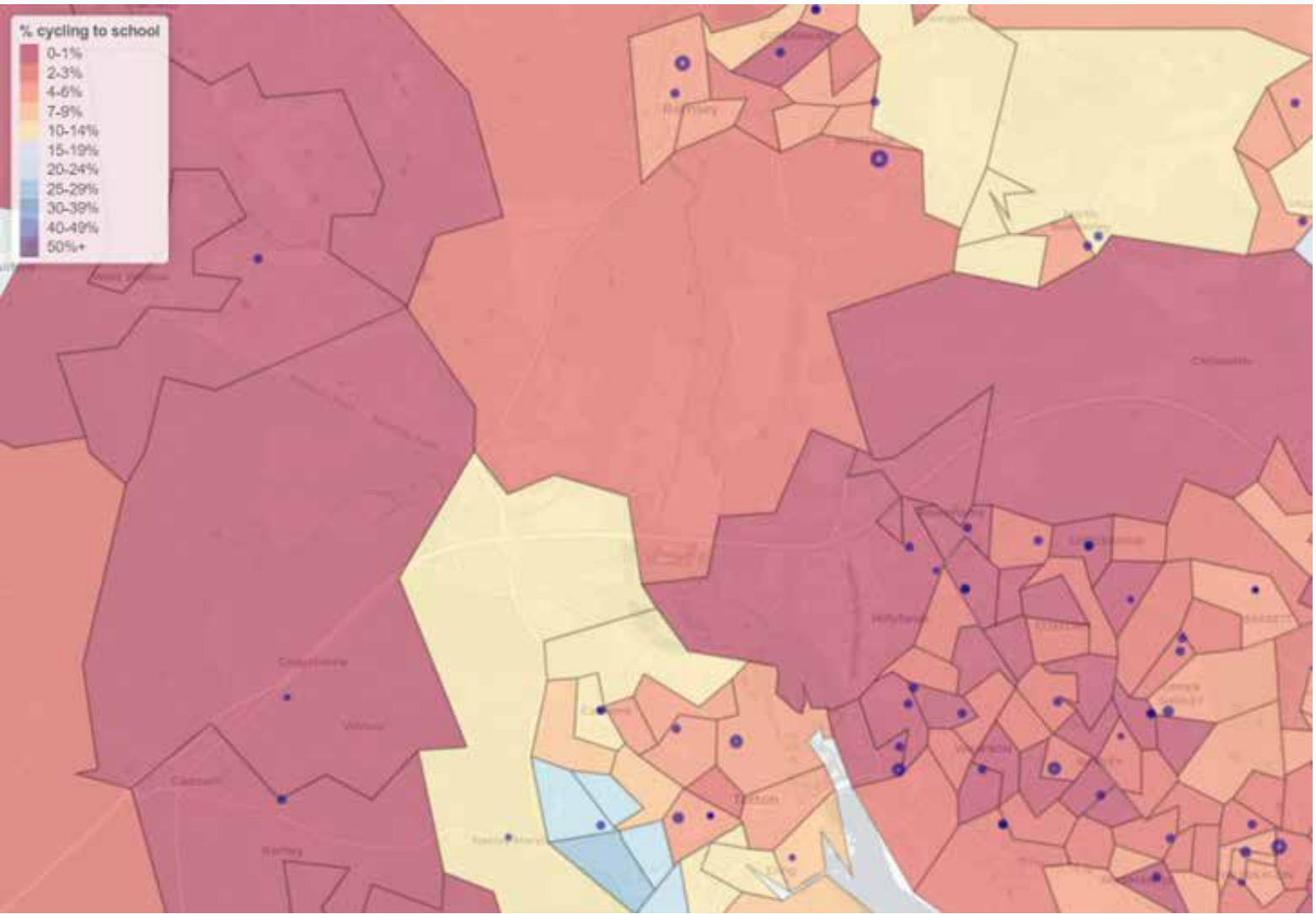
These maps of cycling routes to work are derived from Census 2011 data, so do not reflect any recent changes in employment sites. If the local priority is enabling more people to cycle to work, then these travel patterns are a useful guide to routes where investment is needed. However, it must be remembered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

Southern Test Valley PCT Commute Data

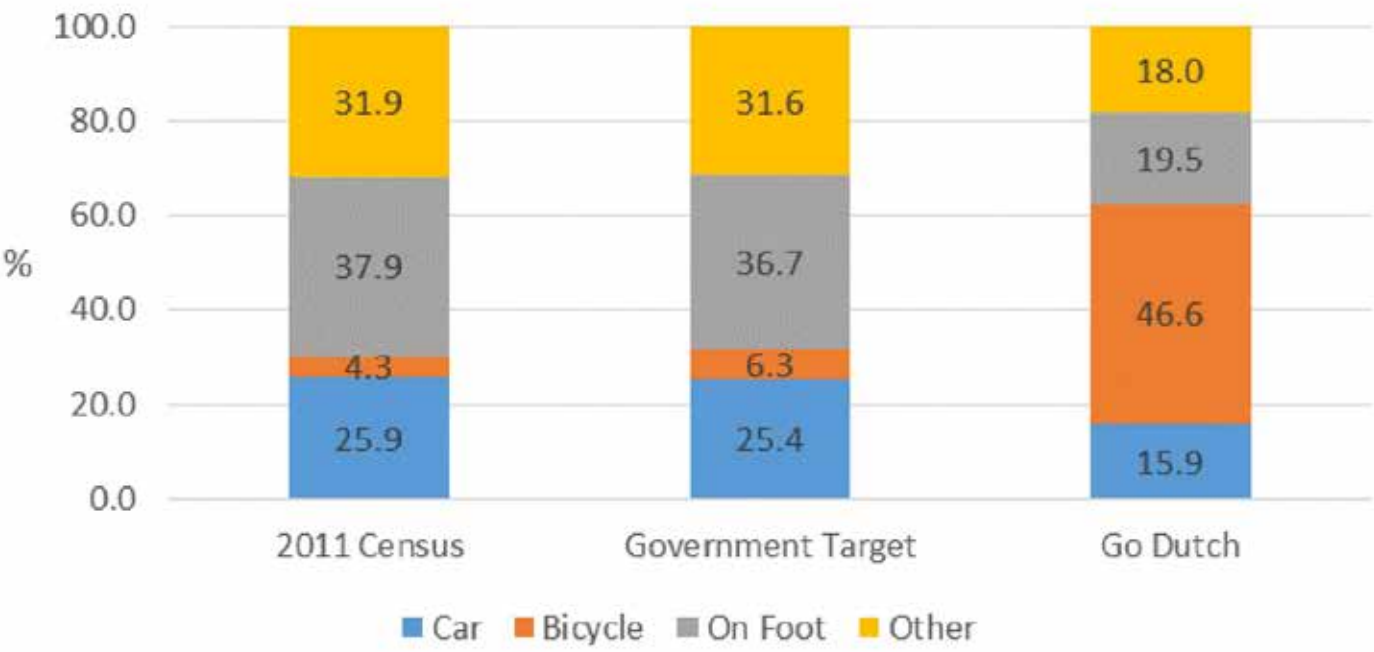


PCT school data

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



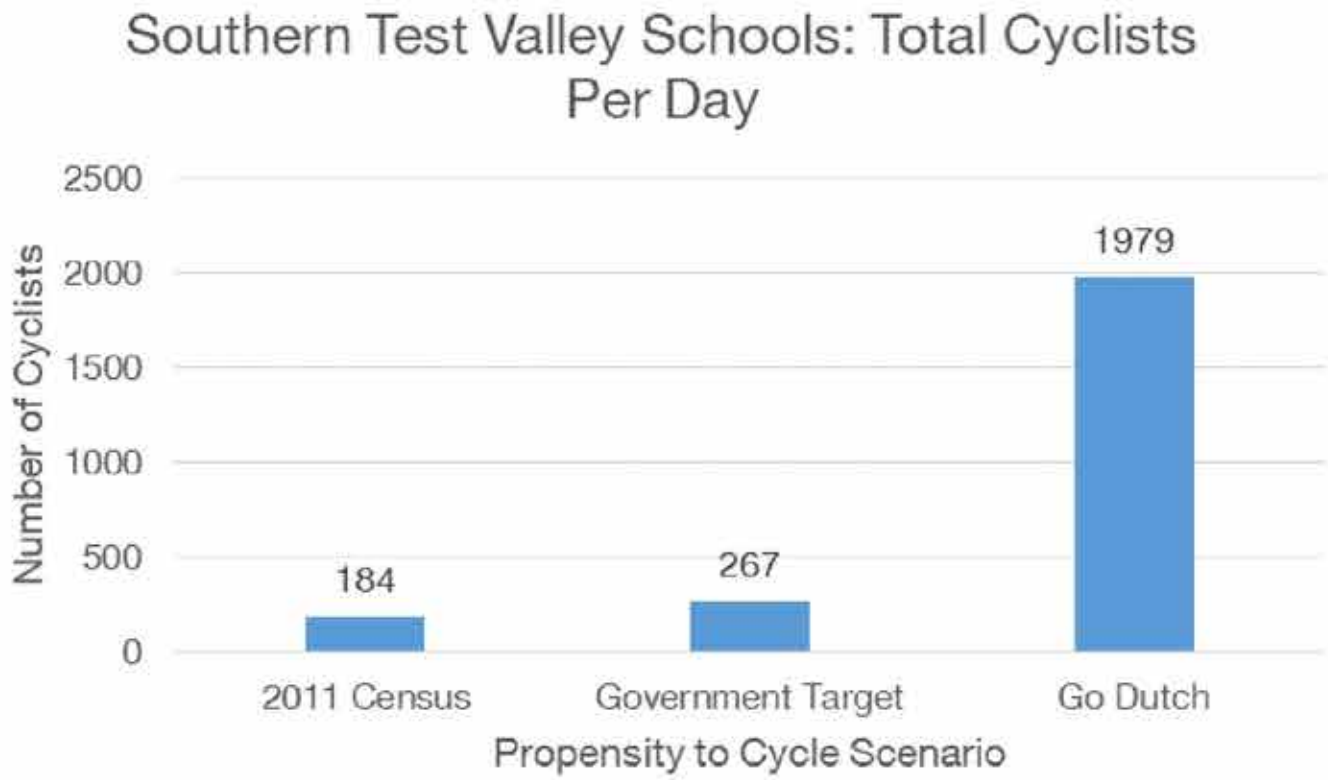
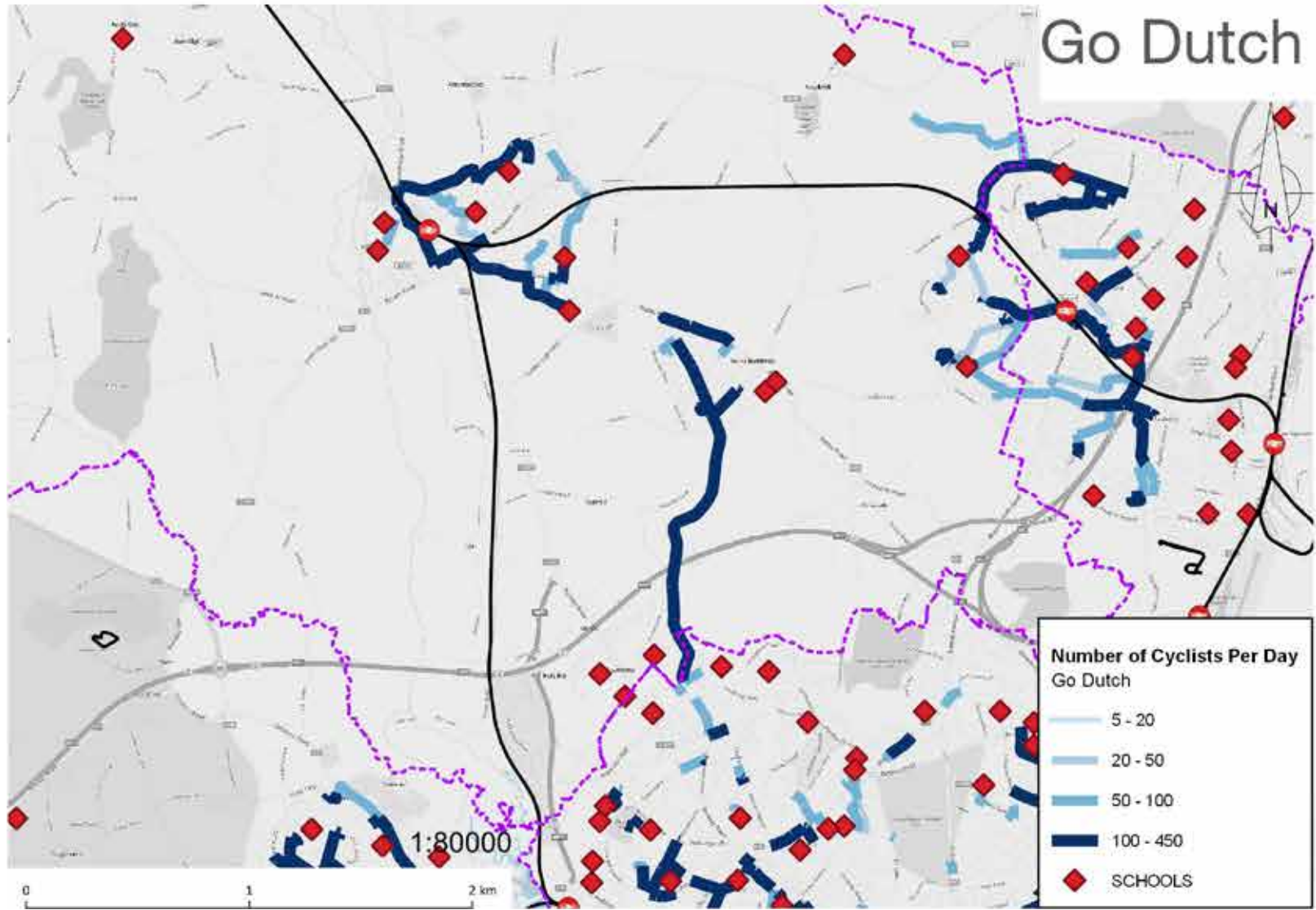
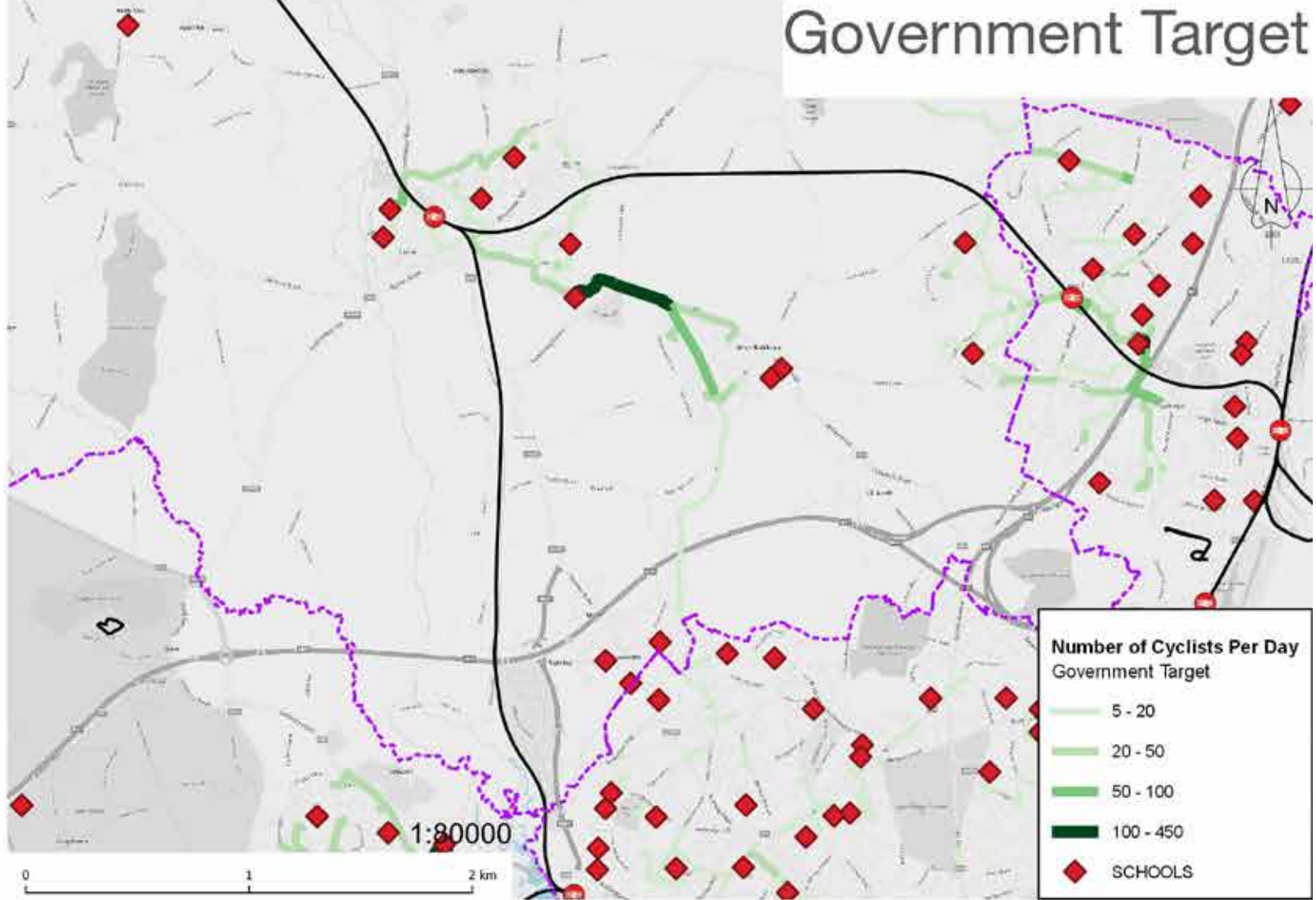
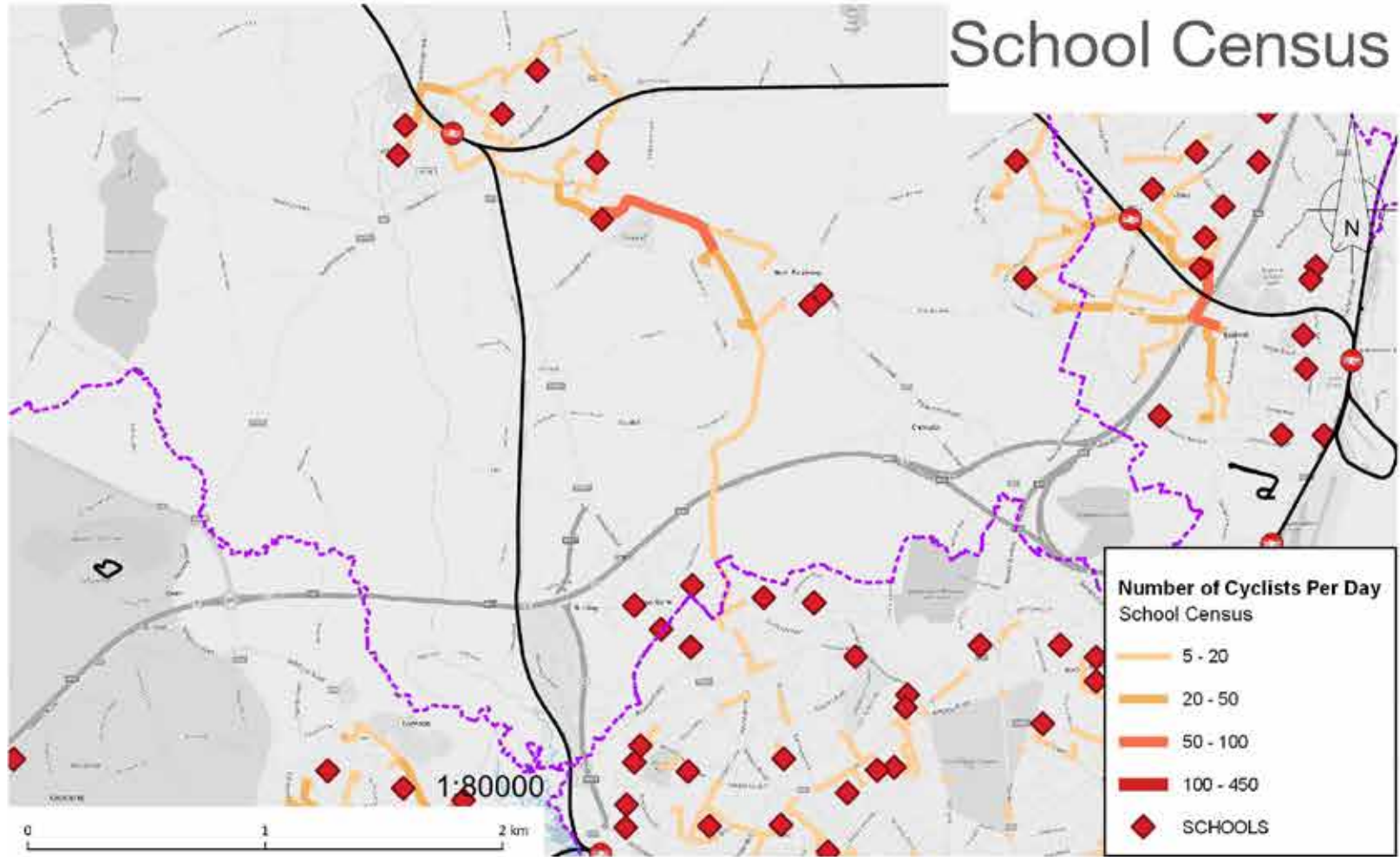
Modal Split: Southern Test Valley Borough School Trips



