

**Draft Notes of meeting of the  
Test Valley Bicycle User Group  
Crosfield Hall, Romsey at  
3.00pm on 27th April 2017**

**Present:** Michael Ward  
Janet Coppeland  
Ali Baker  
Viv Mckay  
John Heath  
Les Rackham  
Angela Rackham  
Eve Wheen  
Ann Moore  
Rich House  
David Laurie  
Vivien Messenger (TVBC)

**Apologies:**  
Jim Probert  
Eleanor Vamplew  
Hayley Trower  
Richard Pemberton  
Roger Upfold  
Alice Keirby  
Eric Reed

		<b>Action</b>
<b>1</b>	<b>Welcome and introductions</b> VM welcomed those attending and introductions were given around the table.	
<b>2</b>	<b>Minutes of previous meeting</b> The minutes of the previous meeting were circulated. A draft copy of the minutes of this meeting will be circulated to those attending to comment on prior to being posted on the website.	<b>VM</b>
<b>3</b>	<b>Romsey Future</b> VM explained that the Romsey Future Group who had been considering transport were keen to improve cycle facilities in Romsey. £5000 of funding towards the provision of more cycle parking in the town was won in a public vote and the group have been considering the best locations to place additional cycle stands. Further investigations are being undertaken for new stands by the café in Memorial Park, junction of Latimer Street and The Hundred and at Woodley local shops with this funding. Some additional cycle parking in the town centre will be provided in Bell Street (2018) and in Market Place (2019) when schemes to enhance accessibility in those areas are progressed. The need for some extra wide spaces to be provided to accommodate trikes and other	

	<p>special cycles was pointed out. VMc also suggested it would be useful to have cycle parking at other local shops such as at Viney Avenue and at Botley Road.</p> <p>The Romsey Future Group is also helping with updating of the walking and cycling map for Romsey and a new website ( <a href="http://romseycyclehub.weebly.com">http://romseycyclehub.weebly.com</a> ) set up by Rich House has helped to identify local priorities for improvements to cycle routes and made suggestions for improvements to other cycle facilities such as parking.</p>	
<p><b>4</b></p>	<p><b>Progress report on cycle routes and cycling promotion</b></p> <p><b><u>Cycle routes</u></b></p> <ul style="list-style-type: none"> <li>• New routes have been implemented as part of the improvement works at the M271/ Brownhill Way junction at Nursling. JH expressed concerns at the way the scheme had been implemented with cyclists having to cross the road 4 times to negotiate the junction. The phasing of the lights was to the benefit of cars meaning cyclists had long waits and would be tempted to cross ahead of the lights. Concerns also raised by JP outside the meeting. VM has reported these concerns to HCC .*</li> <li>• JH raised concern about the visibility of cyclists as they pass in front of the entrance to B&amp;Q and suggested narrowing/angling the bell mouth differently and/or putting in an island. VM said the width may be required for large lorries which serve the site but will pass on concerns. <b>VM</b></li> <li>• Providing a link from Test Lane to Andes Lane avoiding the large roundabout by B &amp; Q had been identified as a priority and feasibility work is underway to investigate this. RH and MW said it would be beneficial if cyclists could be consulted on new schemes, even by email, to ensure they are suitable and other members of the group agreed. VM said engineers do take cyclists' needs into account and additional consultation can delay and add costs to schemes, but HCC will be informed of the request for more involvement at an early stage. <b>VM</b></li> <li>• VM said work was continuing on the feasibility study to implement the route between Firgrove Road and Castle Lane in North Baddesley but further ecology studies are required which can only be carried out this summer.</li> <li>• Right hand turn sign for cyclists has been implemented for access to Middlebridge Street. This was welcomed but it was felt the turn makes cyclists slow down because it is quite tight and concerns were raised about whether the lane is wide enough for trikes. VM said in the same way cars are slowed by junction widths it may have been considered appropriate for cyclists to be slowed prior to entering a route where they would be in contraflow to other vehicles. VM to check widths. <b>VM</b></li> <li>• MW repeated concerns about unnecessary signs and tight turns in Fishlake Meadows and raised a general concern about sharp 'wheelbarrow turns' being put in for cyclists which were not safe.</li> <li>• The provision of a cycle route along Southampton Road to link with Lee Lane was identified as a priority. Some concerns were raised about the standard of the crossing point opposite Lee Lane although it was acknowledged it was much better to have some assistance in that location. RH suggested reducing speed limits in Lee Lane to make it safer for cyclists and also signing it as a quiet lane. VM said that HCC were responsible for speed limits and some work had been done on parts of lane to introduce physical measures to reduce speeds.</li> </ul>	

- AR stated the need for a cycle route leading towards Wellow and the New Forest. The group identified the top of Pouncefoot Hill and junction to Gardners Lane as particularly dangerous for cyclists. VM stated that this route was in the Cycle Strategy but currently there are insufficient funds to implement it.
- LR said the cycle path in Wellow along A36 is not maintained; vegetation is overgrown, there are 'wheelbarrow turns', and it is not easy for pedestrians and cyclists to cross the A36. A central refuge would help. VM said A36 is under Highways England's responsibility but concerns are noted and can be passed on.
- JP outside of the meeting has suggested that traffic speeds in Church Street are too high and there is a lack of cycle parking in the town centre. Work to remedy both is in hand.
- JP also has stated the crossing between Lidl and Adanac is dangerous with the alternative safe crossing at David Lloyd a little distance away. There is a crossing planned in this location with funding that will be forthcoming from future development in the area.
- MW said he would like the NCN route provided along the Canal, north through the nature reserve because both Cupernham Lane and A3057 are unsafe for cyclists. VM said the transfer of the land at Fishlake Meadows to TVBC for a Nature Reserve was imminent but there were several issues to be considered when looking at a route through this area including ecology and other potential land ownership constraints.
- A cycle stand outside of the shops in North Baddesley has been requested.

