



Romsey Town Access Plan

Supplementary Planning Document



September 2015



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The original document was adopted by the Council in April 2011. The document has been reviewed to ensure that it is up to date and taking account of the changing transport needs of the Borough. This review takes into consideration changes to transport policy, changes to the local transport network and the Test Valley District Transport Statement endorsed by Hampshire County Council.

This Supplementary Planning Document was the subject of public consultation for a period of eight weeks running from 2nd January 2015 to 27th February 2015. It was adopted by Test Valley Borough Council on 16th September 2015.

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

1 Introduction

Purpose of the Romsey Town Access Plan

- 1.1 The Romsey Town Access Plan (TAP) is a strategy which sets out a shared vision for how access to facilities and services within Romsey will be improved. It has been jointly prepared by the Borough and the County Council. Public views have been taken into account through a consultation process and from comments received via the Romsey Future process.
- 1.2 The TAP describes the current accessibility of the town, the transport provision already in place and the relevant policy context.
- 1.3 The barriers or obstacles to access are highlighted and specific schemes or solutions have been identified which will improve and facilitate access for all. From this an action plan outlining issues and measures (section 5) has been developed which will be used to direct funding secured via the County Council's Section 106 Agreement and later from the Community Infrastructure Levy (CIL), and/or other sources, in a way that responds to the accessibility needs within the town. The TAP will be used to ensure delivery of accessibility improvements, improved permeability within the town and the successful integration of new development.
- 1.4 The TAP is an evolving document and will be monitored and reviewed regularly.

Scope of the Plan

- 1.5 The TAP covers the built up area of Romsey Town and that part of Romsey Extra immediately adjoining it (see Figure 1). The new residential area of Abbotswood is also included. It does not extend beyond to the surrounding villages to allow the plan to focus on localised issues and improving access to key destinations within the town. It is acknowledged that transport issues by their nature are not necessarily restricted within the boundaries shown and where the issues and potential schemes to overcome them extend over the boundary into adjoining areas they are included within the plan. There are also benefits in providing good access links from the urban area to adjoining rural areas, enabling more people to enjoy the amenity of the countryside close to where they live.
- 1.6 Additional development is envisaged within Southern Test Valley and should this be allocated on the edge of Romsey then the new development will also be covered by the Town Access Plan. The boundary would be extended to include it in future reviews.
- 1.7 There is a separate TAP for Andover and a third Access Plan (Test Valley Access Plan) for other settlements and rural areas within Test Valley (see Figure 2). There may be some overlap between the plans as identified in paragraph 1.5 above.
- 1.8 Romsey has a range of services and facilities to serve local residents within the town. The majority of these are located within the town centre with some local shops, community halls, schools and employment areas spread around the town. There are also bus and railway

stations in the town centre which provide public transport to the nearest main centres such as Salisbury, Southampton and Winchester

Relationship of the Town Access Plan to Other Policies and Plans

- 1.9 The TAP will look at access to all modes of transport and at the accessibility of key destinations from the main residential areas.
- 1.10 The Town Access Plan seeks to:
- Set out an agreed list of future transport schemes for which funding can be sought and for which contributions can be collected under Section 106 Agreement and later the Community Infrastructure Levy (CIL)
 - Encourage greater use of more sustainable modes of transport,
 - Improve access to public transport
 - Improve personal safety for all highway users and especially pedestrians and cyclists
 - Reduce severance caused by main roads and railway lines
 - Encourage the development of a town wide network of cycle and pedestrian facilities
 - Make the local transport network more resilient
 - Encourage healthier and more active lifestyles
 - Recognise and respond to the needs of those with limited or impaired mobility
 - Enhance and protect the character and setting of Romsey
 - Support enhancements to Romsey urban public realm underpinning the future economic strength of the town
- 1.11 Town Access Plans have their origin in the Local Transport Plan (LTP) 2006 -2011. The LTP set out a strategy for addressing accessibility based on the concept of reducing the need to travel, managing the demand for travel and investing where need and demand cannot be satisfied. Improving accessibility was one of the key objectives and a total of 20 Town Access Plans were prepared in Hampshire during the period of the LTP, including this one for Romsey.
- 1.12 The principal role of the TAP is to act as a guide for the way funding is obtained and spent by the Borough and County Councils. It provides a connection between high level strategies and the development of specific local transport schemes to ensure the concerns and aspirations of the community are reflected in decisions made regarding allocation and commitment of financial resources.
- 1.13 Following on from the preparation of the Town Access Plans the County have prepared Transport Statements for each of the districts in Hampshire. The District Statement for Test Valley was prepared in conjunction with the Borough Council and complements the three adopted Access Plans (Andover Town Access Plan, Romsey Town Access Plan and Test Valley Access Plan). It is reviewed on an annual basis to update the policies as strategies emerge or proposals are modified or completed. It seeks to 'help deliver 'safe, efficient, and reliable ways to get around, helping to promote a prospering and sustainable area'. In