PCT school data

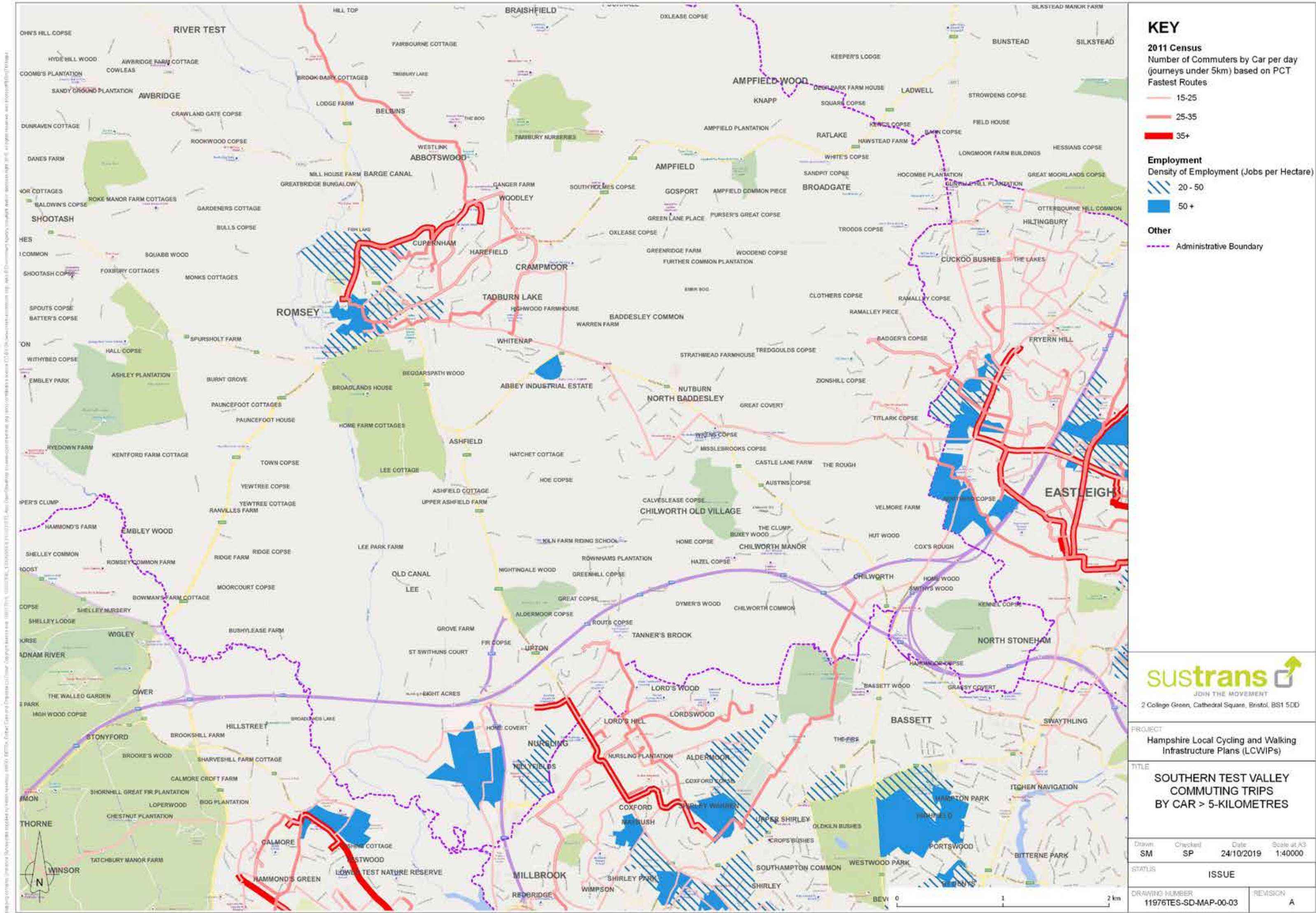
These maps of cycling routes to school are derived from School Census 2010/11 data, so do not reflect any recent changes in school sites or catchment areas. If the local priority is enabling more students to cycle to school, then these travel patterns are a useful guide to routes where investment is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

Southern Test Valley PCT School Data



PCT short car trips

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



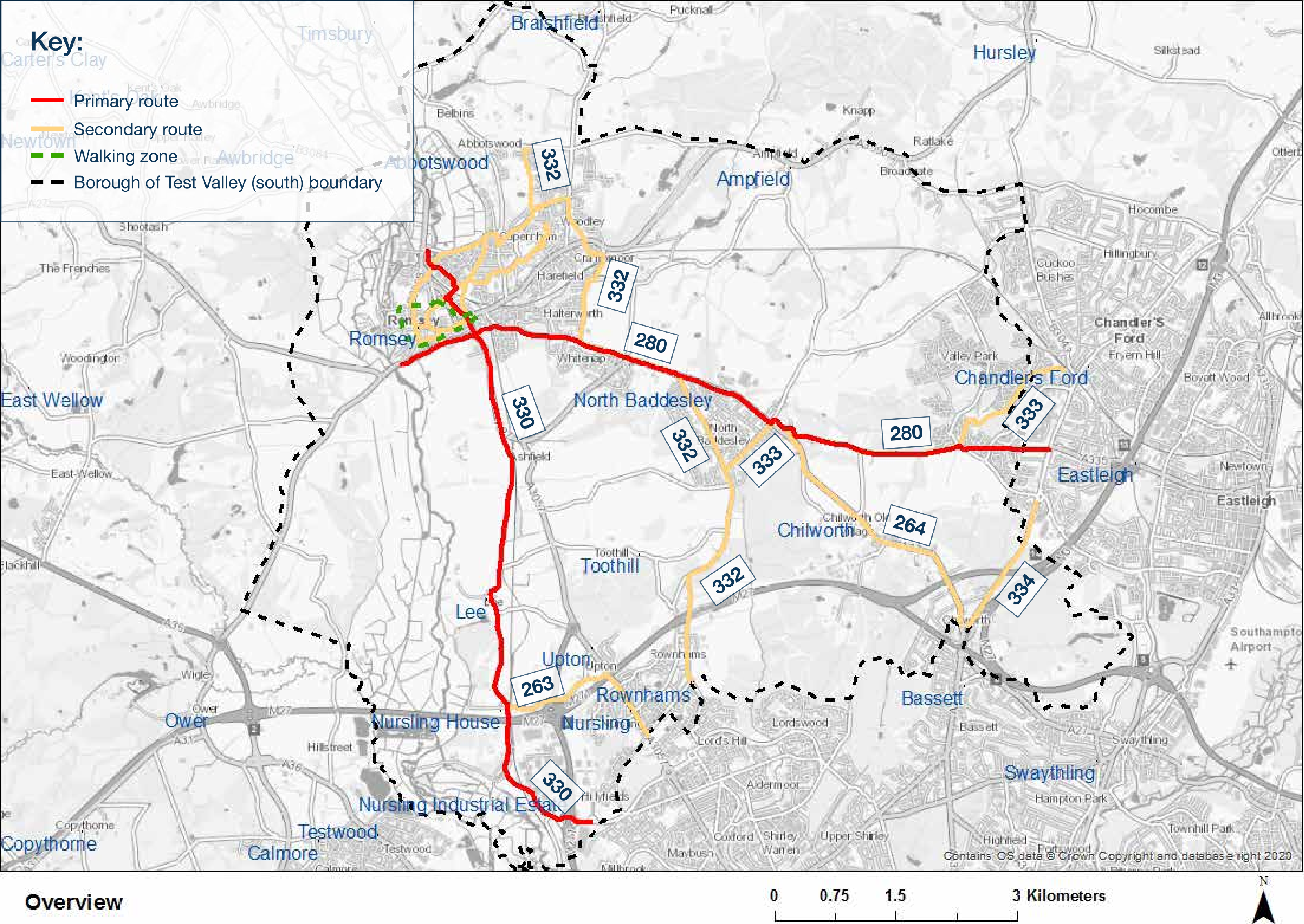
Proposed cycling network

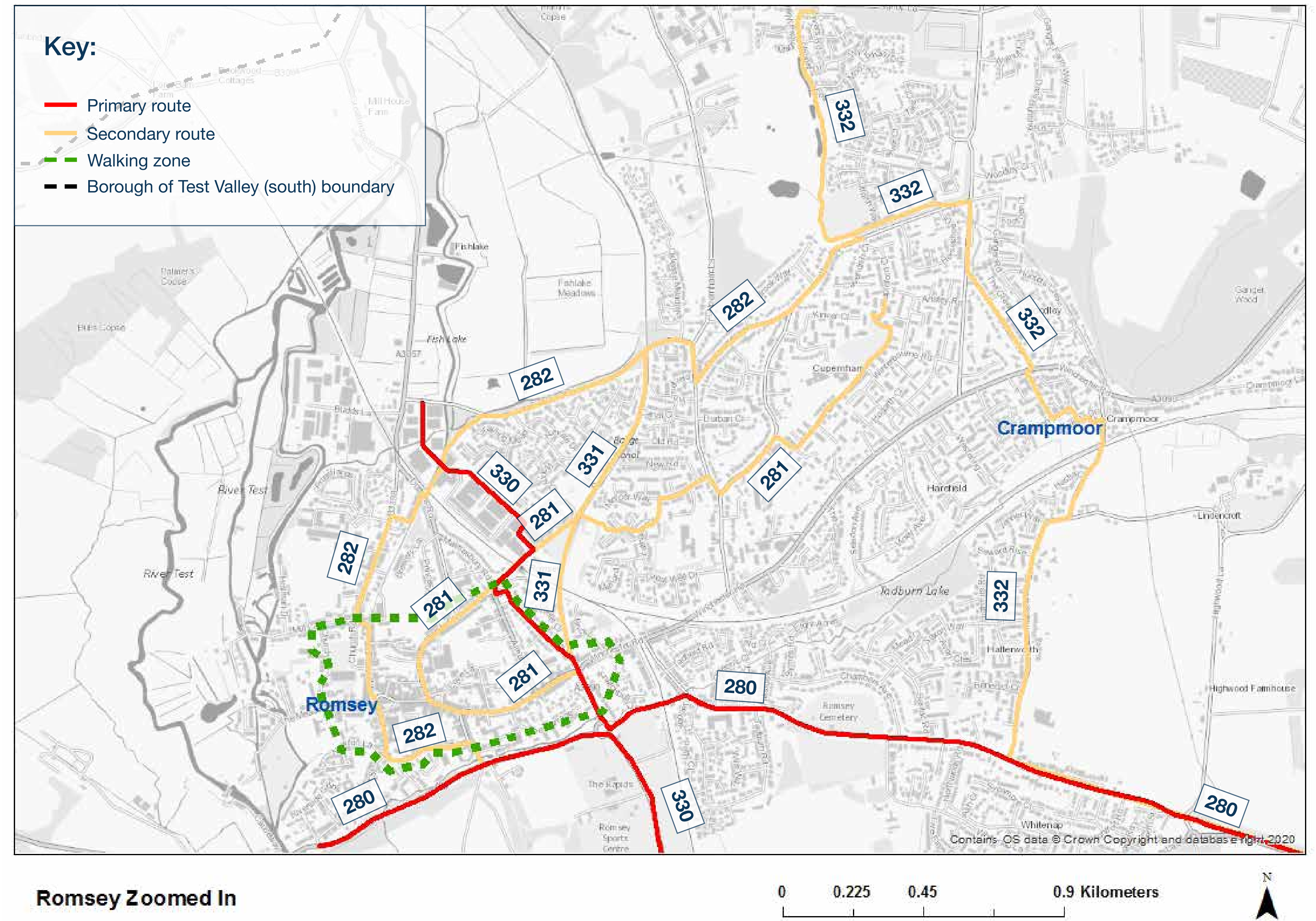
From the available data and workshop sessions this network was produced, that targeted the best routes and zones that could see the greatest increase in walking and cycling.

On-site auditing was undertaken to determine the most appropriate infrastructure improvements for each route and the core walking zone of Romsey town centre.

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

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





Walking audit (core walking zone)

Walking interventions toolkit



Dropped kerbs w/tactile paving

Necessary to create inclusive, accessible crossing points for pedestrians.



Wayfinding

Providing signage with key destinations helps improve the legibility of the pedestrian network.



Raised table

Raised tables at junctions reduce speeds of turning vehicles at side roads or across the entire junction.



Signalised crossing

Signal-controlled crossings comprising either a Pelican/ Puffin for pedestrians or a Toucan which can be shared between pedestrians and cyclists.



Zebra crossing

Pedestrian priority crossing requiring motorists to give way to pedestrians.



Public realm improvements

Adding green infrastructure such as planters, rest areas, cycle parking and other placemaking interventions creates a more welcoming environment for pedestrians.

All images provided by Sustrans unless otherwise noted.

Walking interventions toolkit



Parallel crossing

Similar to a zebra crossing, but with a separate parallel cycle crossing alongside the zebra crossing.



Traffic calming

Measures to create slower speed environments can include build-outs, road humps, chicanes and planters.



One-way systems

Reallocating space from the carriageway to support wider footways, cycle facilities and vehicle parking. Can help increase cycle network permeability.



20mph speed zones

Lower speed limits and lower speed zones create safer environments for all, may need to be combined with infrastructure and enforcement changes to ensure compliance.



Continuous footway

Continuous footways extend across side roads at the same level and use coloured paving materials, pedestrians have priority over motor vehicles.

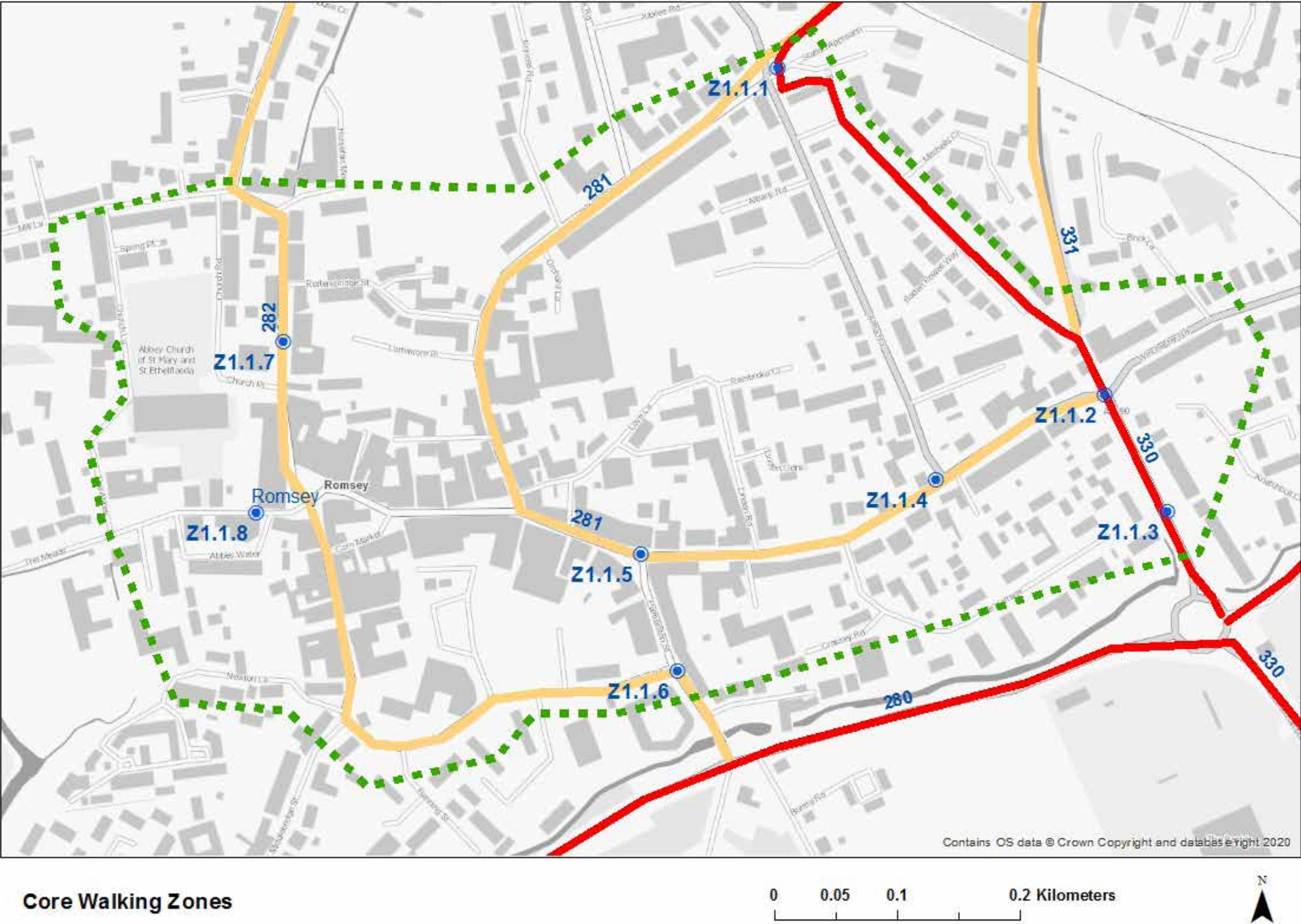


Modal filter

A bollard or planter in the carriageway which people can travel past by walking or cycling. Helps create a low traffic environment by restricting access to motorised through-traffic.

All images provided by Sustrans unless otherwise noted.

Romsey core walking zone



Description

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

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

Methodology

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

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

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

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

We also plan to undertake a Healthy Streets audit when doing any future design work for the cycling routes, to ensure that improvements for walking are also considered.

It is likely that, in due course, we will ask developers to complete these types of audits too, as part of the Transport Assessments supporting planning applications.

Z1.1 Station Road

Existing conditions

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

Barriers to walking

When arriving into Romsey by train and walking out of the train station, there is a sign post at the bottom of Station Approach providing directions to key attractions such as the town centre, however the sign post is small and easy to miss and there are no other clear visual cues to indicate the direction of Romsey town. More obvious is the road sign that directs vehicles down Alma Road and for pedestrians following this direction it would take them on a longer and less picturesque route.

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

Potential options

Z1.1.1 Clearer signage and a location map at the Alma Road/Malmesbury junction would welcome visitors to the town. Reduce the width of the carriageway on Station Road, increase the width of the footways and create a tree lined avenue taking pedestrians from the train station into the town centre via Latimer Street.



Z1.1.1 Station Road

Z1.1.2 As this is the key gateway into the town centre, a significant re-design of this junction would be appropriate. This could include the following:

- tighten the geometry of the junction significantly to reduce vehicle speed;
- install a crossing between Station Approach and Station Road providing pedestrians with a direct route across the junction.

Z1.2 Winchester Road Roundabout

Existing conditions

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

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

Barriers to walking

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

Potential options

Z1.2.1 The geometry of the roundabout could be significantly tightened to reduce vehicle speeds and create more space on the footway.

Z1.2.2 Installing zebra crossings at all exits of the roundabout would enable pedestrians negotiate this space more easily and safely.

Z1.2.3 A-B There is potential to enhance the public realm significantly here by re-allocating space from the carriageway to the footway and improving the existing public realm. This could be done in particular in front of the theatre and local shops to create a more attractive streetscape. Street furniture, planting and public art could be installed. Fig Z4.3 show an example of what could be done in these spaces. In addition to this, the car parking next to the local shops could be moved to the edge of the carriageway, creating more space on the footway next to the shops and providing a barrier between moving vehicles on the carriageway and pedestrians on the footway.

Z1.2.4 There are large residential areas to the east and south east of Romsey town centre which means many people will be entering from this direction, especially along Winchester Road. Creating an entrance feature here, something to signify that they are arriving into Romsey centre would improve the space.



Z1.2.1 Winchester Road roundabout



Z1.2.2 Winchester Road crossing



Z1.2.3A Winchester Road Plaza Theatre



Z1.2.3B Winchester Road shops



Fig Z1.3 Example of junction planting, Ardlui, London

Z1.3 Southampton Road

Existing conditions

High traffic speed and volume was observed on Southampton Road.

Barriers to walking

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

Potential options

Z1.3.1 Installing a crossing to The Harrage could significantly increase footfall and reduce the number of vehicles travelling into the town centre. Improving pedestrian accessibility through an enhanced layout with a lower design speed would improve the perceived and actual safety levels along it.



Z1.4 Alma Road (A3057) junction

Existing conditions

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

Barriers to walking

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

Potential options

Z1.4.1 The junction could be narrowed and the footways widened. This will reduce vehicle speeds and provide more space for pedestrians, improving the experience of walking in this area. More convenient pedestrian accessibility could be improved through an enhanced layout with lower design speeds.

Z1.4.2 It is recommended that the metal barriers are removed on Alma Road to enable pedestrian movements.



Z1.5 The Hundred

Existing conditions

The Hundred leads into the town centre from the east.

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

Barriers to walking

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

Potential options

Z1.5.1 The junction at Palmerston Street could be narrowed and a signalised crossing installed.

Z1.5.2 It is recommended that the car parking bays are moved further west up The Hundred or one bay is removed to allow for better pedestrian visibility at this crossing point.



Z1.5.1 The Hundred junction



Z1.5.2 The Hundred crossing point

Z1.6 Broadwater Road

Existing conditions

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

Barriers to walking

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

Potential options

Z1.6.1 A-B The junction could be treated in the same manner as the junction at the west end of the road where a mini roundabout has been installed with tactile paving, narrow lanes and space at the edge of the roundabout has been enhanced with attractive planting and seating.



Z1.6.1A Broadwater Road east junction



Z1.6.1B Broadwater Road west mini roundabout

Z1.7 Church Street

Existing conditions

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

Barriers to walking

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

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

Crossing near to the junction with Mill Lane and the junction with Portersbridge Street is difficult. This is due to vehicular traffic moving quicker than it was nearer to the town centre and lack of footways in places. Where Church Street turns into The Hundred the carriageway widens, the surfacing changes from granite setts at the edge to tarmac throughout. These features are likely to increase motorised vehicle speed and dominance in that area.

Potential options

Z1.7.1 A-B Where possible create/widen footways by reallocating space from the carriageway. Continue the textured surfacing throughout Church Street. It currently stops at Abbey Walk.

Z1.7.2 Install raised crossings along Church Street, in particular these could be installed near to the Mill Lane and Portersbridge junctions.

Z1.7.3 Maintain the same carriageway width as established along Church Street into The Hundred and for continuity and appearance use the same surface materials such as granite setts at the edge of the carriageway.



Z1.7.1A Church Street



Z1.7.1B Church Street no footway



Z1.7.2 Church Street textured surface



Z1.7.3 The Hundred/Latimer Street

Z1.8 The Abbey

Existing conditions

The Abbey, leads to Romsey Abbey as well as links to other destinations such as the War Memorial Park and the River Test (Test Way long distance route).

Barriers to walking

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

Potential options

Z1.8.1 Create a shared space environment here with a textured surface in a different colour to the current carriageway.



Z1.8.1 The Abbey

Proposed cycle networks

Cycling interventions toolkit



Fully kerbed segregated cycle track
Cycle facility protected from motor traffic by a full-height kerb, with some buffer space between the cycle track and carriageway.



Pedestrian/cyclist priority street
Street design that prioritises pedestrian and cyclist travel. Characterised by lower traffic speeds, restricted motor vehicle access, and coloured paving materials.



Contraflow cycle lane
Mandatory cycle lane that allows cyclists to travel opposite the flow of vehicle traffic, allowing for greater permeability of the cycle network.



Bent out crossing
Crossing where a cycle track is inset from the main road carriageway at a distance that enables a car to stop if a cyclist is crossing. This is a crossroads junction of the minor arm with priority given to the cyclist using standard give way markings.



Mandatory cycle lane
Area of the carriageway reserved for the use of cycles, marked with a solid white line.



Stepped segregated cycle track
Cycle track is set below footway level, typically protected from the carriageway by a lower height kerb and usually directly next to it.



Dutch style street
Street without a centre line encourages slower vehicle speeds and helps create a shared street environment.

All images provided by Sustrans unless otherwise noted.

Cycling interventions toolkit



Mandatory cycle lane w/light segregation

Cycle lane with the use of intermittent physical features placed along the inside edge of a mandatory cycle lane to provide additional protection from motor traffic.



Off-carriageway cycle track

Cycle facility separated from motor traffic typically through green space.



20mph zones

Lower speed zones create safer environments for all, may need to be combined with infrastructure and enforcement changes to ensure compliance.



CYCLOPS junction

CYCLOPS stands for ‘Cycle Optimised Protected Signals’. The unique design of the junction completely separates pedestrians and cyclists from motor traffic, reducing the possibility of collisions or conflict. Pedestrians are also able to get where they want to be in fewer stages with more space to wait than on other junction designs.



Dutch style roundabout/mini-roundabout

A roundabout that provides a segregated facility for cyclists and pedestrians through all arms of the roundabout. In a mini-roundabout the central island is replaced by road markings.



Modal filter

A bollard or planter in the carriageway which people can travel past be walking or cycling. Helps create a low traffic environment by restricting access to motorised through-traffic.



Trapezoidal strip

A raised strip which is trapezoidal in cross section, used to separate cyclists and pedestrians where the surface is fully level between the footway and cycle track. This helps visually impaired people to detect and negotiate the track.

All images provided by Sustrans unless otherwise noted.