### **Cycle promotion**

Travel Plan Co-ordinators on the new housing sites have continued to encourage sustainable travel. Bike surgeries were held at Abbotswood in Romsey earlier this year.

The Romsey hub website created by RH following the Romsey Future workshops at <http://romseycyclehub.weebly.com> has helped to raise the profile of cycling in Romsey. RH said there has been a lot interest with people registering their views relating to cycle routes and cycle parking on the website.

Ali Baker and VMc said that they are promoting cycle rides for ladies in Romsey, arranging Breeze Bike rides for this purpose.

AB also mentioned that a Southampton CTC 50km Leveret is being held on 11<sup>th</sup> June 2017 starting in Romsey. <https://southamptonctc.wordpress.com/>

### **5 Update on cycle Strategy Documents**

- Southampton City Council published a draft cycling strategy at the end of last year for consultation. The document can be viewed at :

[http://www.southampton.gov.uk/Images/Cycling-Southampton-2016-2026-DRAFT-Nov%202016\\_tcm63-389640.pdf](http://www.southampton.gov.uk/Images/Cycling-Southampton-2016-2026-DRAFT-Nov%202016_tcm63-389640.pdf)

Consultation ended on 31<sup>st</sup> December 2016 and final document is awaited.

	<ul style="list-style-type: none"> <li>The Dft consulted on a Cycling and Walking Investment Strategy last year and published the final version on 26<sup>th</sup> March 2017. This can be viewed on their website at : <a href="https://www.gov.uk/government/consultations/draft-cycling-and-walking-investment-strategy">https://www.gov.uk/government/consultations/draft-cycling-and-walking-investment-strategy</a></li> </ul>	
<p><b>6</b></p>	<p><b>Any other business</b></p> <ul style="list-style-type: none"> <li>VMc was concerned that cycles were using bike stands to advertise by leaving bikes with large adverts, locked there for long periods. The group expressed concerns that such bikes take up valuable and limited cycle parking space. VMc had spoken to individual concerned but would like more to be done by TVBC. VM pointed out that it would be difficult to preclude certain cycles from parking cycle stands because they had adverts on them. It was suggested the position be monitored and potentially cyclists could highlight the issue and raise concerns.</li> <li>AM asked whether there would be an opportunity to provide charging points for electric bikes which are becoming more popular. VM said no plans at moment to provide these but electric charging for cars has been provided in Romsey and if demand/opportunities for funding arise, could consider.</li> <li>JC felt the time for pedestrians to cross at controlled crossings is too short and the green time should be extended to reassure vulnerable pedestrians in particular. A second button for the disabled was suggested VM to pass on to HCC who are responsible for traffic lights. She also stated that there should be no cycling on paths within Woodley.</li> <li>The group felt that more could be done to consult with local cycle groups using emails and cycle websites to get feedback from cyclists who will be using the routes prior to them being finalised and implemented. It was felt this would reduce any adverse elements in new schemes being implemented which may later require alteration. VM to inform HCC.</li> <li>VMc raised concerns that where routes and barriers were not planned wide enough for use by trikes and other types of cycle then they have no alternative but to use the roads instead, potentially delaying traffic.</li> <li>A section of the footway, (by the field entrance), on Southampton Road opposite the wall of Broadlands Estate has a sunken section. This would be a matter of maintenance by HCC.</li> <li>The issue of occasional parking blocking the cycle access at the NW end of School road was mentioned. This was under consideration for potentially adding yellow lines earlier this year.</li> </ul>	<p><b>VM</b></p> <p><b>VM</b></p>
<p><b>7</b></p>	<p><b>Date of next meeting</b></p> <p>The next northern BUG meeting will be held in Andover (venue to be confirmed nearer the date) at 6.30pm on Thursday 20<sup>th</sup> September 2017.</p> <p>The next Southern BUG meeting will be held in Crosfield Hall Annex in Romsey at 3.00pm on Thursday 26<sup>th</sup> April 2018.</p>	<p><b>VM</b></p>

\*The response from HCC states that there is now provision for cyclists and pedestrians at this busy junction whereas previously there was none. The control strategy has been designed to minimise delays to all users. By putting crossing points at the stop lines, pedestrians and cyclists can be given a green signal when the associated traffic phase is at red, without causing unnecessary stops to vehicles using the carriageway. With the high motorised traffic volumes flowing through the junction in morning and evening peaks, it is not a realistic or viable option for cyclists to receive instant priority as soon as they press the button. The waiting times,( by the anecdotal observations provided), for the green man signal to cross are not considered excessive, given how busy the junction is. HCC will investigate the issue of the signal sequence “skipping” the crossing phase, as this should not happen.