particular the priorities and proposals outlined in Test Valley's Transport Statement look to:

- Promote economic growth by maintaining a safe and efficient highway network, reducing casualties and tackling congestion on the transport network
- Improve access to jobs, facilities and services by all types of transport
- Facilitate and enable new development to come forward
- Reduce carbon emissions and minimise the impacts of transport on the environment.

1.14 The TAP reflects other key strategies both at the County level and the local level. The County's Corporate Plan and Hampshire Strategic Partnership's Community Strategy have influenced the content of the document as have local aspirations and concerns that have emerged such as those expressed through Test Valley Partnership's Community Plan, the Look at Romsey Project and Romsey 2020 and Romsey Future.

1.15 The Transport Statements link to current economic policies, including those being developed by the Local Enterprise Partnerships (LEPs). The Solent LEP covers the southern most part of Test Valley including Romsey. It is also based on the updated Local Transport Plan (LTP3) which contains the County's long term strategy between 2011 and 2031 and an Implementation Plan looking three years ahead, 2014 – 2017. Other important documents include the Revised Test Valley Borough Local Plan (2014) and Cycle Strategy and Network (2015).

1.16 Central Government published the local transport white paper 'Creating Growth, cutting carbon' in January 2011 placing localism at the heart of the transport agenda in order to cut carbon emissions and create local growth. The Local Sustainable Transport Fund (LSTF) was set up to support and encourage sustainable transport travel choices. Transport for South Hampshire, now Solent Transport, within whose area Romsey is situated obtained funding from this scheme to implement a smart travel card scheme in the area and to improve some sustainable transport links and to promote the use of sustainable travel in the area.

1.17 Both Hampshire County Council and Test Valley Borough Council are committed to reducing CO2 emissions and promoting sustainability. The measures contained within the Romsey TAP reflect those aims by seeking to improve public transport and make better provision for pedestrians and cyclists thus encouraging more people to use these modes.

The Town Access Plan, Local Development Framework and Section 106 Agreements

1.18 The current mechanism for securing funding from developers' contributions to implement the TAP's Section 106 agreements. It may be necessary to amend the TAP as and when the CIL charging schedule has been adopted. The Council has consulted on the Preliminary Draft Charging Schedule (PDCS) detailing the proposed rates of CIL across Test Valley in early 2014. The Regulation 123 List was also published in draft alongside the PDCS information.

Subject to examination and an Inspector's Report, the Council proposes to adopt a CIL Charging Schedule in early 2016.(the following documents can be found on the Council's website A brief guide to CIL, the Preliminary Draft Charging Schedule Consultation Document, the Draft Regulation 123 List, the CIL Viability Study).

- 1.19 The TAP includes the area within the town and the new residential site at Abbotswood. Ensuring that both new and existing communities in Romsey can access key facilities and services provided within the town is essential for the delivery of sustainable and prosperous growth.