Route 280: Romsey Bypass to Chandler’s Ford

Route description

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

280.1 Romsey Bypass – Botley Road

Existing conditions

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

Barriers to walking and cycling

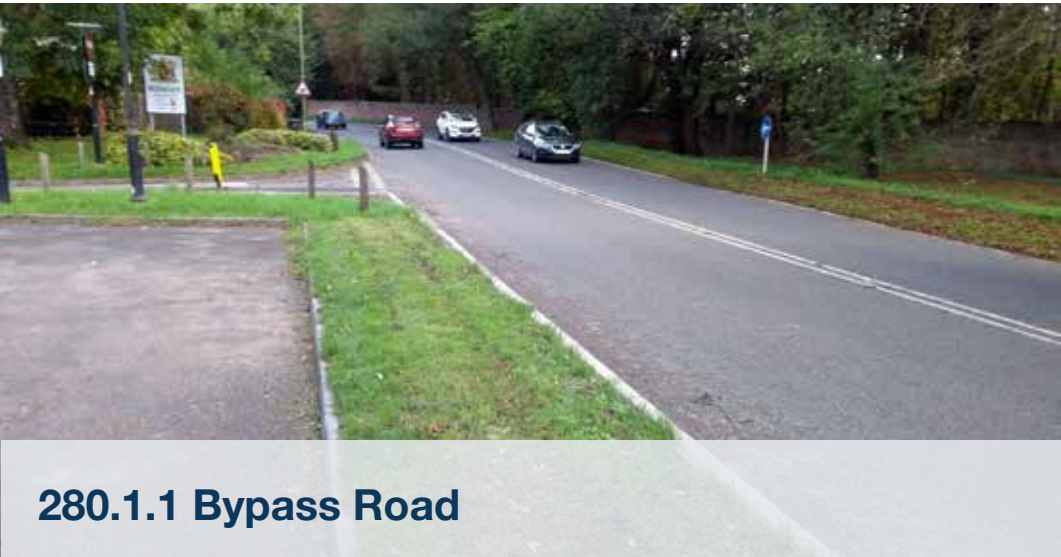
Bypass Road is a busy through road, with only a narrow footway along one side, making walking and cycling uncomfortable and difficult. The traffic free path between Knatchbull Close and Botley Road is narrow with a very small tunnel under the railway. This makes cycling and walking inconvenient, especially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

Potential options

280.1.1 There are no existing cycle facilities on the A3090 Bypass Road between the Middlebridge Street junction and A27/A3090/Knatchbull Close roundabout. However, there appears to be sufficient width to provide segregated cycle tracks along the vast majority of the route. The culvert between Middlebridge Street and Palmerston Street may need widening or a cantilever provided to maintain the required width. If a two-way cycle track is provided on the southern side then a toucan crossing will be required at the A3090 Bypass Road/Middlebridge Street junction.

280.1.2 A review of the A3090 Bypass Road/ Palmerston Street roundabout should be undertaken to investigate the potential for providing a Dutch style roundabout to improve cycle route continuity and connectivity.

280.1.3 A review of the A3090/A27/Knatchbull Close roundabout should be undertaken to improve cycle route continuity. Investigate the potential for providing a Dutch style roundabout if traffic volumes allow or reconfigure the junction to provide a cyclops style junction.



280.1.4 The existing shared facility on the northern side of Knatchbull Close is not compliant. There appears to be scope to widen the footway and provide clear separation, subject to land availability.



280.1.4 Knatchbull Close shared use path

280.1.5 Explore providing a priority crossing on Knatchbull Close to link to the traffic free path adjacent to the Romsey Allotments to provide cycle route continuity.



280.1.5 Knatchbull Close crossing to allotments

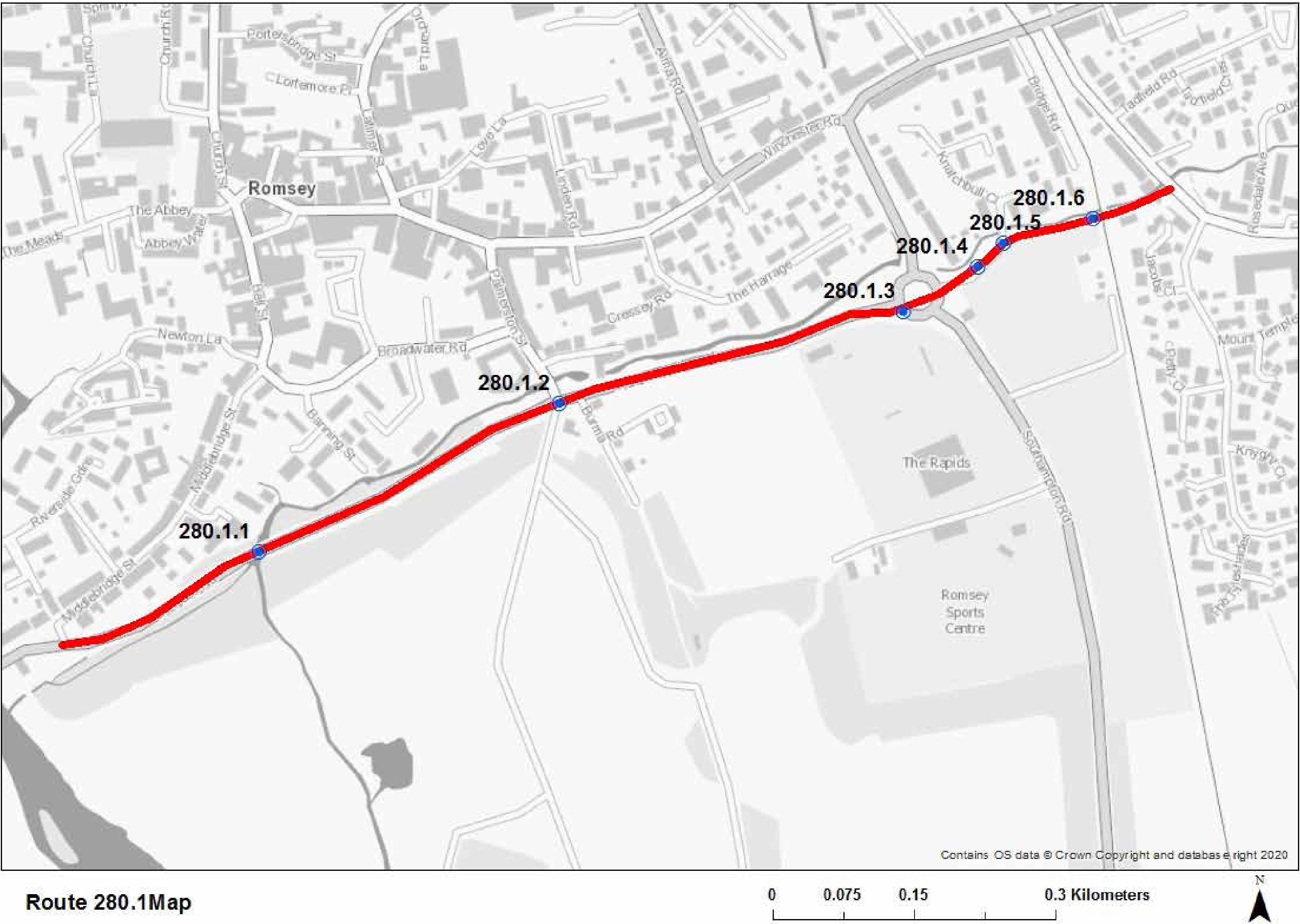
280.1.6 The existing path linking Knatchbull Close with Botley Road is too narrow to provide segregated cycle facilities so widening will be required subject to land availability. The path will need to be cantilevered over the stream and lowered under the rail bridge as the headroom is currently too low to accommodate cyclists.



280.1.6 Knatchbull Close – Botley Road path



280.1.6 Knatchbull Close – Botley Road path



280.2 Botley Road – A27 Roundabout

Existing conditions

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

Barriers to walking and cycling

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

Potential options

280.2.1 Botley Road from the Knatchbull Close traffic free path to the Montiford Road junction is currently a mixed traffic road and is 30mph, so not suitable for all users. Although there appears to be sufficient width to provide protected cycle tracks along the majority of the route, the facilities may need to switch from side to side due to boundary constraints. There is insufficient width to continue the protected facility between the Whitenap Lane and Halterworth Lane junctions, so a 20mph low speed quiet mixed traffic street will be required. Due to current traffic volume and speed traffic calming features with bus modal filters will be required.

For continuity of route, investigate extending the 20mph low speed quiet mixed traffic street along the full extent of Botley Road with continuous crossings provided across all the side road junctions to provide pedestrian priority.

280.2.2 Explore reconfiguring the Highwood Lane side road junction to reduce its size and provide a priority crossing to provide cycle route continuity.



280.2.1 Botley Road



280.2.2 Botley Road/Highwood Lane



280.2.1 Botley Road



280.2.1 Botley Road/Halterworth Lane



280.2.1 Botley Road



Key:

- Primary route
- Secondary route
- Potential options

280.3 A27 Roundabout – Castle Lane

Existing conditions

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

Barriers to walking and cycling

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

Potential options

280.3.1 The existing shared facilities on the northern side of Botley Road and A27 Botley Road are not compliant. There appears to be sufficient width to provide fully segregated cycle tracks for the vast majority until the pavement width narrows significantly to the east of the North Baddesley Village Hall.

280.3.2 A review of the A27 Botley Road/Rownhams Lane junction should be undertaken to reconfigure the layout and explore improvements for pedestrians and cycle route continuity through the junction.

280.3.3 Due to property constraints there is insufficient width to continue a segregated facility along Botley Road from west of the Village Hall to the Nutburn Road/Rownhams Road junction. Due to current traffic volume and speed traffic calming features with bus modal filters will be required to create a 20mph low speed quiet mixed traffic street along this section.

280.3.4 A review of the A27 Botley Road/Rownhams Road/Nutburn Road junction should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. Investigate the potential for providing a cyclops style junction.

280.3.5 There is no existing cycle provision on Nutburn Road from the A27/Rownhams Road junction to the recreation ground access road to the side of the Baptist Church. There appears scope to provide a two-way segregated cycle track utilising the existing left turn lane.

280.3.6 Explore providing a two-way cycle track around the perimeter of the North Baddersley Recreation Ground, connecting to the access road (Sandy Lane) near the Pavilion. Some low level lighting to aid way finding and security could also be provided.



280.3.1 Botley Road



280.3.4 Botley Rd/Rownhams Rd/Nutburn Rd



280.3.2 Botley Road/Rownhams Lane



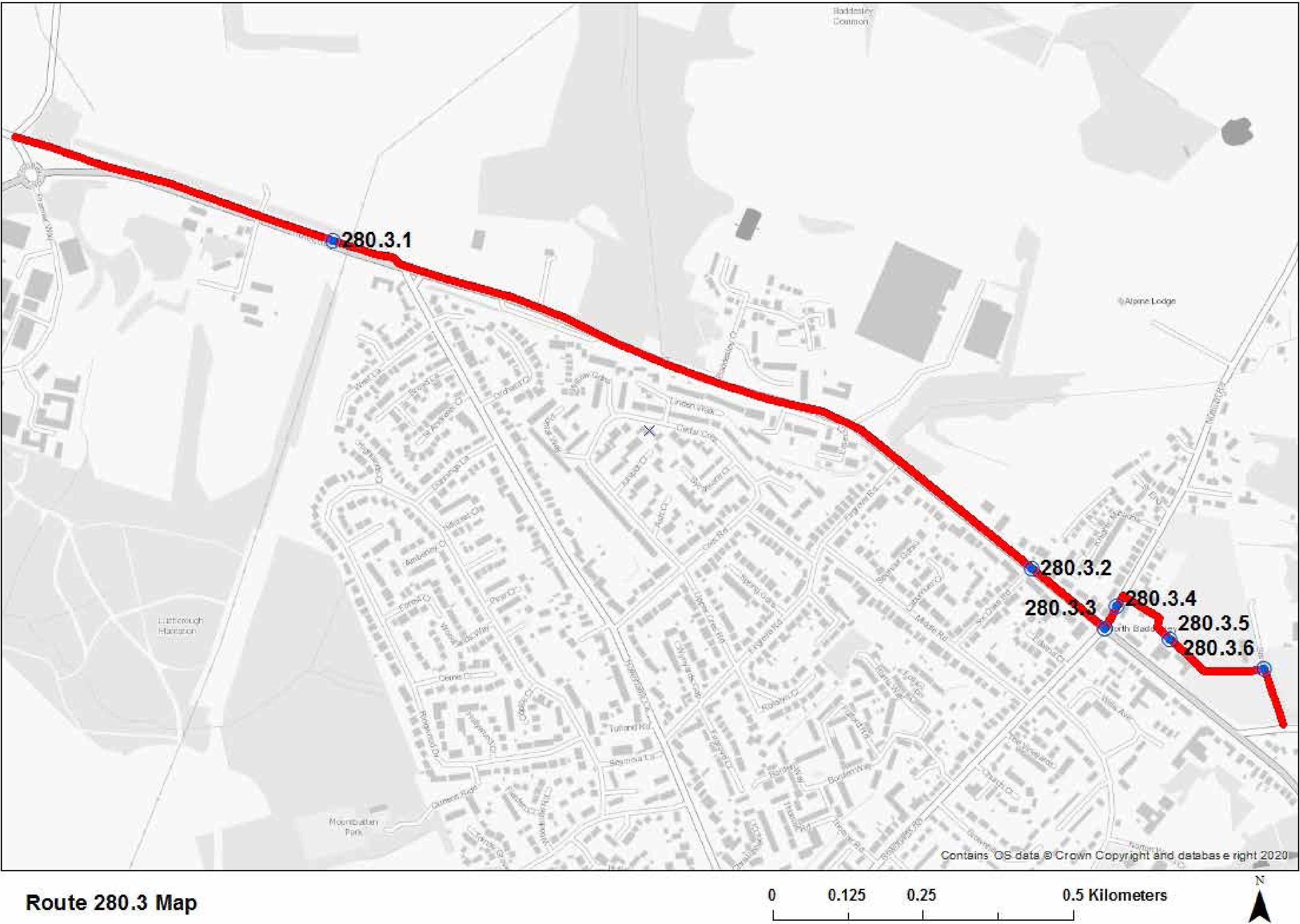
280.3.5 Botley Road



280.3.3 Botley Road



280.3.6 North Baddesley Recreation Ground



Key:

- Primary route
- Secondary route
- Potential options

280.4 Castle Lane – Bournemouth Road

Existing conditions

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

Barriers to walking and cycling

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

Potential options

280.4.1 The width of the existing shared use path running alongside and adjacent Castle Lane between Sandy Lane and the Knightwood Road/Templars Way/Raglan Close junction is well below standard for the majority of the route. There appears to be scope to widen the footway and provide separation subject to land availability. However, property boundary constraints prevent the continuation of a segregated cycle track for a short section to the east of the Misslebrook Lane junction. Some low level lighting to aid way finding and security could also be provided.

280.4.2 A review of the Castle Lane/Knightwood Road/Templars Way/Raglan Close junction should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. Investigate the potential for providing a cyclops style junction.

280.4.3 There are no existing cycle facilities on Templars Way between Castle Lane/Knightwood Road/Templars Way/Raglan Close junction and the Castle lane footpath link. However, there appears to be sufficient width to provide a two-way segregated cycle track on the northern side subject to land availability.

280.4.4 The footpath linking Templars Way to Castle Lane is narrow but there appears to be sufficient width to provide segregation subject to land availability. The remainder of Castle Lane is currently a 30mph mixed traffic road, so not suitable for all users. There is insufficient width to provide protected facilities, therefore, a 20mph low speed quiet mixed traffic street will be required with traffic calming to reduce speeds.

280.4.5 A review of the Castle Lane/School Lane/Templars Way priority junction should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. Investigate the potential for providing a parallel or toucan crossing to improve east/west cycle route continuity.

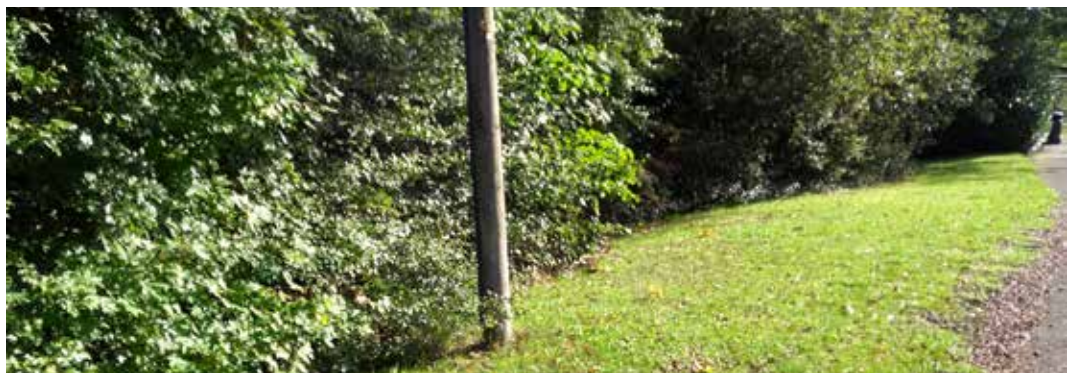
280.4.6 Castle Lane between School Lane and Bournemouth Road is currently a 30mph mixed traffic road, so not suitable for all users. There is insufficient width to provide protected facilities, therefore, a 20mph low speed quiet mixed traffic street will be required with additional traffic calming to reduce speed should be explored.



280.4.1 Castle Lane



280.4.2 Castle Lane/Knightwood Road/Templars Way/Raglan Close junction



280.4.3 Templars Way



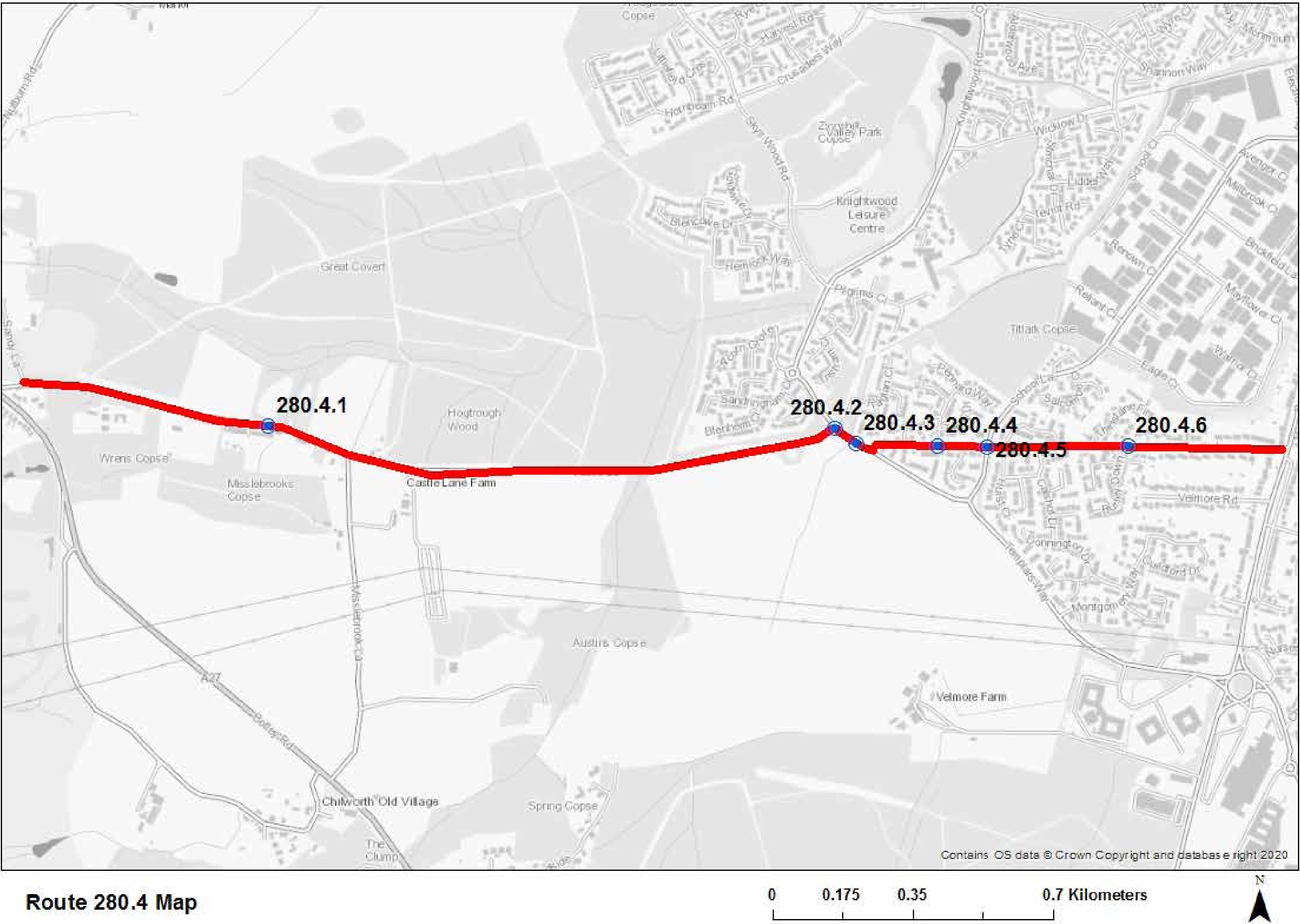
280.4.4 Castle Lane



280.4.5 Castle Lane/School Lane/Templars Way priority junction



280.4.6 Castle Lane/School Lane



Route 263: Lee Lane to Nursling

Route description

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

Background

Requires further research. The route is supported by local stakeholders and will require further consideration to ensure that the proposed Whitenap development is well connected.

263.1 Upton Lane – Romsey Road

Existing conditions

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

Barriers to walking and cycling

The main barrier to cycling and walking is the lack of off-road facilities and that the road operates at the national speed limit.

There are also narrow sections of road, namely over the railway bridge where the highway pinches and creates a challenging environment for users.

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

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

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

A new ped/cycle bridge could significantly improve opportunities for cycling and walking and the attractiveness and safety of routes, within Whitenap and across Romsey, whilst also reducing the barrier effect of the railway line.

Potential options

263.1.1 Upton Lane and Lymer Villas are national speed limits although speeds are unlikely to be high due to the narrow rural nature of the roads, but in any case currently unsuitable for mixed traffic. There appears to be sufficient width to provide protected facilities along the majority of the route but there are some sections that are constrained, namely the rail bridge, M271 underpass and short section in Upton Village. Therefore, a 20mph low speed quiet mixed traffic street with traffic calming should be explored.

263.1.2 The traffic-free path linking Lymer Villas and Romsey Road is very narrow but there appears to be sufficient width to provide clear segregation subject to land availability. The path is currently unlit so provision of lighting should be investigated to aid wayfinding and improve personal safety.



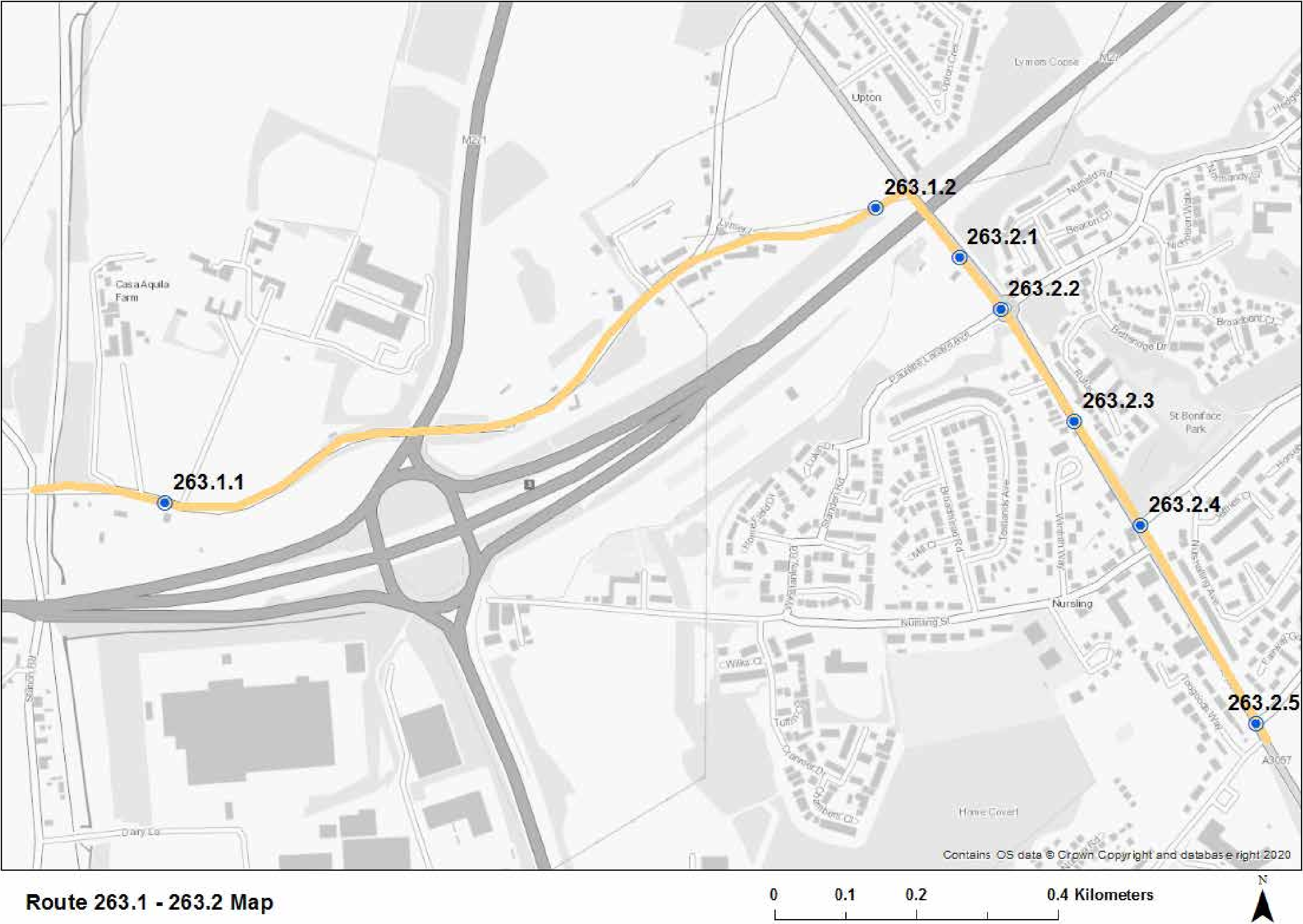
263.1.1 Upton Lane rail bridge



263.1.1 Upton Lane M271 underpass



263.1.2 Lymer Villas / A3057 path link



Key:

- Primary route
- Secondary route
- Potential options

263.2 Romsey Road A3057

Existing conditions

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

Barriers to walking and cycling

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

Potential options

263.2.1 There are no existing cycle facilities on Romsey Road between the traffic free path and Balmoral Way/ Paulette Lacave Avenue roundabout but there appears to be sufficient width to provide a two-way segregated cycle track along the eastern side subject to land availability.

263.2.2 A review of the Romsey Road/Balmoral Way/ Paulette Lacave Avenue roundabout should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. Investigate the potential for providing a Dutch style roundabout or simply a controlled crossing across Balmoral Way to improve north/south route continuity.

263.2.3 There appears scope to continue a two-way segregated cycle track along the eastern side of Romsey Road between the Balmoral Way/Paulette Lacave Avenue roundabout to the Horns Drove junction subject to land availability. However, due to property constraints there is insufficient width to continue a fully segregated cycle track further south to the Southampton boundary, and due to traffic speeds and volumes a mixed traffic street is unsuitable.

263.2.4 A review of the Romsey Road/Horns Drove/ Nursling Street junction should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction.

263.2.5 A review of the Romsey Road/Bakers Drover/ Redbridge Lane should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction.



263.2.1 Romsey Road A3057



263.2.2 Romsey Road/Balmoral Way/Paulette Lacave Avenue roundabout



263.2.3 Romsey Road A3057



263.2.4 Romsey Road/Horns Drove/Nursling St junctions



263.2.5 Romsey Road/Bakers Drover/Redbridge Lane junctions

Route 264: North Baddesley to Chilworth

Route description

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

Background

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

264.1 North Baddesley – Chilworth Village

Existing conditions

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

Barriers to walking and cycling

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

Potential options

264.1.1 A review of the A27 Botley Road/Castle Lane junction should be undertaken to explore improvements for cycle links and route continuity and connectivity.

264.1.2 There are currently no existing cycle facilities on the A27 Botley Road between the Castle Lane junction and University Parkway junction. There is a narrow sub-standard shared facility which runs along the southern side between the University Parkway and Manor Road junctions. There appears to be scope to widen the existing footway on the eastern and southern sides of Botley Road along the vast majority of the route to provide separation, subject to land availability. However, there is insufficient width to provide a fully segregated cycle track along the section immediately south of the Castle lane junction due to property boundary constraints so a section of shared

facility will have to be investigated if pedestrian/cycle flows permit. The University Parkway junction could benefit from being reduced in size to reduce vehicle entry speeds with a parallel crossing provided to aid pedestrian/cycle continuity.



264.1.1 A27 Botley Road/Castle Lane junction



264.1.2 A27 Botley Road



264.2 Chilworth Village – Chilworth (Winchester Road)

Existing conditions

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

Barriers to walking and cycling

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

Potential options

264.2.1 The existing narrow shared facility which runs along the southern side of Botley Road between the Manor Road and Winchester Road gyratory is sub-standard. There is insufficient width along the route to provide segregated cycle tracks. Therefore, a 20mph limit to create a low speed quiet mixed traffic street with bus gate modal filters and traffic calming will be required to reduce traffic volume and speed.



264.2.1 Botley Road shared use path



264.2.1 Botley Road shared use path

Route 281: The Hundred to Stapleford Close

Route description

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

Background

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

281.1 The Hundred – Romsey station

Existing conditions

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

Barriers to walking and cycling

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

Potential options

281.1.1 Latimer Street between The Hundred and Lortemore Place is one-way for southbound traffic and vehicle speeds are likely to be low. There is no available width to provide a cycle contra-flow along this section so this continues to restrict northbound cycle movements. To overcome this barrier a review of the one-way system around the town centre should be explored and potentially reconfigured to restrict through traffic along Latimer Street. There is insufficient width to provide segregated or shared facilities between the two-way section of Latimer Street and Station Road between the Lortemore Place and the A3057/Station Approach junctions. Therefore, a 20mph low speed quiet mixed traffic street with a modal filters to restrict through traffic and reduce speed and traffic volume is required.

281.1.2 A review of the A3057 Alma Road/Station Road/Station Approach signalised junction should be undertaken to explore improvements for cycle route continuity through the junction. Investigate the potential for providing a Cyclops style junction



281.1.1 Latimer Street



281.1.2 A3057 Alma Road/Station Road/Station Approach junction



281.2 Romsey Station – Stapleford Close

Existing conditions

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

Barriers to walking and cycling

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

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

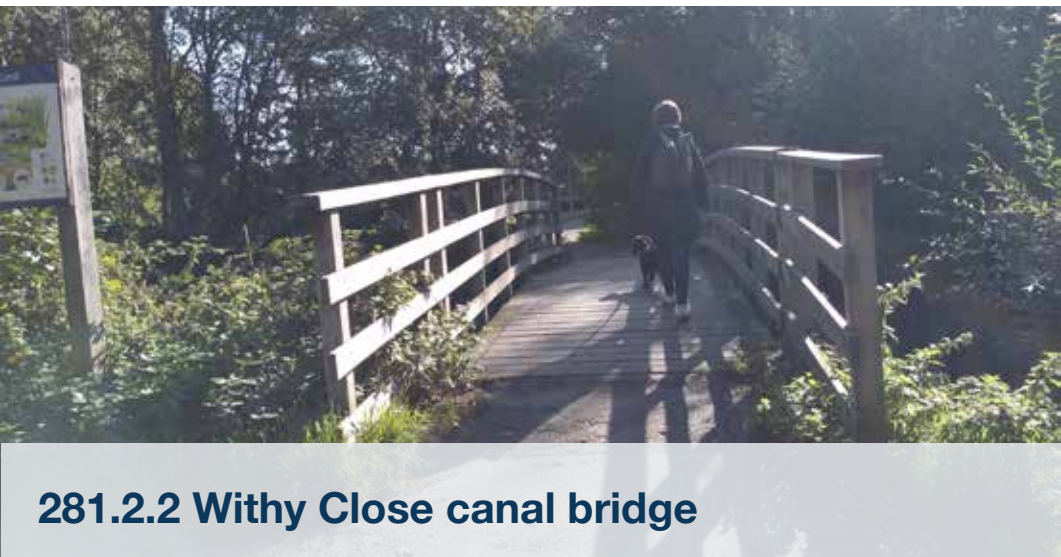
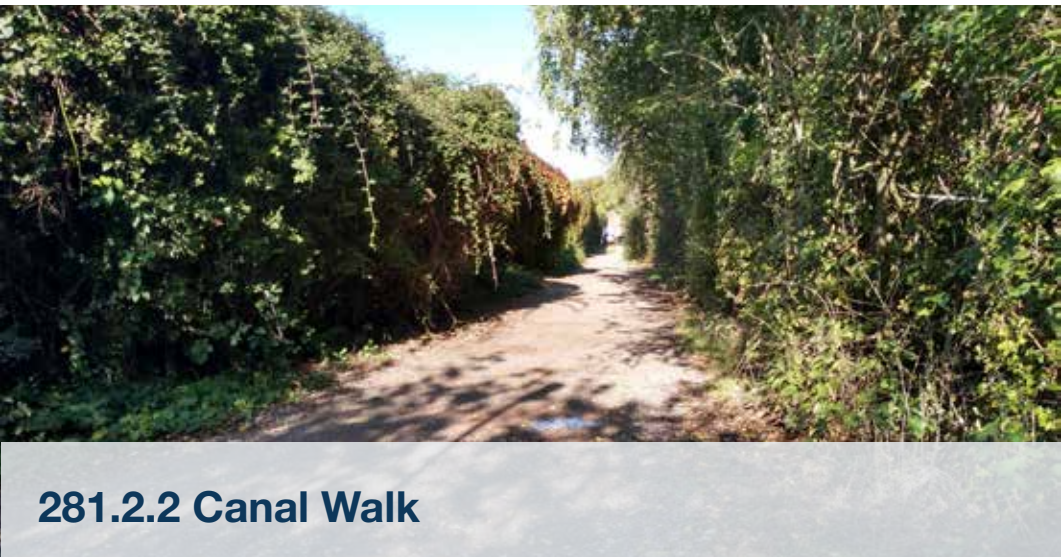
Potential options

281.2.1 Although Station Road to the north of the A3057 signalised junction has a posted 30mph limit is a quiet low speed mixed traffic road. The existing rail underpass is lightly trafficked but lighting improvements and CCTV surveillance should improve personal security. Another option could be to reduce the speed limit to 20mph.

281.2.2 The existing traffic free path between the rail underpass and the canal bridge is too narrow to provide separate walking and cycling facilities so widening will be required subject to land availability. This path is currently unbound and unlit with tall hedges either side. Measures to improve surveillance and personal security should be considered along the route.

281.2.3 The bridge over the canal and the existing traffic free path which links to Nelson Close will need to be widened to continue the separate facilities for walking and cycling, should pedestrian flows require it.

281.2.4 Nelson Close and Latham Road are currently mixed traffic road and 30mph, so not suitable for all users. There are potential options to improve the on-road provision by creating a 20mph low speed quiet mixed traffic street with traffic calming potentially required to reduce traffic speeds.



281.2.5 There is no existing cycle provision on Mercer Way from the Lantham Road junction to the Cupernham Lane junction, but there appears scope to provide a segregated cycle tracks utilising existing verges. However, a 20mph low speed quiet mixed traffic street may be a better option for route continuity.

281.2.6 Cupernham Lane is 30mph and has no available width to provide segregated cycle facilities. Therefore, a 20mph low speed quiet mixed traffic street will be required with bus gate modal filters provided at strategic locations to manage traffic flow, reduce speed and volume. Appropriate cycle crossings will also be required on Cupernham Lane to connect and give priority to cyclists accessing the side roads.

281.2.7 There is no existing cycle provision on Woodley Lane between the Cupernham Lane and Fairview Drive junctions. Although there is available width along the majority of the route to provide segregated cycle facilities, property constraints and significant level difference along a short section will prevent a fully compliant route. Therefore, a 20mph low speed quiet mixed traffic street will be a better option for route continuity. Appropriate cycle crossings will also be required to connect and give priority to cyclists accessing Fairview Drive.

281.2.8 Fairview Drive is currently a mixed traffic no-through residential road and is 30mph, so not suitable for all users. There are potential options to improve the on-road provision by creating a 20mph low speed quiet mixed traffic street to maintain the low speed environment.

281.2.9 There appears to be sufficient width to widen the existing footpath running between Fairview Drive and Staplewood Close subject to land availability.

281.2.10 Staplewood Close is currently a mixed traffic no-through residential road and is 30mph, although vehicle speeds are likely to be low. Therefore a 20mph low speed quiet mixed traffic street to maintain the low speed is suggested.



281.2.5 Mercer Way



281.2.8 Fairview Drive



281.2.6 NCN24 Cupernham Lane



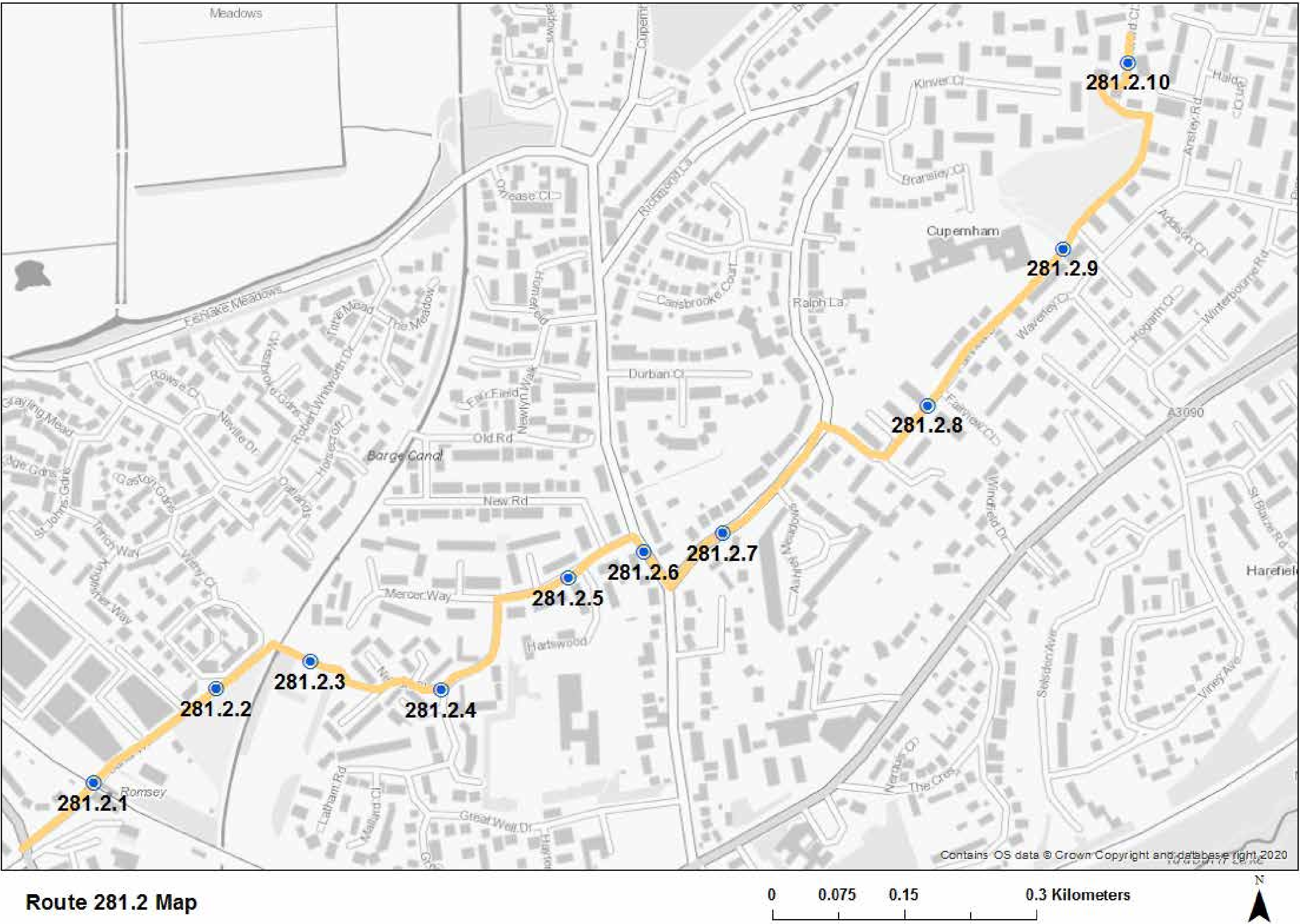
281.2.9 Waverly Close



281.2.7 Woodley Lane



281.2.10 Winterbourne Road



Route 281.2 Map

Route 282: Romsey to Abbotswood

Route description

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

Background

Romsey itself is a historical old town which has recently had a large scale infrastructure update but has little in the way of cycle provision. The recent changes were delivered before the publication of the latest cycle design guidance.

282.1 Around Romsey town

Existing conditions

A busy town with brand new infrastructure, unfortunately with no dedicated provision for cycling.

Barriers to walking and cycling

High volumes of traffic and pedestrians as it's a desirable place to visit.

Potential options

282.1.1 Palmerston Street is currently a mixed traffic road and is 30mph, so not suitable for all users. There is no scope to provide a segregated cycle track so a 20mph low speed quiet mixed traffic street will be required with bus gate modal filters potentially required to manage through traffic movement and reduce volume.

282.1.2 Broadwater Road from Palmerston Street to Bell Street is currently a mixed traffic road and is 30mph, so not suitable for all users. Although there appears to be sufficient width to provide protected cycle tracks along the majority of the route, the pavement width narrows substantially after the Banning Street junction where there is insufficient width to continue the protected facility. Therefore, the continuation of a 20mph low speed quiet mixed traffic street should be considered. Due to the current through traffic volume, modal filters may be required.

282.1.3 Bell Street is one-way and a low speed environment, so the continuation of a 20mph limit with reduced traffic volume should help to reinforce the low speed environment. There is no available width to provide a contra-flow for southbound cyclists so a suitable route along The Hundred should be explored.

282.1.4 Church Street is currently a mixed traffic road and is 30mph, so not suitable for all users. There is no scope to provide a segregated cycle track so a 20mph low speed quiet mixed traffic street will be required with bus gate modal filters potentially required to manage through traffic and reduce volume.



282.1.1 Palmerston Street



282.1.3 Middlebridge Street into Bell Street



282.1.2 Broadwater Road



282.1.4 Church Street/Church Place



Key:

- Primary route
- Secondary route
- Potential options

282.2 Romsey – Fishlake Meadows

Existing conditions

Mix of very narrow roads with parking to much more open roads with cyclepaths.

Barriers to walking and cycling

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

Potential options

282.2.1 Cherville Street and Greatbridge Road up to the Lansdowne Close footpath are both mixed traffic roads and are 30mph, so not suitable for all users. There is no scope to provide a segregated cycle track so a continuation of a 20mph low speed quiet mixed traffic street will be required with bus gate modal filters potentially required to manage through traffic movement and reduce volume.

282.2.2 The Lansdowne Close footpath is too narrow to provide a compliant segregated facility. Third party land will be required to widen the footpath.

282.2.3 Lansdowne Close is a residential road and is a low speed environment, so suitable for the majority of users.

282.2.4 The A3057 Duttons Road is currently a mixed traffic road and is 30mph, so not suitable for all users. The section linking Lansdowne Close on the west and the railway underpass on the east is too narrow to provide a protected facility but a new foot/cycle bridge could be provided on the western side. This could link to an upgraded toucan crossing and widened shared path to the rail underpass.

282.2.5 Improve destination and shared path signage with dropped curb on both sides of Romsey Industrial Estate.

282.2.6 The existing rail underpass is too narrow and low for a compliant segregated cycle track so investigation will be required to see if this can be widened and lowered. The existing Romsey Industrial Estate footpath linking the A3057 with Fishlake Meadows is too narrow to provide segregated cycle facilities so widening will be required subject to land availability.



282.2.1 Cherville Street towards Malthouse Close



282.2.4 A3057 Railway Track Underpass



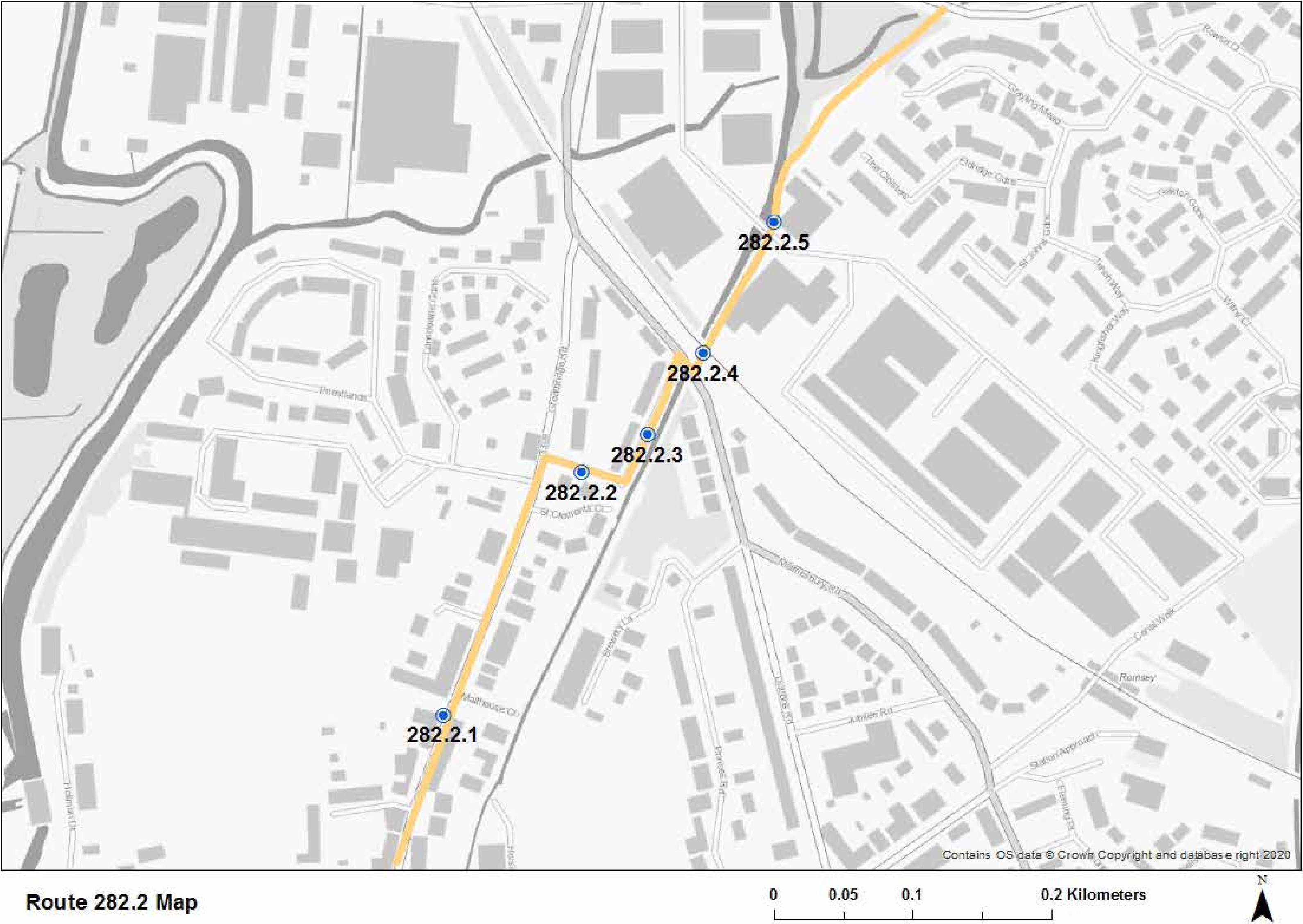
282.2.2 Lansdowne Close footpath



282.2.5 Romsey Industrial Estate pathway



282.2.3 Lansdowne Close



282.3 Fishlake Meadows – Abbotswood

Existing conditions

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

Barriers to walking and cycling

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

Potential options

282.3.1 The existing on-road cycle provision and shared facility running along Fishlake Meadows from the Romsey Industrial Estate footpath to the Cupernham Lane roundabout is not compliant. There appears to be scope to provide fully segregated cycle tracks along one or both sides of Fishlake Meadows, subject to land availability and constraints. A priority crossing will be required to connect a cycle track on the northern side to the Romsey Industrial Estate footpath.