2 Romsey – Background Information

Romsey's Development

- 2.1 The town grew up in the latter part of the 10th Century based around an abbey of nuns with the original settlement built on the valley floor. Subsequently the town has extended northwards along the river valley and eastwards up the valley sides to the level land beyond.
- 2.2 The Abbey, located just to the east of the River Test, is still the dominant building within the settlement and many of the streets in this part of the town retain the old street pattern. The Market Place is located close by and provides the focus for the historic core of the town. There are very few gaps between the buildings along the street frontages leading into the Market Place and the roads are generally restricted in width, and winding in nature with narrow footways. The street patterns and many old buildings in this area are an integral part of the character of the town.
- 2.3 The Market Place itself is a large open area with shops, other commercial businesses and the Town Hall located around it. Originally the location for the town's market, a small square with Lord Palmerston's statue is located in the centre, which currently acts as a roundabout for traffic movement from the four roads feeding into the space. The smaller Cornmarket adjacent to the Market Place, where traffic has been restricted, now accommodates the market held twice weekly. The Market Place is an important part of the town both environmentally in terms of the historic buildings around it and economically given its location in the central shopping area. The appearance of this area and accessibility to shoppers and tourists is very important to ensuring the vitality of the town.
- 2.4 The town grew little after the 16th Century until the end of the 19th Century. The railway lines were built in 1847 and 1865 on the eastern side of the town with new roads leading to the station. The railway lines were built on embankments which acted as the outer edge to the town until the interwar years when some ribbon development occurred and then substantial building in the form of new housing estates in the years after 1960. The railway embankments have created a physical barrier to the north and east of the town with restricted access via bridges or tunnels for pedestrians and vehicles. Some of the bridges are low (the Sun Arch in particular) restricting movements of high vehicles.
- 2.5 The style of the later residential developments varies reflecting the different styles at the time. Some areas are laid out in discrete cul-de-sacs, others were provided with generous footway links between housing areas, and others were built using a Radburn style layout with many footways away from roads and the traffic separated into rear access routes.
- 2.6 Employment in the town has changed over time. Industrial activity, largely related to agriculture, such as paper making, milling, timber yards and leather processing developed during the late 18th Century. There were also breweries, a jam factory and a boat yard. Gradually

many of these businesses closed or relocated. The former Strong's brewery in the centre of the town, closed in the late 1980s and the site now has planning permission to be redeveloped for housing. In later years industrial estates with a variety of new employment uses have developed on the outskirts of the town. Within the town centre employment is mainly in offices, shops and small businesses.

2.7 In addition to the River Test which forms the western edge of the town there are many smaller waterways and braids of the river which flow through the town and have helped to shape the way it has developed. Several main walkways and paths run alongside the banks of these waterways which add considerably to the character of the town. The Test Way, a 44 mile long distance footpath mainly following the course of the River Test runs along the western edge of Romsey.

2.8 The large number of older buildings and remnants of the older street patterns in the centre of the town add considerably to the character and quality of the historic centre. Retaining this character and the attractiveness of the town to both residents and visitors will need to be taken into account in any future transport proposals.

Demographic Profile

2.9 The population of Romsey and Romsey Extra in 2014 was estimated at 17,859 18,920 (HCC small area population forecast). The population had been reducing slightly in recent years even as small new housing developments have taken place, because the numbers of residents in each household has been falling in line with national trends but it

is now increasing, mainly due to the large new housing development in Abbotswood.

2.10 The numbers of older residents is increasing, again in line with national trends, which is significant since they tend to rely on walking, and community and public transport more. The Abbey Ward has a particularly high number of elderly residents.

2.11 The number of households without access to a car has increased marginally and those with two or more cars has slightly been decreasing in Romsey.(see table 1 below):

Table 1

% of households with	Romsey		Hampshire		England (South East)	
	2001	2011	2001	2011	2001	2011
no car	16.2	17.2	15.6	18.5	26.8	25.7
with 1 car	44	44.6	42	41.7	43.7	42.1
with 2 cars	31.1	29.9	33	29.7	23.6	24.6
with 3 or more cars	8.7	8.2	9.4	9.9	5.9	7.4

2.12 There is high car usage for journeys to work, however within the town car usage is significantly lower than for trips in and out of the town. There is a high level of walking and cycling within the town and a good level of cycling. Bus usage is relatively low both within and in and out of the town. Train usage is comparable to bus usage for trips in and out. (see table 2 below).Figures from the Office of Rail regulator indicate that station usage in general at Romsey has risen from 305,054 2002/03 to 477,146 in 2013/14.