282.3.2 A review of the Fishlake Meadows/Cupernham Lane roundabout should be undertaken to improve cycle route continuity. Investigate the potential for providing a Dutch style roundabout subject to land availability.

282.3.3 The existing shared facility on the western side of Cupernham Lane from the Fishlake Meadows roundabout to the Richmond Lane junction is not compliant. There appears to be scope to provide a fully segregated cycle track along the eastern side, subject to land availability and constraints.

282.3.4 Richmond Lane is currently a mixed traffic road and is 30mph, so not suitable for all users. There is no scope to provide a segregated cycle track so a 20mph low speed quiet mixed traffic street will be required, with bus gate modal filters potentially required to manage through traffic movement and reduce volume.

282.3.5 Woodley Lane from Richmond Lane to Cavendish Close is currently a mixed traffic road and is 30mph, so not suitable for all users. Although there appears to be sufficient width to provide protected cycle tracks along the vast majority of the route, the pavement width pinches and narrows on the bend. Therefore, the continuation of a 20mph low speed quiet mixed traffic street should be considered. Due to the current through traffic volume, bus gate modal filters may be required.



282.3.1 Fishlake Meadows/Robert Whitworth Dr



282.3.2 Fishlake Meadows/Cupernham Lane



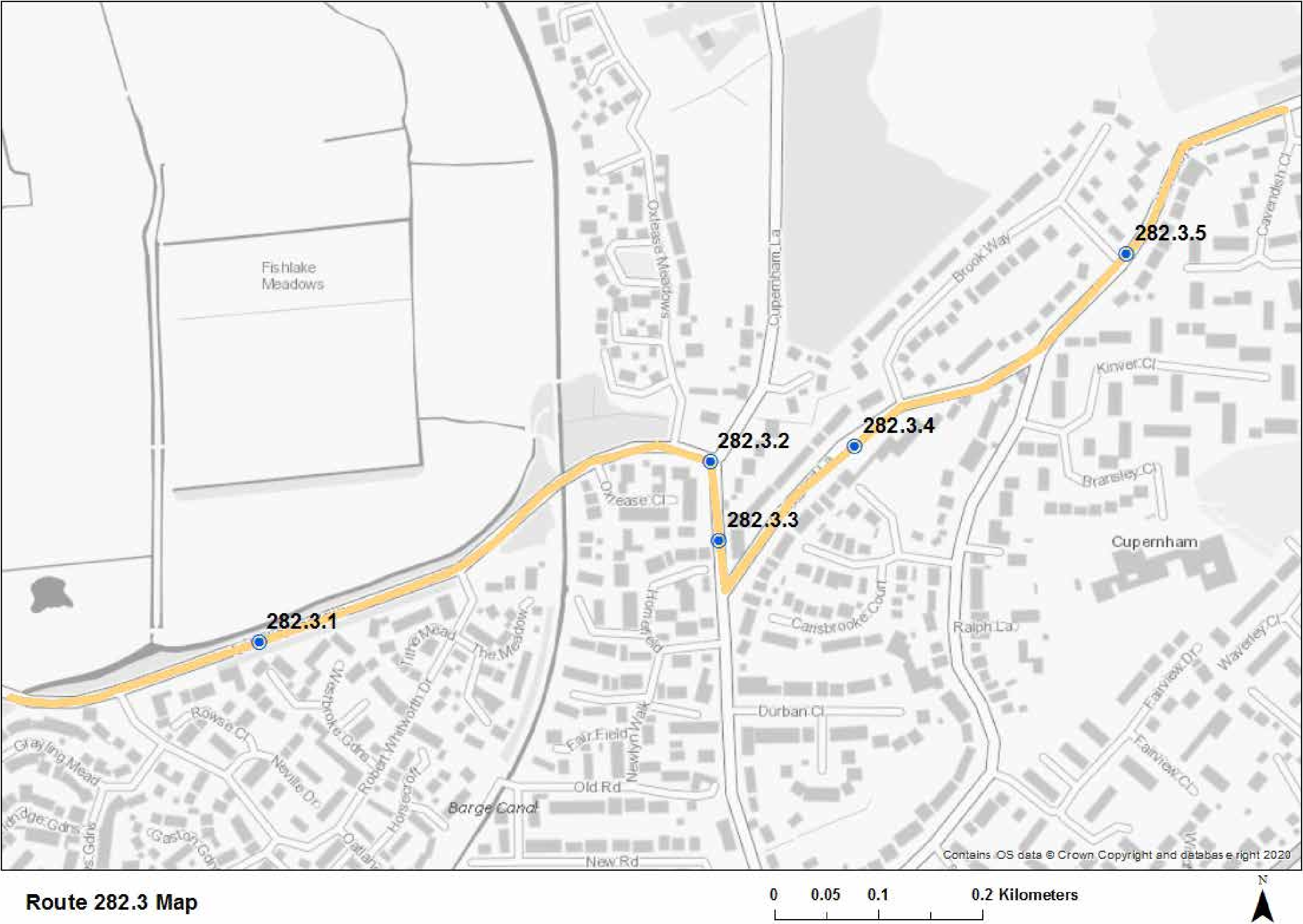
282.3.3 A3057 Richmond Ln/Cupernham Ln Jnct



282.3.4 Richmond Lane at Brook Way Junction



282.3.5 Woodley Lane near Cavendish Place



Route 330: Romsey to Nursling

Route description

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

Background

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

330.1 Romsey

Existing conditions

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

Barriers to walking and cycling

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

Potential options

330.1.1 There are no existing cycle facilities on the Romsey Industrial Estate service road. There appears to be sufficient width on the service road and Canal Walk path to provide segregated cycle tracks along the vast majority through to the rail underpass, subject to third party land availability and consent. The underpass is open to motor vehicle traffic albeit low volumes. Improvements including lighting should be explored for the underpass to improve this link.

330.1.2 A review of the A3057 Station Road junction should be undertaken to improve cycle route cycle priority and continuity through the junction.

330.1.3 Mountbatten Avenue is a residential road and already a low speed environment, so suitable for the majority of users. A 20mph speed limit should help to maintain the low speed environment. Explore linking the A3057 Station Road junction and Mountbatten Avenue by widening the existing footpath in Flemming Place, if third party land is available. The existing footpath between Mountbatten Avenue and the A3057 Plaza Theatre roundabout is too narrow for a compliant shared facility and there is no scope to widen this due to property and level constraints.

330.1.4 A review of the A3090 Plaza Theatre roundabout should be undertaken to improve cycle route cycle priority and continuity through the junction. Investigate the potential for providing a Dutch style roundabout subject to land availability.



330.1.1 Romsey Industrial Estate service road



330.1.3 Mountbatten Avenue / A3057 Plaza Theatre footpath



350.1.4 A3090 Plaza Theatre roundabout

330.1.5 There is an existing shared facility on the western side of the A3090 Southampton Road between The Harrage footpath and the A27 roundabout which is not compliant. There appears to be available width to provide segregated cycle tracks subject to land availability. A controlled crossing should be provided to provide east/west cycle route priority and continuity.

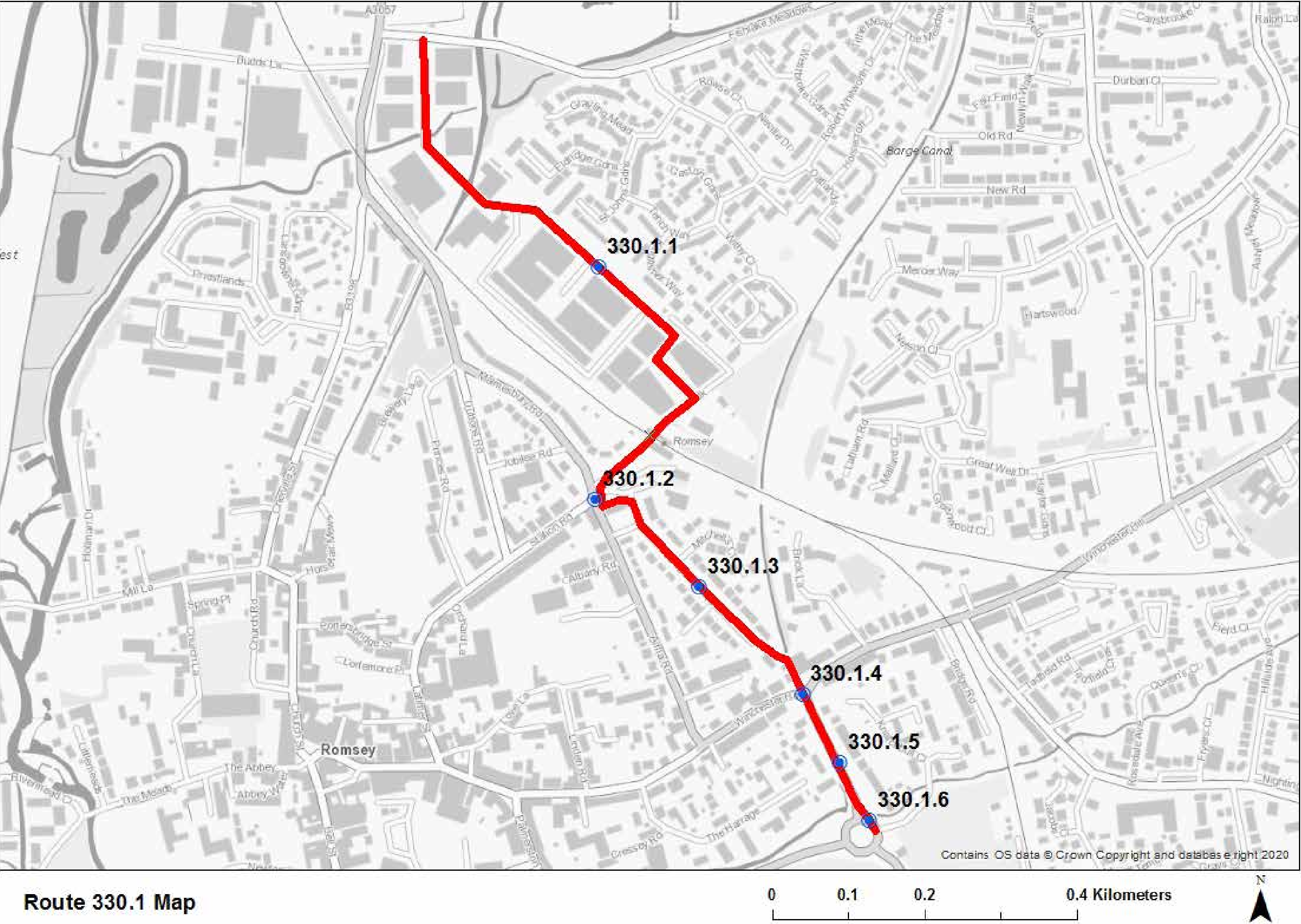
330.1.6 A review of the A3090/A27/Knatchbull Close roundabout should be undertaken to improve cycle route continuity. Investigate the potential for providing a Dutch style roundabout if traffic volumes allow or reconfigure the junction to provide a cyclops style junction to improve continuity and connectivity.



350.1.5 A3090 Southampton Road



330.1.6 A3090/A27/Knatchbull Close roundabout



330.2 Southampton Road A27

Existing conditions

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

Barriers to walking and cycling

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

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

This new neighbourhood is a strategic allocation in the adopted Test Valley Borough Local Plan (2016) and will incorporate cycling and walking infrastructure that links the site with the wider walking and cycling networks serving Romsey.

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

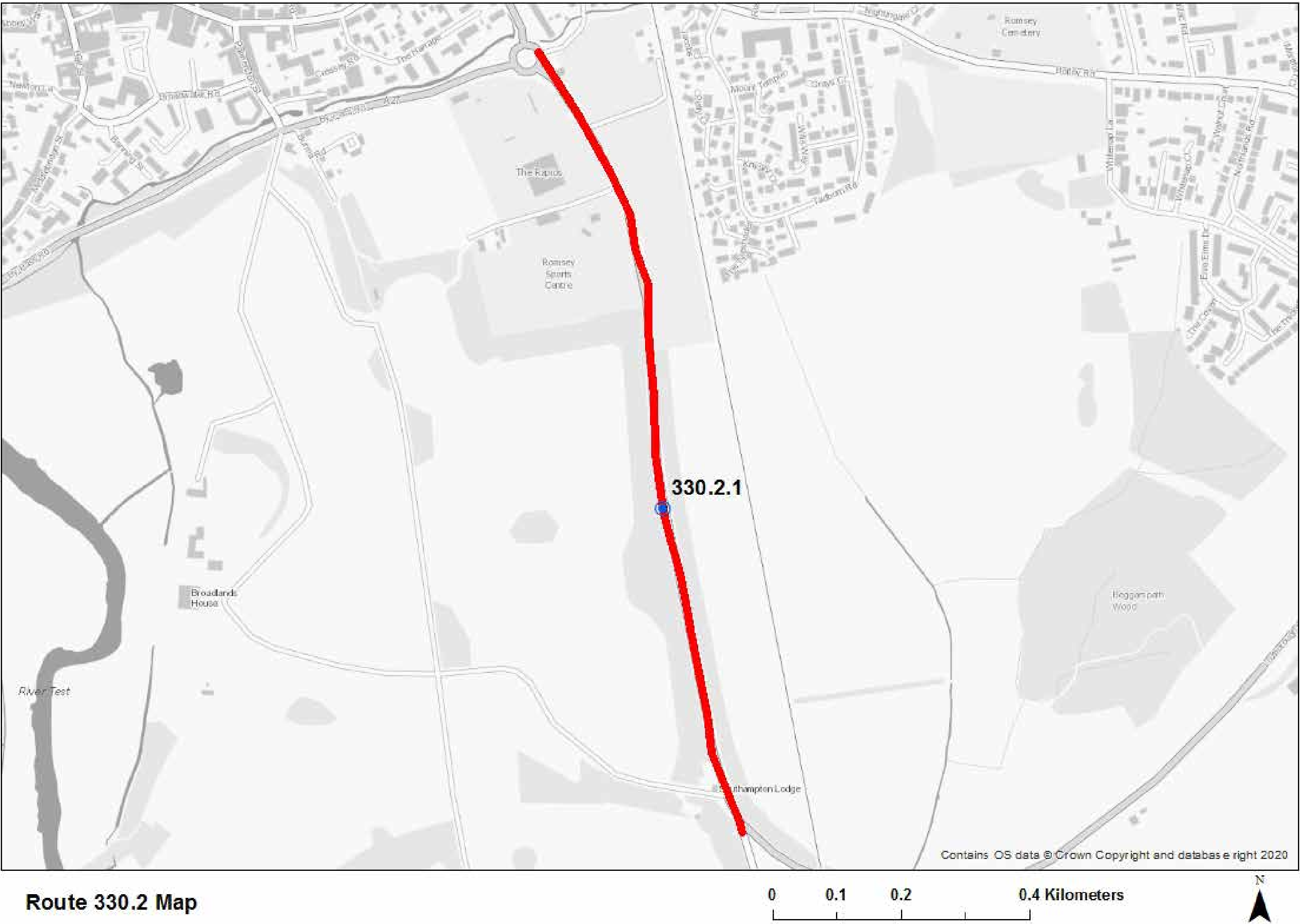
One potential option for such provision could be a pedestrian/cycle bridge over the railway line at Whitenap linking LCWIP routes 280 and 330 as well as other improvements along the A27 and Luzborough Lane.

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

Potential options

330.2.1 There is an existing shared facility running on the eastern side of the A27 Southampton Road between the A3090/Bypass Road/Knatchbull Close roundabout and the Lee Lane junction. There appears to be available width to provide a segregated two-way cycle track subject to land availability and alterations of the ditch. A controlled crossing in the proximity to the Lees Lane junction to provide north/south cycle route priority is required although significant vegetation clearance may be required.





330.3 Lee Lane

Existing conditions

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

Barriers to walking and cycling

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

Potential options

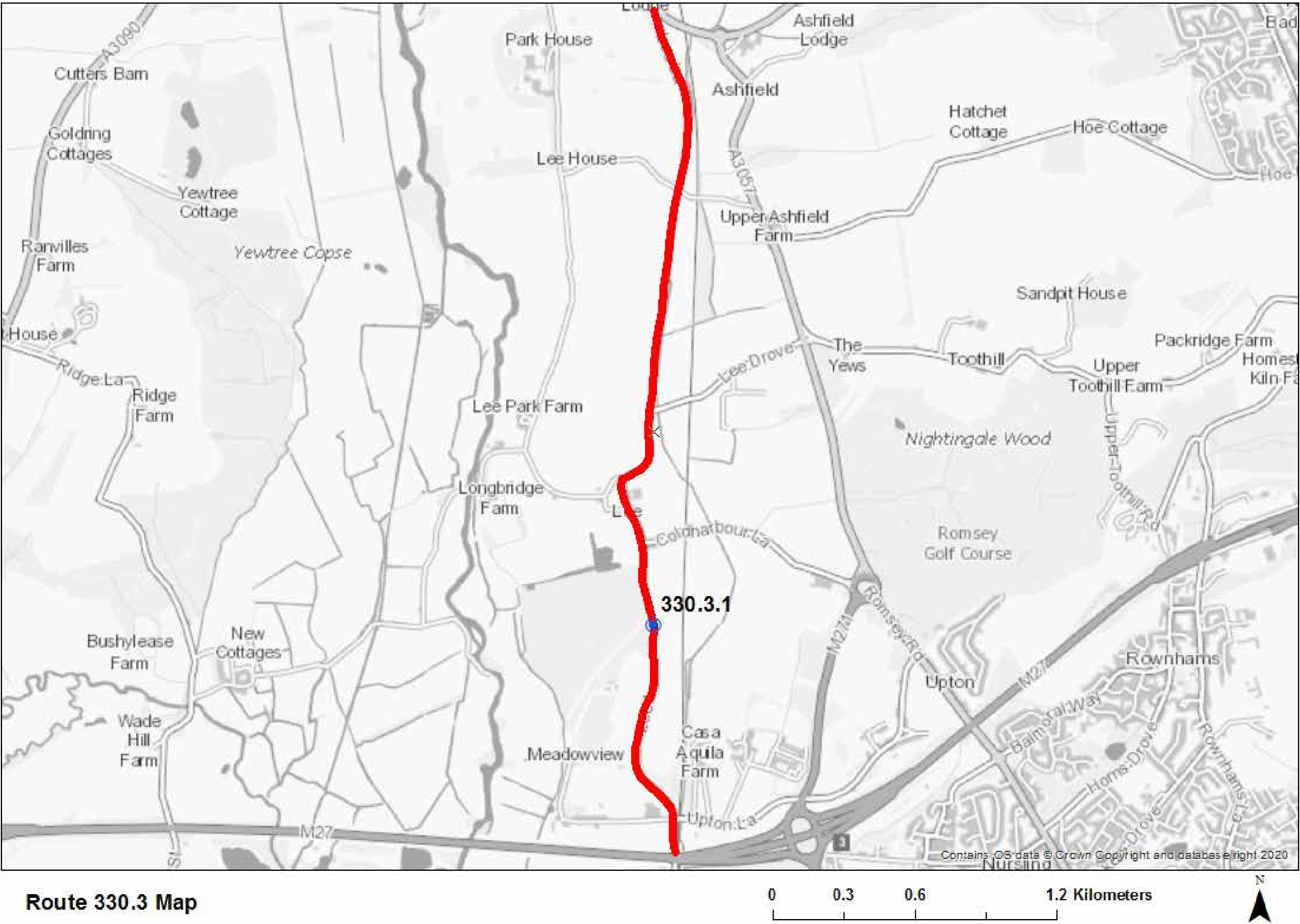
330.3.1 Lees Lane is a national speed limit rural road with no existing cycle facilities. Traffic volumes may support this route to be signed as a ‘quiet lane’ with modal filters installed at strategic points to reduce through traffic if required. Alternatively, explore the potential to provide a segregated or shared facility running parallel to Lees Lane within third party land, although personal security and surveillance will need to be considered.



330.3.1 Lee Lane



330.3.1 Lee Lane



Key:

- Primary route
- Secondary route
- Potential options

330.4 Station Road – Southampton

Existing conditions

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

Barriers to walking and cycling

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

Potential options

330.4.1 Station Road and Weston Lane from Lees Lane to Andes Road are currently mixed traffic roads with potentially high numbers of HGVs, so not suitable for all users. There appears to be sufficient width to provide protected cycle tracks or shared facility along the vast majority of the route, subject to land availability, but these may need to switch from side to side to allow for localised constraints. Traffic calming including priority features at the bridge pinch-points will be required.

330.4.2 Station Road is currently a mixed traffic road with potentially high number of HGVs, so not suitable for all users. There appears to be sufficient width to continue a protected cycle tracks or shared facility along the vast majority of the route to the Brownhill Road/Franconia Drive/Test Lane roundabout, subject to land availability and pedestrian flows.

330.4.3 A review of the Andes Road/Brownhill Road/Franconia Drive/Test Lane roundabout should be undertaken to improve cycle route cycle priority and continuity through the junction. Investigate the potential for providing a Dutch style roundabout subject to land availability.

330.4.4 There is an existing shared facility on Browndown Road and Test Lane which is not compliant. There appears to be available width to provide localised widening along some of the route subject to land availability, but there is a width constraint across the M271 bridge.

330.4.5 A review of the Brownhill Road/Redbridge Lane roundabout should be undertaken to



330.4.1 Station Road



330.4.1 Weston Lane



330.4.2 Andes Rd



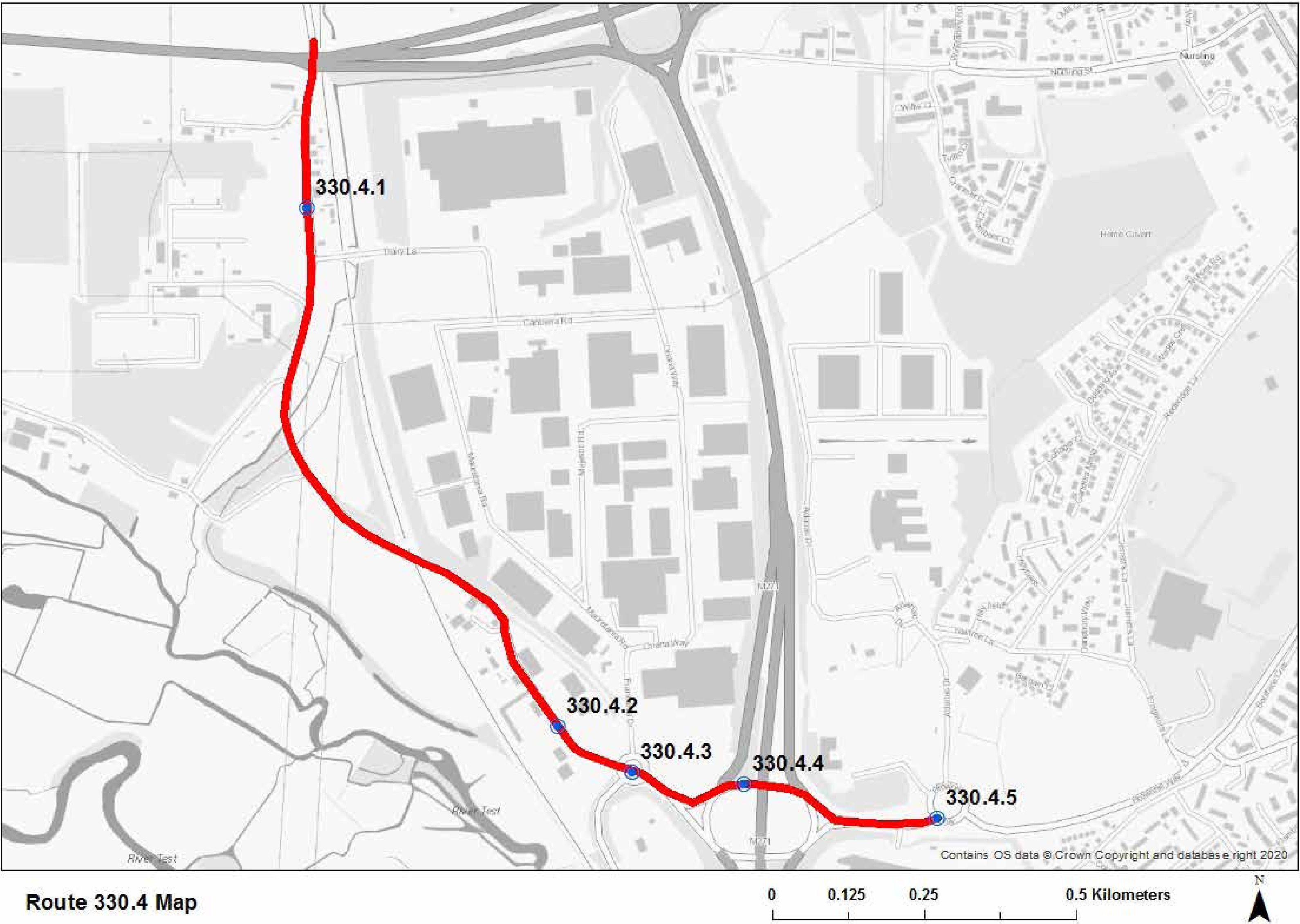
330.4.3 Andes Way/Brownhill Way roundabout



330.4.4 Brownhill Way



330.4.5 Brownhill Way



Route 331: Plaza Theatre to Fishlake Meadows

Route description

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

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

Background

This route was supported by local stakeholders at the workshop.

331.1 Plaza Theatre path – Fishlake Meadows

Existing conditions

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

Barriers to walking and cycling

This route has a number of constraints due to physical barriers and narrow path sandwiched between the water course and property boundaries – particularly from Withy Close to the Plaza Theatre, which will need investigating regarding viability. There are also staggered barriers that exclude users of non-standard cycles.

Potential options

331.1.1 The existing canal tow path running the entire length between the Plaza Theatre roundabout and Fishlake Meadows is too narrow to provide segregated cycle facilities so widening will be required subject to land availability. The path will potentially need to be cantilevered over the canal and possibly lowered under the rail bridge as the headroom is currently too low to accommodate cyclists.



331.1.1 Plaza Theatre path



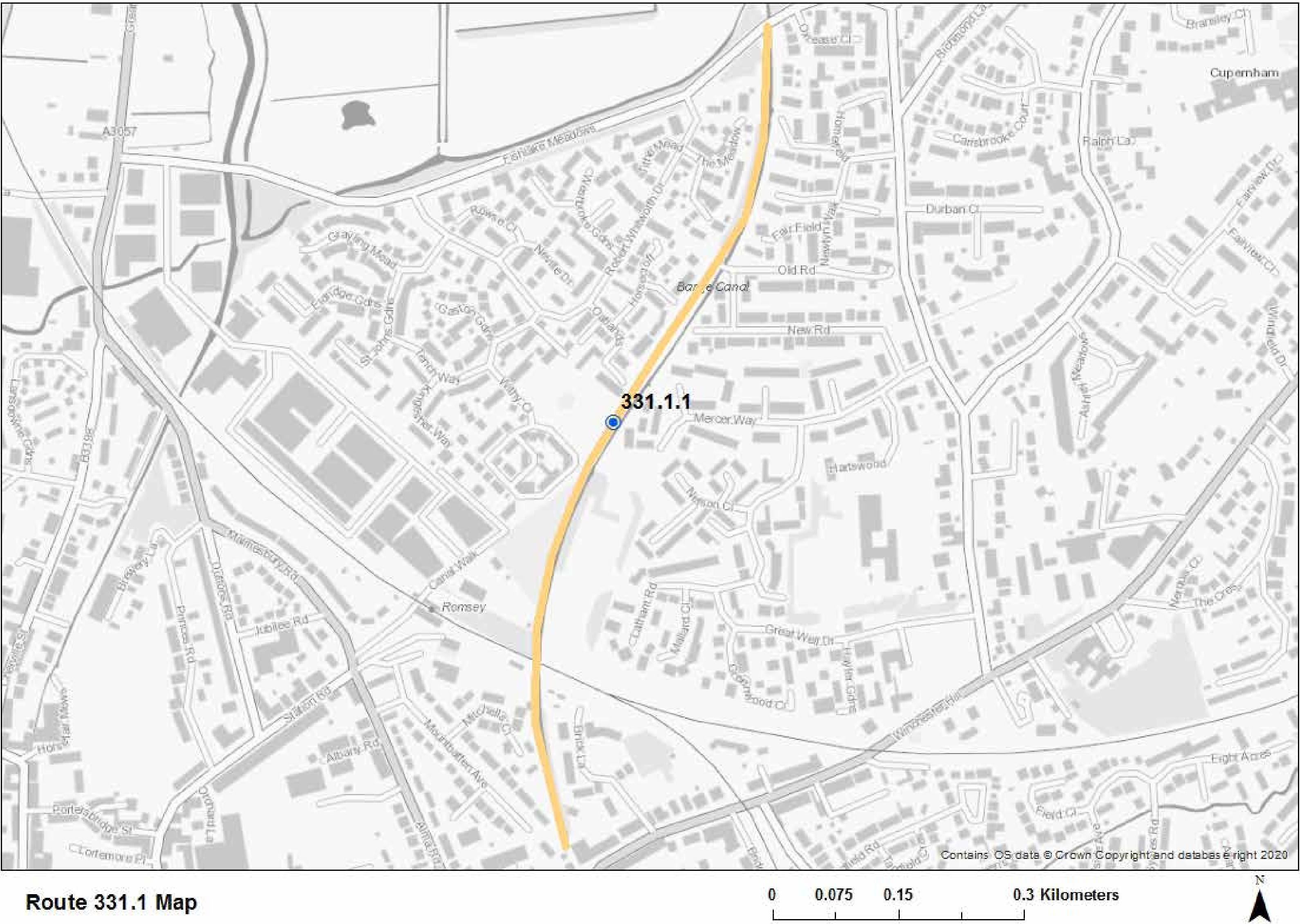
331.1.1 Canal Walk



331.1.1 Path under railway tunnel



331.1.1 Fishlake Meadows junction



Route 332: Abbotswood to Rownhams

Route description

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

332.1 Abbotswood – Halterworth Lane level crossing

Existing conditions

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

Barriers to walking and cycling

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

Staggered barriers are also present on the exisiting shared footway between Chivers Road and Woodley Lane.

Potential options

332.1.1 Explore widening the existing shared footway which runs between Chivers Road and Woodley Lane to provide compliant and clear segregation. There appears to be potential width along the vast majority of the route subject to land availability.

332.1.2 Although Woodley Lane is currently traffic calmed it is a mixed traffic road and is 30mph, so not suitable for all users. There appears to be sufficient width to provide a two-way segregated cycle track on the northern side subject to land availability. Alternatively, reducing the speed limit to 20mph with traffic calming and bus gate filters to reduce traffic volume could be explored to create a low speed mixed traffic street.

332.1.3 A review of the Braishfield Road/Woodley Lane priority junction should be undertaken to explore improvements for cycle route continuity through the junction. Investigate the potential for providing a parallel crossing on Woodley Lane and a zebra crossing on Braishfield Road to improve cycle and pedestrian priority and route continuity.

332.1.4 Braishfield Road between Woodley Lane and School Road is currently a mixed traffic road and is 30mph, so not suitable for all users. There appears to be sufficient width on the western side to investigate providing a two-way segregated cycle track subject to land availability and significant tree and vegetation removal.



332.1.1 Abbotswood Path



332.1.3 Braishfield Road/Woodley Way



332.1.2 Woodley Lane/Braishfield Road



332.1.4 Braishfield Road

332.1.5 A review of the Braishfield Road/School Road junction should be undertaken to explore the provision of a parallel crossing to improve route continuity and priority for cyclists and pedestrians.

332.1.6 School Road is currently a residential mixed traffic road and is 30mph, so not suitable for all users. Although there appears to be sufficient width to provide protected cycle tracks along the vast majority of the route, the pavement width narrows at the northern extents. Therefore, a 20mph low speed quiet mixed traffic street should be considered.

332.1.7 A review of the Winchester Road/School Road junction should be undertaken to explore the potential to tighten up the junction to reduce vehicle entry speeds and provide a parallel crossing on Winchester Road to improve route continuity and priority for cyclists and pedestrians.

332.1.8 Explore widening the existing footpath which runs between Winchester Road and Campion Drive to provide a segregated cycle track. There appears to be potential width along the vast majority of the route subject to land availability.

332.1.9 Campion Drive and Bramble Walk are considered to be a low speed environments but there is potential to further improve the on-road provision by reducing the speed limit to 20mph. Alternatively, the provision of a fully segregated cycle track could be explored using the field directly opposite the traffic free path, subject to land availability. If this is viable then a priority crossing should be installed on Campion Drive to provide route continuity and priority for cyclists.

332.1.10 Explore widening the existing footpath which runs between Bramble Lane and Halterworth Lane to provide a segregated cycle track. If this is not viable then explore the possibility of providing a fully segregated cycle track in the field to the south of the path.

332.1.11 Halterworth Lane (north) between the Bramble Drive path and the level crossing is currently a mixed traffic rural road and is 30mph, so not suitable for all users. There is insufficient width to provided a protected cycle track so a 20mph low speed quiet mixed traffic street will be required, with bus gate modal filters potentially required to manage through traffic movement and reduce volume. Alternatively and if viable, explore continuing the rerouted cycle track as proposed in 332.1.10 as far as the level crossing.



332.1.6 School Road



332.1.7 School Road/Winchester Road



332.1.8 Winchester Road – Campion Drive Path



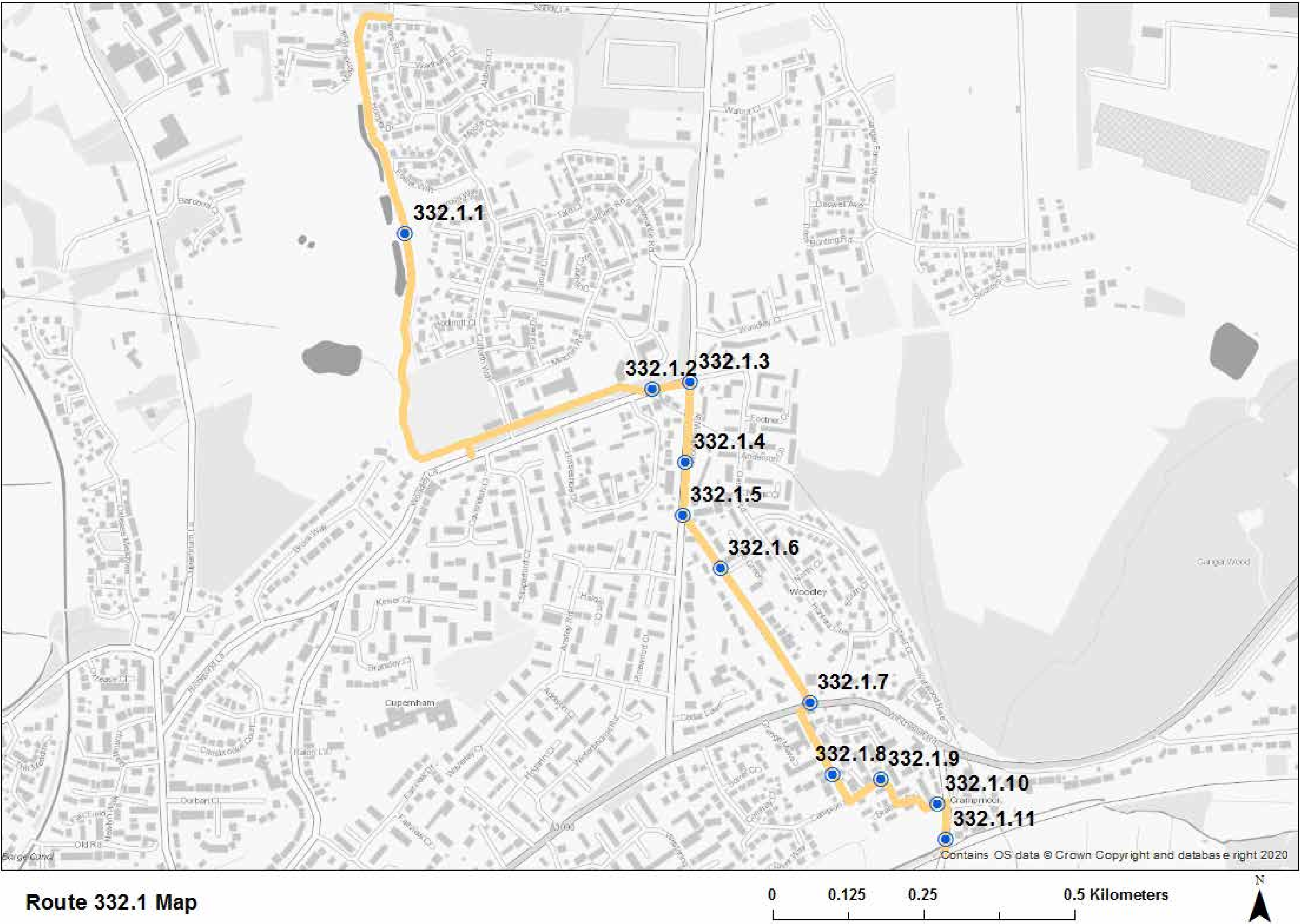
332.1.9 Bramble Drive



332.1.10 Bramble Drive – Halterworth Lane Path



332.1.11 Halterworth Lane



Key:

- Primary route
- Secondary route
- Potential options

332.2 Halterworth Lane level crossing – Botley Road

Existing conditions

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

Barriers to walking and cycling

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

Potential options

332.2.1 Halterworth Lane (north) between the level crossing and Highwood Road junction is currently a mixed traffic rural road and is 30mph, so not suitable for all users. There appears to be sufficient width to investigate providing a two-way cycle track on the eastern side subject to land availability.

332.2.2 A review of the Halterworth Lane/Highwood Road (north) junction should be undertaken to explore the potential to tighten up the junction to reduce vehicle entry speeds and provide priority crossings to improve route continuity and priority for cyclists and pedestrians.

332.2.3 Highwood Road between the two Halterworth Lane junctions is currently a mixed traffic rural road and is 30mph, so not suitable for all users. There appears to be sufficient width on the southern side to investigate providing a two-way cycle track subject to land availability.

332.2.4 A review of the Highwood Road/Halterworth Lane (south) junction should be undertaken to explore the potential to tighten up the junction to reduce vehicle entry speeds, and provide priority crossings to improve route continuity and priority for cyclists and pedestrians.

332.2.5 Halterworth Lane (south) from Highwood Road to Botley Road is currently a mixed traffic road and is 30mph, so not suitable for all users. Although there appears to be sufficient width to provide protected cycle tracks along the majority of the route, the facilities may need to switch from side to side due to boundary constraints. There is insufficient width to continue the protected facility at the southern extent from Montford Heights to Botley Road, so a 20mph low speed quiet mixed traffic street will be required. Due to current traffic volume and speed traffic calming features with bus modal filters will be required.

332.2.6 A review of the Halterworth Lane/Botley Road junction should be undertaken to explore the potential to tighten up the junction to reduce vehicle entry speeds, and provide priority crossings to improve route continuity and priority for cyclists and pedestrians.



332.2.1 Halterworth Lane



332.2.5 Halterworth Lane



332.2.2 Halterworth Lane/Highwood Lane



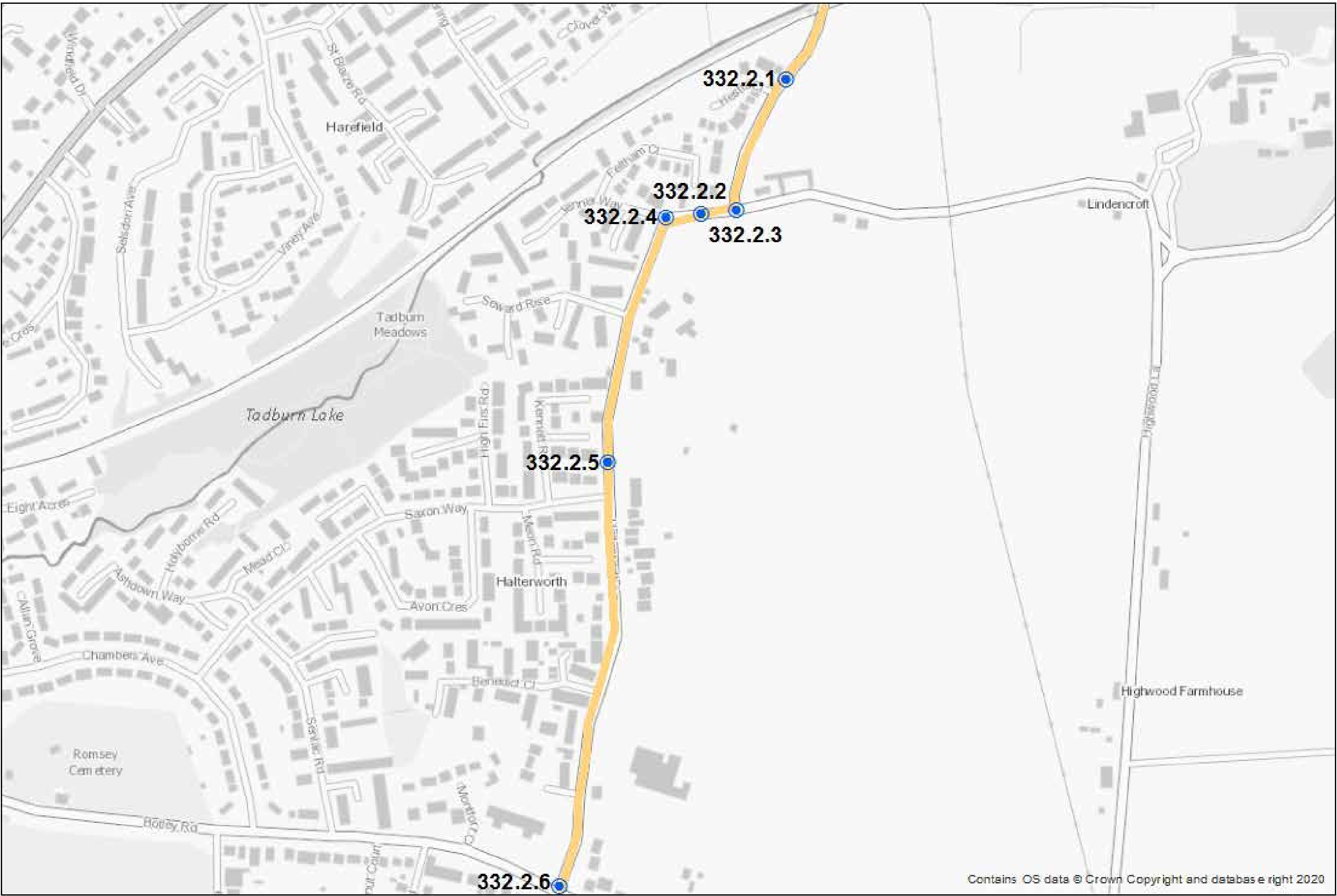
332.2.6 Halterworth Lane/Botley Road



332.2.3 Halterworth Lane/Jenner Way



332.2.4 Halterworth Lane



Key:

- Primary route
- Secondary route
- Potential options

Route 332.2 Map

332.3 Botley Road – Rownhams Lane

Existing conditions

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

Barriers to walking and cycling

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

Potential options

332.3.1 Botley Road from Halterworth Lane to Montiford Road is currently a mixed traffic road and is 30mph, so not suitable for all users. Although there appears to be sufficient width to provide a protected cycle track on the southern side, as mentioned in 280.2.1, the facilities would need to switch from side

to side further west along the route due to boundary constraints, so a 20mph low speed quiet mixed traffic street may be required. Due to current traffic volume and speed traffic calming features with bus modal filters will be required. For continuity of route, investigate extending the 20mph low speed quiet mixed traffic street along the full extent of Botley Road with continuous crossings provided across all the side road junctions to provide pedestrian priority.

332.3.2 Explore reconfiguring the Highwood Lane side road junction to reduce its size and provide a priority crossing to provide cycle route continuity.

332.3.3 The existing shared facilities on the northern side of Botley Road and A27 Botley Road are not compliant. There appears to be sufficient width to provide fully segregated cycle tracks between the Botley Road and Rownhams Lane junctions.

332.3.4 A review of the A27 Botley Road/Rownhams Lane junction should be undertaken to reconfigure the layout and explore improvements for pedestrians and cycle route continuity through the junction.

332.3.5 The existing advisory cycle lanes on Rownhams Lane between the A27 Botley Road and Bracken Road junctions are not compliant. There is insufficient width to provide lightly or fully segregated cycle tracks due to road width and property boundary constraints, so a 20mph low speed quiet mixed traffic street will be required. Due to current traffic volume and speed traffic calming features with bus modal

filters will be required. Continuous crossings should be considered across all the side road junctions along the route to provide pedestrian priority.