Table 2

Journeys to work (%)			
	Within Romsey	Out of Romsey	Into Romsey
Car Driver	52	80	82
Car Passenger	6	7	N/A
Train	1	1	2
Bus	3	4	5
Taxi	Less than 1	Less than 1	1
Motorcycle	Less than 1	2	1
Bicycle	8	2	1
On Foot	30	3	4
Other	1	0	4

Services and Facilities

- 2.13 There are a wide range of services and facilities provided within the town which can meet many of the needs of the local population.
- 2.14 There are a variety of shops including a small department store, several national multiples and numerous independent retailers. The majority are in the town centre but local shops are also available within the adjoining residential areas. The town centre has both smaller independent foodstores, and Co-op, Aldi, and Waitrose supermarkets.
- 2.15 The town centre has a post office and a number of banks, building societies, estate agents, solicitors, hairdressers, travel agents, and other services. There are health facilities including dentists located within the town centre and two doctor's surgeries on the edge of it with a third surgery and the local hospital just outside it. The library and Council Offices are in the town centre.
- 2.16 The town's War Memorial Park with bowling club and tennis courts is just to the west of the town centre and the Rapids leisure pool, and sports facilities are just to the south of it. Smaller play areas and open spaces are located throughout the residential areas of the town.
- 2.17 Within the town centre there are numerous restaurants and pubs and others are spread further out on the edge of the town. There are hotels and visitor accommodation which cater for social functions and local tourists. The Plaza Theatre to the east of the town centre and both the Abbey in the town centre and Broadlands on the edge of it regularly provide venues for concerts and other functions. There are a number of community halls and private clubs catering for a range of local functions in the town.
- 2.18 There are employment areas located on the edge of the town at Budds Lane, Romsey Industrial Estate, Belbins and Abbey Park. There are a number of schools within the town including two secondary schools which are also attended by children travelling from outside the town. There is no provision for education post 16 within the town and students travel to a number of colleges in nearby towns and cities.
- 2.19 There is a bus station within the town centre and bus services are available to Salisbury, Southampton, Winchester and Eastleigh and some of the villages en route. There are also limited bus services which serve some of the residential areas within the town. The railway station is located a ten minute walk away from the Market Place. There are regular services to Southampton, Salisbury, Eastleigh with connections to London, West Midlands, the West Country and South Wales.

- 2.20 The town acts as a centre for a wider rural area and serves a number of nearby villages for secondary education and local services. Many of these have limited public transport and access by car is particularly important for these residents. The town also attracts a number of visitors from further afield for day trips and easy access by car and public transport is important to cater for this. Ensuring that the transport links enable and encourage these trips to be made is important for the vitality and economic viability of the town.
- 2.21 There are good links to the surrounding countryside via the local Rights of Way network. There are links out from the town to the Test Way which follows the valley of the River Test both north and south. There is scope for some of these footpath links or other rural lanes to be improved for cyclists and pedestrians to provide safer and easier access to adjoining rural areas from the town.

3 Accessibility in Romsey

- 3.1 Accessibility describes the ease with which a person can access or use services and activities such as jobs, education, leisure facilities and shops. This includes enabling access to the recreational and health benefits of walking and cycling to and within the countryside around Romsey. It is determined by a number of factors that range from the location of services and the means of transport available to reach them, to individual factors such as a person's physical mobility and fitness and their ability to pay for transportation. This TAP considers these issues in Romsey in order to identify and address barriers to access thereby promoting good accessibility for all to a range of services and destinations.
- 3.2 Improvements to accessibility are particularly important to the young, the elderly, those who are less mobile and those without access to a car. Improving access to key facilities can provide a choice of travel modes which in turn can promote and support sustainable travel. This can assist in maintaining and enhancing healthy, vibrant and prosperous communities.

Assessing Accessibility

- 3.3 In order to improve accessibility in Romsey it is necessary to identify the transport issues and barriers that currently exist and how these impact on the ease with which people can reach destinations in the town. Several sources of information and methods of investigation have been used to inform the Council's understanding of the issues.

Consultation

- 3.4 The community of Romsey has been widely consulted on transport issues over recent years. There have been a number of different surveys carried out by a variety of local groups which have contained a transport element within them (see paragraphs 3.9 – 3.12). The Romsey Future group which comprise representatives from a number of organisations in the community have also helped to inform the preparation of this update to the document.

Accession

- 3.5 Accession was the first software package to fully address all aspects of travel time and cost mapping using digital road networks, public transport timetable data and flexible, on-demand transport. It was based on geographical information systems (GIS) and quantified accessibility levels. This software has now been superseded by TRACC (Transport and Access) a new multi-modal transport accessibility tool. It is designed to quickly generate travel time or distance using a multitude of public transport and road modes to give accurate journey times from many origins to many destinations in one calculation. The software covers a full range of transport modes such as walking, cycling, driving and public transport. TRACC will help to ascertain problems with the network such as gaps in the network, or could help look into the effectiveness of a new public transport route.