332.3.1 Botley Road



332.3.1 Botley Road



332.3.2 Botley Road/Highwood Lane



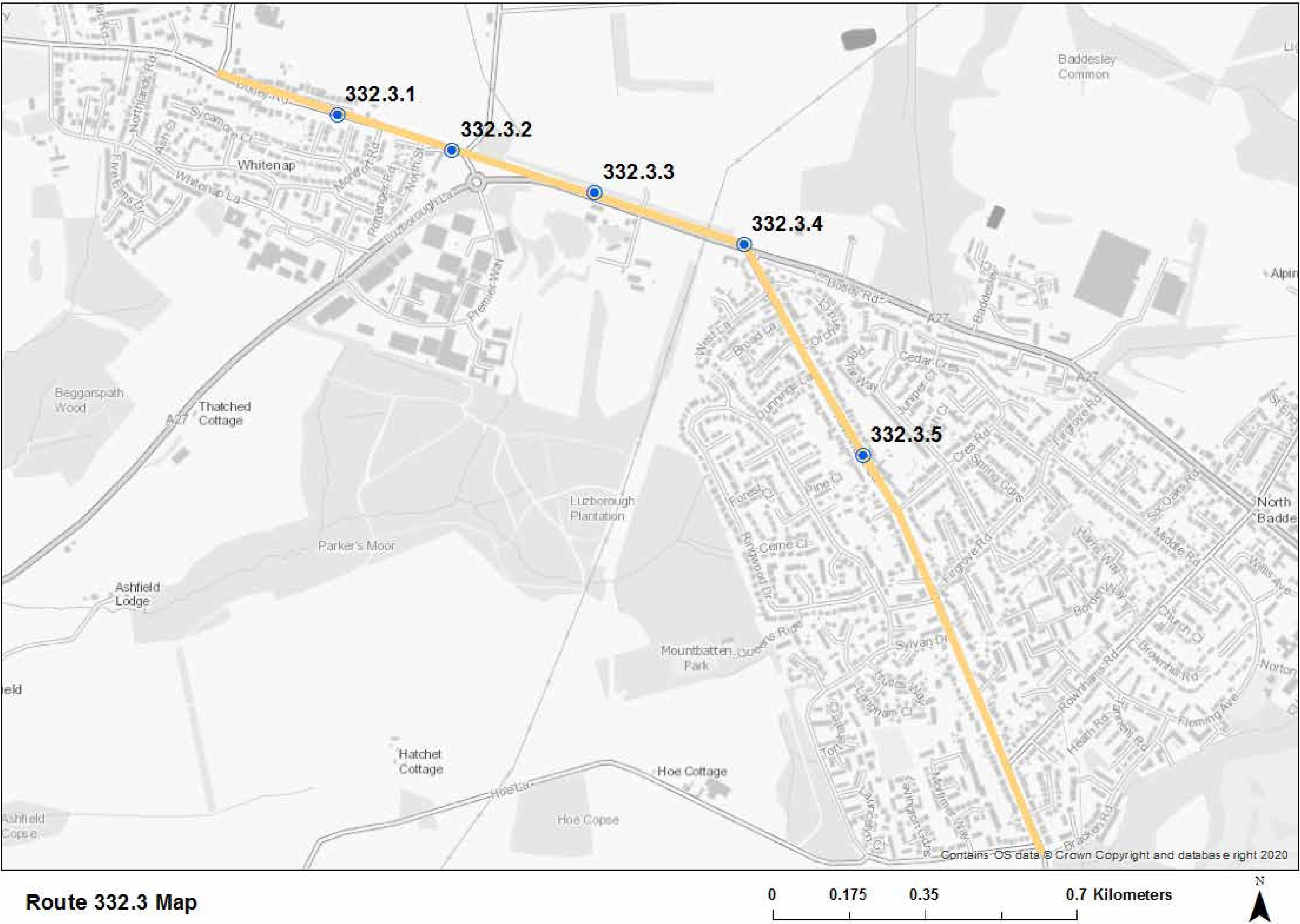
332.3.3 Botley Road



332.3.4 Botley Road/Rownhams Lane



332.3.5 Rownhams Lane



332.4 Rownhams Lane – Rownhams

Existing conditions

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

Barriers to walking and cycling

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

Potential options

332.4.1 The existing shared facility on Rownhams Lane between Bracken Road and Routs Way is not compliant. There appears to be sufficient width along the vast majority of the route to provide a two-way segregated cycle track subject to land availability. However, the road width is insufficient to continue the segregated cycle track across the M27 bridge.

332.4.2 Rownhams Lane from Routs Way to Bakers Drove is currently a mixed traffic road and is 30mph, so not suitable for all users. There is insufficient width to continue protected cycle tracks, so a 20mph low speed quiet mixed traffic street will be required. Due to current traffic volume and speed traffic calming features with bus modal filters will be required. Investigate providing continuous crossings across all the side road junctions to provide pedestrian priority.





Route 333: Chandler’s Ford Railway Station to North Baddesley

Route description

Route 333 links Chandler’s Ford railway station with North Baddesley. Much of the route shares the same alignment as the primary route 280. Route 333 continues through Chandler’s Ford within the Eastleigh borough. The total length of the route within southern Test Valley is 5.5km, 2.5km of which is along the same alignment as route 280. For section 333.1 of this route, details can be found in the Eastleigh LCWIP.

333.2 Chandler’s Ford Railway Station – Raglan Close

Existing conditions

This section of route 333 almost entirely uses existing traffic free shared use paths from Chandler’s Ford railway station into the outskirts of the town.

Barriers to walking and cycling

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

Potential options

333.2.1 Subject to land availability, explore widening the traffic free paths between Chandler’s Ford Station and Pilgrims Close which are narrow in places, especially across the bridges, to provide clear segregation. Provide signage and remove the bollards to improve route wayfinding and cohesion along this route.

333.2.2 The section of Pilgrims Close between the traffic free paths is traffic calmed and a low speed environment so suitable for mixed traffic for all users. However, there is potential to further improve the on-road provision by reducing the speed limit to 20mph.

333.2.3 Explore widening the existing shared facility on George Perrett Way between Pilgrims Close and Reglan Close to provide clear segregation, subject to land availability.

333.2.4 There appears scope to provide a two-way segregated cycle track on the western side of Reglan Close to connect to the Knightwood Road/Templars Way/ Castle Lane junction, subject to land availability.



333.2.2 Pilgrims Close path entry



333.2.1 Chandler's Ford station to Pilgrims Close path



333.2.3 George Perrett Way/Pilgrims Close



333.2.1 Chandler's Ford station to Pilgrims Close path



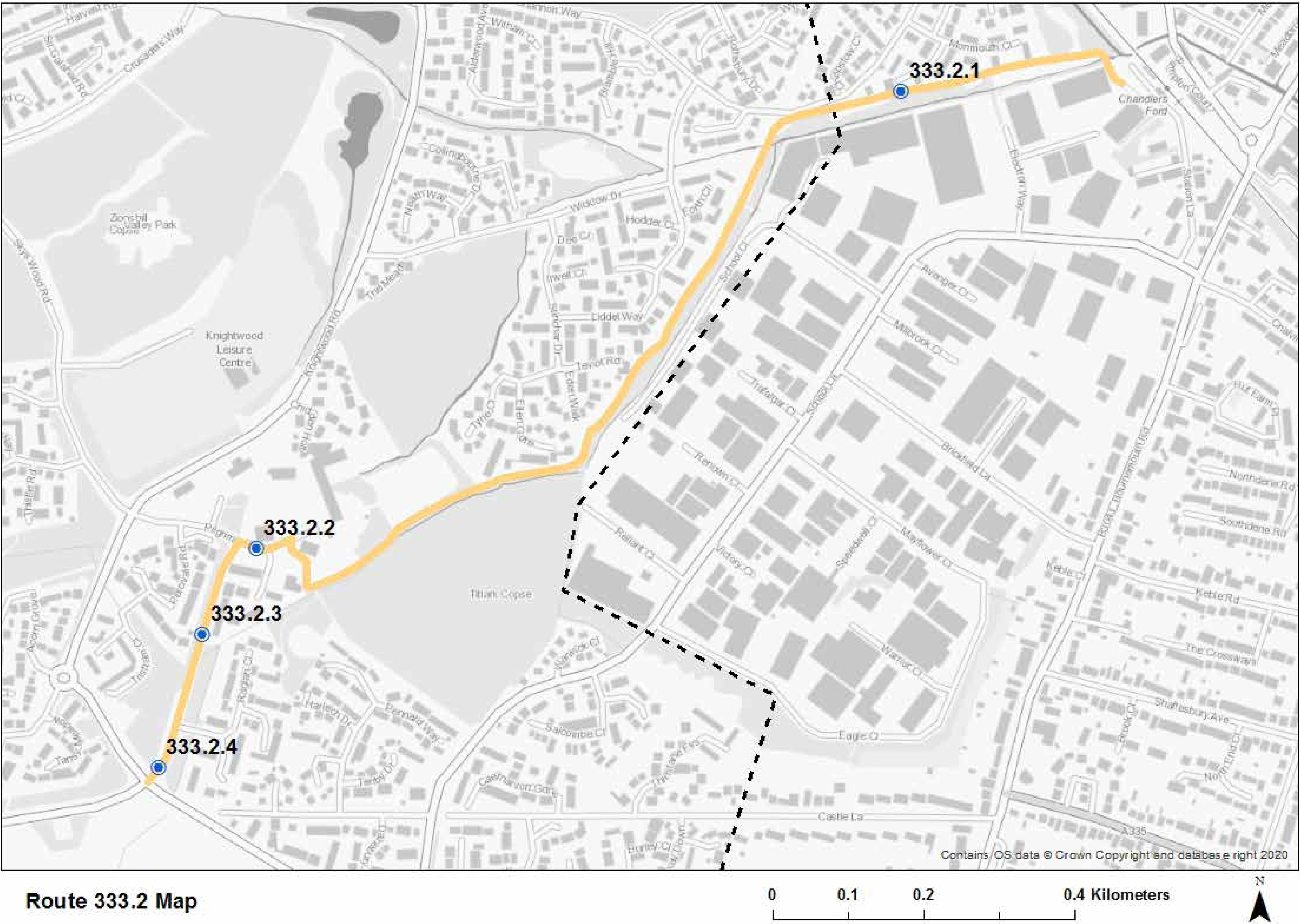
333.2.3 George Perrett Way/Raglan Close



333.2.2 Chandler's Ford station to Pilgrims Close path



333.2.4 Raglan Close



Key:

- Primary route
- Secondary route
- Potential options

333.3 Raglan Close – Botley Road

Existing conditions

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

Barriers to walking and cycling

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

Potential options

333.3.1 A review of the Castle Lane/Knightwood Road/Templars Way/Raglan Close junction should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. Investigate the potential for providing a cyclops style junction.

333.3.2 The width of the existing shared use path running alongside and adjacent Castle Lane between Sandy Lane and the Knightwood Road/Templars Way/Raglan Close junction is below standard for the majority of the route. There appears to be scope to widen the footway and provide separation subject to land availability. However, property boundary constraints prevent the continuation of a segregated cycle track for a short section to the east of the Misslebrook Lane junction. Some low level lighting to aid way finding and security could also be provided.



333.3.1 Castle Lane/Kightwood Road/Templars Way/Raglan Close junction



333.3.2 Castle Lane Path



333.3.2 Castle Lane



Key:

- Primary route
- Secondary route
- Potential options

Route 333.3 Map

333.4 Botley Road – Rownhams Lane

Existing conditions

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

Barriers to walking and cycling

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

Potential options

333.4.1 Explore providing a two-way cycle track around the perimeter of the North Baddesley Recreation Ground to provide connect Castle Lane and Nutburn Road. Some low level lighting to aid way finding and security could also be provided.

333.4.2 There is no existing cycle provision on Nutburn Road from the A27/Rownhams Road junction to the recreation ground access road to the side of the Baptist Church. There appears scope to provide a two-way segregated cycle track utilising the existing left turn lane.

333.4.3 A review of the A27 Botley Road/Rownhams Road/Nutburn Road junction should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. Investigate the potential for providing a cyclops style junction.

333.4.4 Rownhams Road is currently a mixed traffic road and is 30mph, so not suitable for all users. There is insufficient width to provide protected cycle tracks, so a 20mph low speed quiet mixed traffic street will be required. Due to current traffic volume and speed, traffic calming features with bus modal filters will be required.



333.4.1 North Baddesley Recreation Ground



333.4.2 Nutburn Road



333.4.3 Botley Rd/Nutburn Rd/Rownhams Rd



333.4.4 Rownhams Road



Route 334: Bournemouth Road Roundabout to Chilworth

Route description

Route 334 provides a link from the edge of Chandler's Ford to Chilworth. The route continues through the centre of Chandler's Ford within the Eastleigh Borough. The route is 2km long within Test Valley Borough. For details on route sections 334.1 and 334.2 please refer to the Eastleigh LCWIP.

334.3 Bournemouth Road Roundabout – Chilworth

Existing conditions

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

Barriers to walking and cycling

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

Potential options

334.3.1 There is an existing shared facility running along the full length of Bournemouth Road and Winchester Road from the Asda roundabout to the A27 Chilworth Road roundabout. There appears to be sufficient width to reallocate road space to provide one or two-way segregated cycle tracks along the vast majority of the route and subject to land availability. However, the road width is insufficient to continue the segregated cycle track across the M27 bridge and the parapet height is below the required minimum for a cycle route. Look to replace the bridge in the long term to accommodate a segregated cycle track.



334.3.1 Bournemouth Road



334.3.1 Winchester Road



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

Appendices

Appendix A: Recommended measures

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

Parallel crossings

Some local authorities have experimented with ‘Parallel Crossings’ where extra space is provided for cyclists adjacent to a zebra crossing. These are becoming increasingly common, some examples are illustrated below:



20mph speed limits

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

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

The HCC Executive Lead Member for Transport and Environment Strategy has commissioned a review of the current policy for 20 mph speed restrictions in Hampshire. This will be carried out by The Economy, Transport and Environment Select Committee. A Task and Finish group has been formed – effectively a working party - to support the review.

New 20 mph zones and limits are currently restricted to address casualty reduction. The review that the Executive Lead Member has commissioned is to determine whether there is merit in extending the scope for these measures, particularly to support changing travel patterns and improvements to air quality. The review will focus on the evidence about whether such measures are effective and positively contribute to improving air quality and encouraging greater levels of walking and cycling, for example. The Task and Finish group will work alongside officers conducting the review, will consider the evidence and are expected to report back to the Select Committee in September, which will in turn feed into Cllr Humby’s consideration of the review findings, and decisions on future policy later in the autumn of 2022.

Point closures

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

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



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



Point closure – SCN 1 Western Cycle Freeway, Southampton

Appendix B

Design principles

The recommendations for this study have been based on the guidance presented in the Department for Transport (DfT) Cycle Infrastructure Design guidance document Local Transport Note (LTN) 1/20 and Manual for Streets.

Some of the most relevant criteria considered for cycle corridor recommendations are presented as follows:

Local Transport Note 1/20

This national guidance is based on five core design principles and 22 summary principles, as follows:

Core design principles

The five core design principles represent the essential requirements to achieve more people travelling by cycle, based on best practice both internationally and across the UK.

There are five core design outcomes for cycle routes:

- Coherent;
- Direct;
- Safe;
- Comfortable;
- Attractive.

Summary principles

1. Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.
2. Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.
3. Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.
4. Side street routes, if closed to through traffic to avoid rat-running, can be an alternative to segregated facilities or closures on main roads – but only if they are truly direct.
5. Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles. Our aim is that thousands of cyclists a day will use many of these schemes.
6. Consideration of the opportunities to improve

provision for cycling will be an expectation of any future local highway schemes funded by Government.

7. Largely cosmetic interventions which bring few or no benefits for cycling or walking will not be funded from any cycling or walking budget.
8. Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.
9. Cycle parking must be included in substantial schemes, particularly in city centres, trip generators and (securely) in areas with flats where people cannot store their bikes at home. Parking should be provided in sufficient amounts at the places where people actually want to go.
10. Schemes must be legible and understandable.
11. Schemes must be clearly and comprehensively signposted and labelled.
12. Major ‘iconic’ items, such as overbridges must form part of wider, properly thought-through schemes.
13. As important as building a route itself is maintaining it properly afterwards.

14. Surfaces must be hard, smooth, level, durable, permeable and safe in all weathers.

15. Trials can help achieve change and ensure a permanent scheme is right first time. This will avoid spending time, money and effort modifying a scheme that does not perform as anticipated.

16. Access control measures, such as chicane barriers and dismount signs, should not be used.

17. The simplest, cheapest interventions can be the most effective.

18. Cycle routes must flow, feeling direct and logical.

19. Schemes must be easy and comfortable to ride.

20. All designers of cycle schemes must experience the roads as a cyclist.

21. Schemes must be consistent.

22. When to break these principles.

Accessibility for all				
Coherent	Direct	Safe	Comfortable	Attractive
 DO cycling networks should be planned and designed to allow people to reach their day-to-day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.	 DO cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.	 DO not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle.	 DO comfortable conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.	 DO cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive material and be places that people want to spend time using.
 DON'T neither cyclists or pedestrians benefit from unintuitive arrangements that put cyclists in unexpected places away from the carriageway.	 DON'T this track requires cyclists to give way at each side road. Routes involving extra distances or lots of stopping and starting will result in some cyclists choosing to ride on the main carriageway instead because it is faster and more direct, even if less safe.	 DON'T space for cycling is important but a narrow advisory cycle lane next to a narrow general traffic lane and guard rail at a busy junction is not an acceptable offer for cyclists.	 DON'T uncomfortable transitions between on-and-off carriageway facilities are best avoided, particularly at locations where conflict with other road users is more likely.	 DON'T sometimes well-intentioned signs and markings for cycling are not only difficult and uncomfortable to use, but are also unattractive additions to the street scape.

Design standards

Relevant extracts from LTN 1/20 used as a basis for recommendations in this report:

Figure 4.1: Appropriate protection from motor traffic on highways

Speed Limit ¹	Motor traffic flow (pcu/24 hour) ²	Protected space for cycling			Cycle lane (mandatory/ advisory)	Mixed traffic
		Fully kerbed cycle track	Stepped cycle track	Light segregation		
20 mph ³	0					
	2000					
	4000					
	6000+					
30 mph	0					
	2000					
	4000					
	6000+					
40 mph	Any					
50+ mph	Any					

Provision suitable for most people

Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes

1.

If the actual 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied.
2.

The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow.
3.

In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day.

Table 6-1: Minimum recommended horizontal separation between carriageway and cycle tracks*

Speed limit (mph)	Desirable minimum horizontal separation (m)	Absolute minimum horizontal separation (m)
30	0.5	0
40	1.0	0.5
50	2.0	1.5
60	2.5	2.0
70	3.5	3.0

* Separation strip should be at least 0.5m alongside kerbside parking and 1.5m where wheelchair access is required.

Table 5-2: Cycle lane and track widths

Cycle route type	Direction	Peak hour cycle flow (either one way or two way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5
		200–800	2.2	2.0
		>800	2.5	2.0
	2 way	<300	3.0	2.0
		>300–1000	3.0	2.5
		>1000	4.0	3.0
Cycle lane	1 way	All – cyclists able to use carriageway to overtake	2.0	1.5

* Based on a saturation flow of 1 cyclist per second per metre of space. For user comfort a lower density is generally desirable.

Table 6-3: Recommended minimum widths for shared use routes carrying up to 300 pedestrians per hour

Cycle flows	Minimum width
Up to 300 cyclists per hour	3.0m
Over 300 cyclists per hour	4.5m

Table 7-2: Minimum acceptable lane widths

Feature	Desirable minimum	Absolute minimum	Notes
Traffic lane (cars only, speed limit 20/30mph)	3.0m	2.75m	2.5m only at offside queuing lanes where there is an adjacent flared lane
Traffic lane (bus route or >8% HGVs, or speed limit 40mph)	3.2m	3.0m	Lane widths of between 3.2m and 3.9m are not acceptable for cycling in mixed traffic
2-way traffic lane (no centre line) between advisory cycle lanes	5.5m	4.0m	4.0m width only where AADT flow <4000 vehicles** and/or peak hour <500 vehicles with minimal HGV/Bus traffic

* These lane widths assume traffic is free to cross the centre line, see 7.2.9 for details on critical widths at pinch points.

** While centre line removal is still feasible with higher flows, the frequency at which oncoming vehicles must enter the cycle lane to pass one another can make the facility uncomfortable for cycling.

Table 10-2: Crossing design suitability

Speed limit	Total traffic flow to be crossed (pcu)	Minimum number of lanes to be crossed in one movement	Uncontrolled	Cycle priority	Parallel	Signal	Grade separated
≥ 60mph	Any	Any					
40 mph and 50mph	> 10,000	Any					
	6,000–10,000	2 or more					
	0–6,000	2					
	0–10,000	1					
≤ 30mph	> 8,000	> 2					
	> 8,000	2					
	4,000–8,000	2					
	0–4,000	2					
	0–4,000	1					

Provision suitable for few people and will exclude most potential users and/or have safety concerns

Provision suitable for most people

Provision not suitable for all people and will exclude some potential users and/or have safety concerns

Notes

- If the actual 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
- The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow.

Figure 10.37: Roundabout with one way cycle tracks and parallel crossings



Figure 10.39: Carriageway-level cycle track used with ‘hold the left’ traffic staging

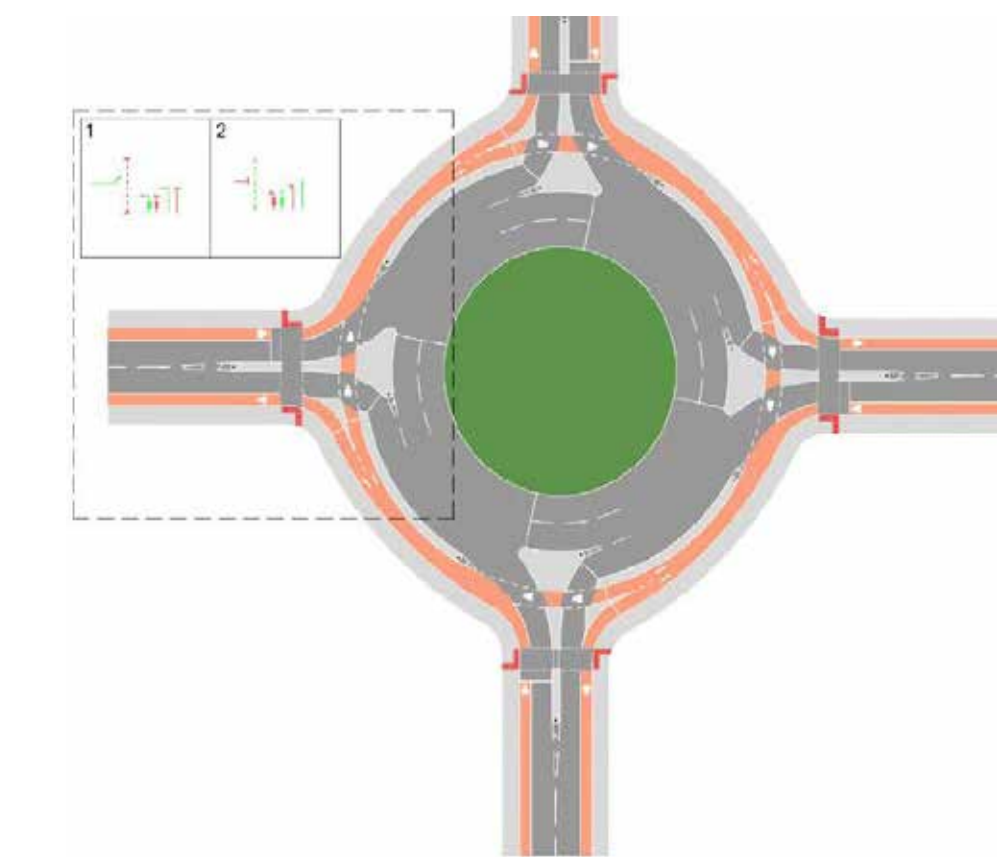


Table 11-1: Suggested minimum cycle parking capacity for different types of land use

Land use type	Sub-category	Short stay requirement (obvious, easily accessed and close to destination)	Long stay requirement (secure and ideally covered)
All	Parking for adapted cycles for disabled people	5% of total capacity co-located with disabled car parking	5% of total capacity co-located with disabled car parking
Retail	Small (<200m²)	1 per 100m²	1 per 100m²
	Medium (200–1,000m²)	1 per 200m²	1 per 200m²
	> 1,000m²	1 per 250m²	1 per 500m²
Employment	Office/finance (A2/B1)	1 per 1,000m²	1 per 200m²
	Industrial/warehousing (B2/B8)	1 per 1,000m²	1 per 500m²
Leisure and institutions	Leisure centres, assembly halls, hospitals and healthcare	Greatest of: 1 per 50m² or 1 per 30 seats/capacity	1 per 5 employees
	Educational institutions	—	Separate provision for staff and students. Based on Travel Plan mode share targets, minimum: Staff: 1 per 20 staff Students: 1 per 10 students
Residential	All except sheltered/elderly housing or nursing homes	—	1 per bedroom
	Sheltered/elderly housing/nursing homes	0.05 per residential unit	0.05 per bedroom
Public transport interchange	Standard stop	Upon own merit	—
	Major interchange	1 per 200 daily users	—

Cycle dimensions and cycle design vehicle:

Figure 5.2 shows the range of dimensions for cycles typically in use. It is important that infrastructure can accommodate the full range of cycles to ensure routes are accessible to all cyclists. The cycle design vehicle referred to in this document represents a composite of the maximum dimensions shown in Figure 5.2 is assumed as 2.8m long and 1.2m wide. Table 5-1 shows the minimum turning radii suitable only for low speed manoeuvres such as access to cycle parking.

Figure 5.2 typical dimensions of cycles



Table 5-1: Size and minimum turning circles of cycles

Type of cycle	Typical length (m)	Typical width (m)	Minimum turning circle (m)	
			Outer radius	Inner radius
Cycle design vehicle	2.8 (max)	1.2 (max)	3.4 (max)	0.1 (min)* 2.5m (3 and 4 wheel cycles)
Solo upright cycle	1.8	0.65	1.65	0.85
Cycle plus 850mm wide trailer	2.7	0.85	2.65	1.5
Tandem	2.4	0.65	3.15	2.25

* Applies only to some cycles that can pivot at very slow speeds

Manual for streets

This national guidance provides recommendations to create good-quality neighbourhoods and streets. Some of the most relevant sections considered for potential options for Walking Zones are presented as follows.¹

6.3.1 The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, gardens or interesting architecture are present. Sightlines and visibility towards destinations or intermediate points are important for pedestrian way-finding and personal security, and they can help people with cognitive impairment.

6.3.2 Pedestrians may be walking with purpose or engaging in other activities such as play, socialising, shopping or just sitting. For the purposes of this manual, pedestrians include wheelchair users and people pushing wheeled equipment such as prams.

6.3.3 As pedestrians include people of all ages, sizes and abilities, the design of streets needs to satisfy a wide range of requirements. A street design which accommodates the needs of children and disabled people is likely to suit most, if not all, user types.

6.3.4 Not all disability relates to difficulties with mobility. People with sensory or cognitive impairment are often less obviously disabled, so it is important to ensure that their needs are not overlooked. Legible design, i.e. design which makes it easier for people to work out where they are and where they are going, is especially

helpful to disabled people. Not only does it minimise the length of journeys by avoiding wrong turns, for some it may make journeys possible to accomplish in the first place.

6.3.8 The specific conditions in a street will determine what form of crossing is most relevant. All crossings should be provided with tactile paving. Further advice on the assessment and design of pedestrian crossings is contained in Traffic Signal Manual Chapter 6 December 2019.²

¹ Manual for Streets 3 has not been published at the time of the publication of this LCWIP.

² Traffic Signal Manual Chapter 6 December 2019.

6.3.9 Surface level crossings can be of a number of types, as outlined below:

- **Uncontrolled crossings** – these can be created by dropping kerbs at intervals along a link. As with other types of crossing, these should be matched to the pedestrian desire lines. If the crossing pattern is fairly random and there is an appreciable amount of pedestrian activity, a minimum frequency of 100m is recommended¹. Dropped kerbs should be marked with appropriate tactile paving and aligned with those on the other side of the carriageway.
- **Informal crossings** – these can be created through careful use of paving materials and street furniture to indicate a crossing place which encourages slow-moving traffic to give way to pedestrians.
- **Pedestrian refuges and kerb build-outs** – these can be used separately or in combination. They effectively narrow the carriageway and so reduce the crossing distance. However, they can create pinch-points for cyclists if the remaining gap is still wide enough for motor vehicles to squeeze past them.
- **Zebra crossings** – of the formal crossing types, these involve the minimum delay for pedestrians when used in the right situation.
- **Signalised crossings** – there are four types: Pelican, Puffin, Toucan and equestrian crossings. The Pelican crossing was the first to be introduced. Puffin crossings, which have nearside pedestrian signals

and a variable crossing time, are replacing Pelican crossings. They use pedestrian detectors to match the length of the crossing period to the time pedestrians take to cross. Toucan and equestrian crossings operate in a similar manner to Puffin crossings except that cyclists can also use Toucan crossings, while equestrian crossings have a separate crossing for horse riders. Signalised crossings are preferred by blind or partially-sighted people.

6.3.12 Pedestrian desire lines should be kept as straight as possible at side-road junctions unless site-specific reasons preclude it. Small corner radii minimise the need for pedestrians to deviate from their desire line. Dropped kerbs with the appropriate tactile paving should be provided at all side-road junctions where the carriageway and footway are at different levels. They should not be placed on curved sections of kerbing because this makes it difficult for blind or partially sighted people to orientate themselves before crossing.

6.3.13 With small corner radii, large vehicles may need to use the full carriageway width to turn. Swept-path analysis can be used to determine the minimum dimensions required. The footway may need to be strengthened locally in order to allow for larger vehicles occasionally overrunning the corner.

6.3.14 Larger radii can be used without interrupting the pedestrian desire line if the footway is built out at the corners. If larger radii encourage drivers to make the turn more quickly, speeds will need to be controlled in

some way, such as through using a speed table at the junction.

6.3.22 There is no maximum width for footways. In lightly used streets (such as those with a purely residential function), the minimum unobstructed width for pedestrians should generally be 2m. Additional width should be considered between the footway and a heavily used carriageway, or adjacent to gathering places, such as schools and shops. Further guidance on minimum footway widths is given in Inclusive Mobility.

Relevant extracts from Manual for Streets used as a basis for potential options in this report:

3.6.8 It is recommended that the design of a scheme should follow the user hierarchy shown in the table.

Consider first Consider last	Pedestrians
	Cyclists
	Public transport users
	Specialist services vehicles (emergency services, waste etc)
	Other motor traffic

Table 4.1 the hierarchies of provisions for pedestrians and cyclists

	Pedestrians
Consider first Consider last	Traffic volume reduction
	Traffic speed reduction
	Reallocation of road space to pedestrians
	Provision of direct at-grade crossings, improved pedestrian routes on existing desire lines
	New pedestrian alignment or grade separation

On-street parking – positive and negative effects

Positive effects

- A common resource, catering for residents', visitors' and service vehicles in an efficient manner.
- Able to cater for peak demands from various users at different times of the day, for example people at work or residents.
- Adds activity to the street.
- Typically well overlooked, providing improved security.
- Popular and likely to be well-used.
- Can provide a useful buffer between pedestrians and traffic.
- Potentially allows the creation of area within perimeter blocks that are free of cars.

Negative effects

- Can introduce a road safety problem, particularly if traffic speeds are above 20mph there are few places for pedestrians to cross with adequate visibility.
- Can be visually dominant within a street scene and can undermine the established character (figure 8.11)
- May lead to footway parking unless the street is properly designed to accommodate parked vehicles.
- Vehicles parked indiscriminately can block vehicular accesses to dwellings.
- Cars parked on-street can be more vulnerable to opportunistic crime than off-street spaces.

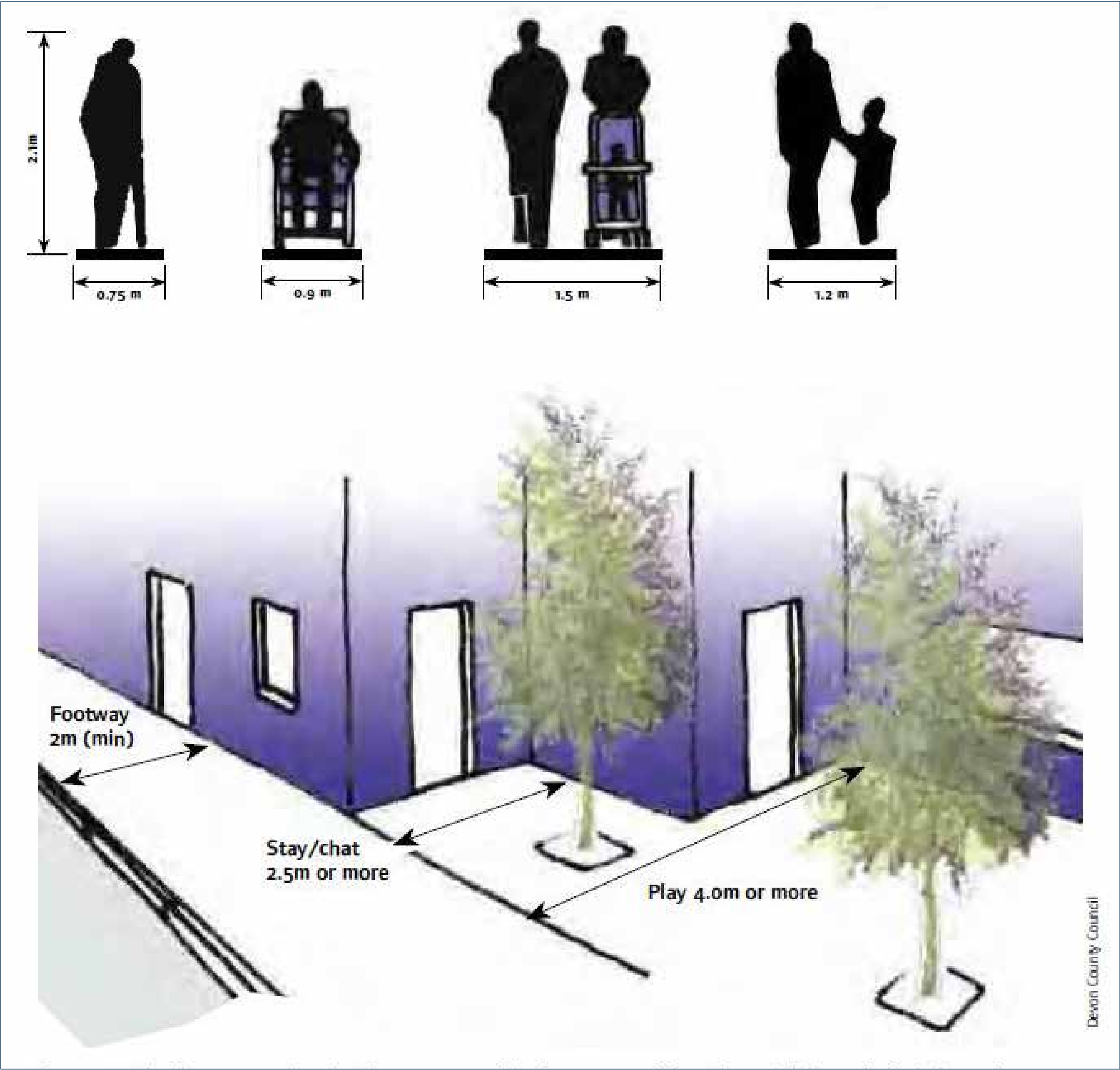
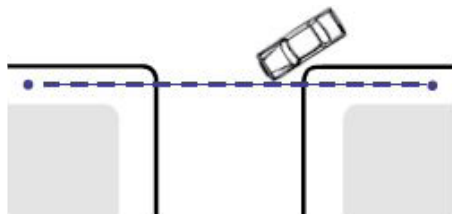
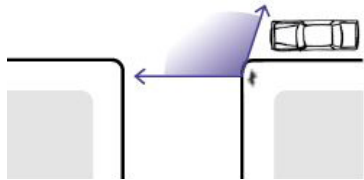


Figure 6.8 the footway and pedestrian areas provide for a range of functions which can include browsing, pausing, socialising and play.

Small radius (e.g 1m)

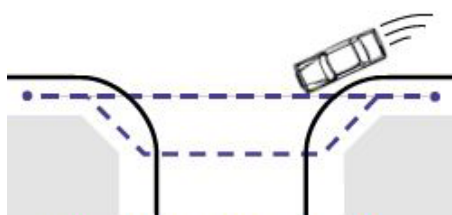


- Pedestrian desire line (---) is maintained.
- Vehicles turn slowly (10-15mph).

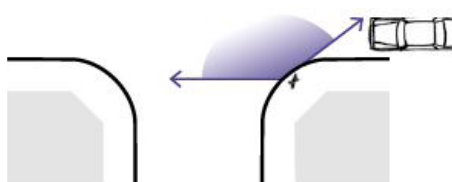


- Pedestrian does not have to look further behind to check for turning vehicles.
- Pedestrian can easily establish priority because vehicles turn slowly.

Large radius (e.g 7m)



- Pedestrian desire line deflected.
- Detour required to minimise crossing distance.
- Vehicles turn faster (20-30mph).



- Pedestrian must look further behind to check for fast turning vehicles.
- Pedestrian cannot normally establish priority against fast turning vehicles.

Figure 6.3 the effects of corner radii on pedestrians

Healthy streets design check

This tool provides recommendations to create good-quality neighbourhoods and streets. Some of the most relevant sections considered for potential options for walking zones and routes are presented as follows.

What is Healthy streets?

Every decision we make about our built environment, however small, is an opportunity to deliver better places for people to live in and thereby improve their health. The Healthy Streets Approach is a human-centred framework for embedding public health in transport, public realm and planning.

The 10 Healthy streets indicators

Our approach is based on 10 evidence-based Healthy Streets Indicators, each describing an aspect of the human experience of being on streets. These ten must be prioritised and balanced to improve social, economic and environmental sustainability through how streets are designed and managed.

This Approach can be applied to any streets, anywhere in the world. It builds improvements on existing conditions rather than seeking a fixed end goal. Taking this Approach requires incremental changes in all aspects of the decision-making processes related to streets and transport.

1 Everyone feels welcome

Streets must be welcoming places for everyone to walk, spend time and engage with other people. This is necessary to keep us all healthy through physical activity and social interaction. It is also what makes places vibrant and keeps communities strong. The best test for whether we are getting our streets right is whether the whole community, particularly children, older people and disabled people are enjoying using this space.

2 Easy to cross

Our streets need to be easy to cross for everyone. This is important because people prefer to be able to get where they want to go directly and quickly so if we make that difficult for them they will get frustrated and give up. This is called ‘severance’ and it has real impacts on our health, on our communities and on businesses too. It is not just physical barriers and lack of safe crossing points that cause severance, it’s fast moving traffic too.

3 Shade and shelter

Shade and shelter can come in many forms – trees, awnings, colonnades – and they are needed to ensure that everyone can use the street whatever the weather. In sunny weather we all need protection from the sun, in hot weather certain groups of people struggle to maintain a healthy body temperature, in rain and high winds we all welcome somewhere to shelter. To ensure

our streets are inclusive of everyone and welcoming to walk and cycle in no matter the weather we must pay close attention to shade and shelter.

4 Places to stop and rest

Regular opportunities to stop and rest are essential for some people to be able to use streets on foot or bicycle because they find travelling actively for longer distances a challenge. Seating is therefore essential for creating environments that are inclusive for everyone as well as being important for making streets welcoming places to dwell.

5 Not too noisy

Noise from road traffic impacts on our health and wellbeing in many ways, it also makes streets stressful for people living and working on them as well as people walking and cycling on them. Reducing the noise from road traffic creates an environment in which people are willing to spend time and interact.

6 People choose to walk and cycle

We all need to build regular activity into our daily routine and the most effectively to do this is to walk or cycle for short trips or as part of longer public transport trips. People will choose to walk and cycle if these are the most attractive options for them. This means making walking and cycling and public transport use more convenient, pleasant and appealing than private car use.

7 People feel safe

Feeling safe is a basic requirement that can be hard to deliver. Motorised road transport can make people feel unsafe on foot or bicycle, especially if drivers are travelling too fast or not giving them enough space, time or attention. Managing how people drive so that people can feel safe walking and cycling is vital.

People also need to feel safe from antisocial behaviour, unwanted attention, violence and intimidation. Street lighting and layout, ‘eyes on the street’ from overlooking buildings and other people using the street can all help to contribute to the sense of safety.

8 Things to see and do

Street environments need to be visually appealing to people walking and cycling, they need to provide reasons for people to use them – local shops and services, opportunities to interact with art, nature, other people.

9 People feel relaxed

The street environment can make us feel anxious – if it is dirty and noisy, if it feels unsafe, if we don’t have enough space, if we are unsure where to go or we can’t easily get to where we want to. All of these factors are important for making our streets welcoming and attractive to walk, cycle and spend time in.

10 Clean air

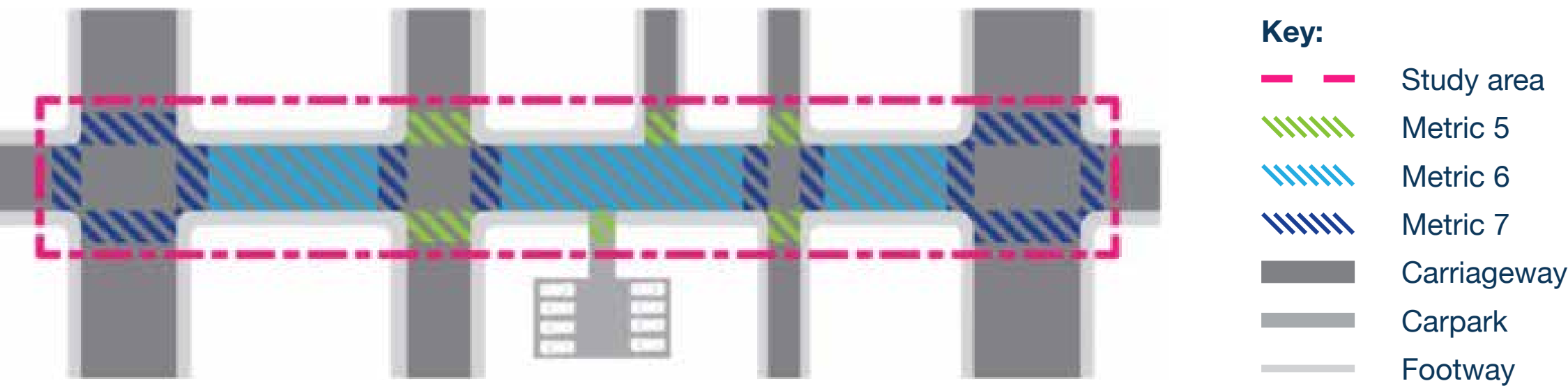
Air quality has an impact on the health of every person but it particularly impacts on some of the most vulnerable and disadvantaged people in the community – children and people who already have health problems. Reducing air pollution benefits us all and helps to reduce unfair health inequalities.



Scoring

Relevant extracts from healthy streets check used as a basis for recommendations in this report:

Metrics	Score			
	3 points	2 points	1 point	0 points
Motorised vehicle	When motorised traffic is travelling at its fastest the majority of vehicles are travelling below 20mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 20-25mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 25-30mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 30mph+
Volume of motorised traffic	There are 199 or fewer vehicles in the peak hour (both directions)	There are 200-499 vehicles in the peak hour (both directions)	There are 500-999 vehicles in the peak hour (both directions)	There are more than 1,000 vehicles in the peak hour (both directions)
Mix of vehicles	No large vehicles use the street	The proportion of large vehicles is less than 2% of motorised traffic in the peak hour	The proportion of large vehicles is less than 2-5% of motorised traffic in the peak hour	The proportion of large vehicles is less than 5% of motorised traffic in the peak hour
Cycle safety at junctions	Assessing the poorest performing junction for cycle safety, 80% or more of all movements are assessed as green under the junction assessment tool (LTN 1/20)	Assessing the poorest performing junction for cycle safety, 50-79% of all movements are assessed as green under JAT	Assessing the poorest performing junction for cycle safety, there are no red scores under the JAT	A red score under the JAT has been found on ones or more of the movements at any of the junctions on the street
Ease of crossing side roads	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down less than 10mph and raised table/continuous footway at the entrance	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down less than 10mph but instead of a raised table at the entrance it has dropped kerbs	The weakest side road has dropped kerbs and these are on the desire line or a raised table/continuous footway	The weakest side road is missing at least one dropped kerb or dropped kerbs are not on the desire line



Facility type		3 points	2 points	1 point	0 points
Unsignalled	Level surface for footways and carriageway	Level surface for maximum one lane width and metric 1 ‘motorised vehicle speed’ scores 3	Level surface for maximum 1 lane in each direction and metric 1 ‘motorised vehicle speed’ scores 3	Level surface for maximum 1 lane in each direction and metric 1 ‘motorised vehicle speed’ scores below 3	No crossing facility or pedestrian refuge provided between junctions or does not meet threshold to score 1 point
	Zebra/parallel crossing	Crossing no more than one lane in each direction and crossing is raised	Crossing no more than one lane in each direction and not-raised and metric 1 ‘motorised vehicle speed’ scores 3	Crossing no more than one lane in each direction and not-raised and metric 1 ‘motorised vehicle speed’ scores 2 or 1	
	Unsignalled, pedestrian refuge	–	–	Step free access to a 2m+ wide pedestrian refuge crossing and no more than one lane in each direction and metric 1 ‘motorised vehicle speed’ scores 3 or 2	
Signalised	Signalised crossing	Step-free one-stage crossing and maximum wait time for green signal is 15 seconds	Step-free one-stage crossing and wait time for green signal is more than 15 seconds	Step-free two or more stage crossing	Not step free

Metric seven priority of crossing at junctions

Facility type		3 points	2 points	1 point	0 points
Unsignalled	Level surface for footways and carriageway	Level surface for maximum one lane width and metric 1 ‘motorised vehicle speed’ scores 3	Level surface for maximum 1 lane in each direction and metric 1 ‘motorised vehicle speed’ scores 3	Level surface for maximum 1 lane in each direction and metric 1 ‘motorised vehicle speed’ scores below 3	No crossing facility or pedestrian refuge provided between junctions or does not meet threshold to score 1 point
	Zebra/parallel crossing	Crossing no more than one lane in each direction and crossing is raised	Crossing no more than one lane in each direction and not-raised and metric 1 ‘motorised vehicle speed’ scores 3	Crossing no more than one lane in each direction and not-raised and metric 1 ‘motorised vehicle speed’ scores 2 or 1	
	Unsignalled, pedestrian refuge	–	–	Step free access to a 2m+ wide pedestrian refuge crossing and no more than one lane in each direction and metric 1 ‘motorised vehicle speed’ scores 3 or 2	
Signalised	Signalised crossing	Step-free one-stage crossing and maximum wait time for green signal is 30 seconds	Step-free one-stage crossing and wait time for green signal is more than 30 seconds	Step-free two or more stage crossing	Not step free

About Hampshire County Council

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

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

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



About Sustrans

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

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

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

Join us on our journey sustrans.org.uk

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**Test Valley (south)
Local Cycling
and Walking
Infrastructure Plan**

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