Qualitative Assessment

- 3.6 The geography of the area, resident's perceptions and detailed information on local factors will influence accessibility to different destinations. Some local knowledge of these is an important part of being able to identify the range of difficulties and barriers which individuals may encounter in reaching their destinations. Information has been gathered through a range of informal consultations held with the different services responsible within the County Council and Borough Council and wider consultation.

Travel Surveys

- 3.7 The County Council commissioned a travel survey in 2003 which provides information about travel behaviour in Romsey (Atkins 2003 Transpol Report). They also keep data on accident records and traffic counts in the area. Further information on travel is available from the Census and Department for Transport National Travel Surveys. Monitoring is also carried out by the County Council of Travel Plans submitted by businesses and in new larger residential developments where Travel Plans have been prepared, such as Abbotswood.

Romsey Movement and Access Review

- 3.8 A review was undertaken in 2006 of the Romsey Movement and Access study prepared in 1998. The Review undertook a series of traffic counts and considered the existing transport situation in Romsey. It investigated the impact of the measures implemented since the date of the first study in the light of

current transport policies and outlined some future options. This review was then updated in 2012 to take account of any changes and provided a general indication of the impact from proposed new development on the transport network, with some suggested potential measures to accommodate this. Further detailed transport assessments and appropriate measures to accommodate any additional movements will be required when planning applications for new large scale developments are received.

Romsey Railway Station Surveys

- 3.9 The Three Rivers Rail Partnership undertook a survey of rail passengers at Romsey railway station in 2008 and a further survey was carried out in 2009. Information was obtained relating to modes of travel to and from the station and views on the railway station facilities. Romsey Arthritis Care Group also visited the railway station to survey whether the needs of less mobile passengers were being met.

Romsey Healthcheck (Romsey 2020) and Romsey Future

- 3.10 A large amount of information on transport was collated as part of the Romsey Healthcheck. The group Romsey 2020 also undertook further work including holding a public exhibition to obtain feedback from the local residents on various transport issues. Further views on transport in the town were obtained during a special forum set up to allow the youth in Romsey to have their viewpoint heard. Recently

the Romsey Future Group, which has representatives from various community groups in the town, has been meeting to discuss transport issues in the town. From the discussions that have taken place a number of transport issues have been identified which have been included in the issues and measures tables.

Look at Romsey

- 3.11 Look at Romsey was a study carried out by Romsey and District Society to prepare a Town Design Statement for the town. The work involved questionnaires, surveys, public meetings and exhibitions and information was obtained on various transport issues as part of the process and this resulted in a series of documents published for each of the areas within the town.
- 3.12 There have been other strategies prepared such as the Romsey Waterways and Wetlands Enhancement Strategy, River Test Countryside Access Plan and Test Valley's Green Infrastructure Plan which have also helped to identify specific access issues in, and near, the town.

Community Street Audits

- 3.13 In the summer of 2009 a series of Community Street Audits (CSA) were undertaken in Romsey. The information obtained on the four walks along main routes into the town centre has been used in the preparation of the TAP. They have helped in identifying the main barriers to access and movement within the town particularly for cyclists and pedestrians. Identifying and understanding the problems encountered on the ground in detail is crucial and the CSA play an important role in this.
- 3.14 The CSAs were held on four separate days in June 2009 and were attended by representatives from a range of different local community groups. A series of walkabouts took place and the participants provided comments and photographic evidence of the features of each route which made journeys difficult or unattractive. There were a number of common issues identified across all four routes which included poor maintenance, obstructions to footpaths, inadequate signage and also other factors which were unique to each of the particular routes in question.
- 3.15 Since then further street audits have taken place in Church Street, Market Place and Bell Street in 2013 and more are planned for other areas in the town to help identify issues relating to accessibility.

Current Provision

- 3.16 Romsey has good transport links, in particular with other parts of southern Hampshire, and these links have played an important part in the town's development and prosperity.
- 3.17 Within the town there are several constraints on the transport network with the barriers of the two railway embankments, the River Test to the west, and the older medieval street patterns within the town centre, all restricting movement in various ways. At the same time these features add to the character of the town and have been instrumental to the way in which the urban form has developed over time.
- 3.18 Romsey is a relatively prosperous area and there is high car ownership and car usage. The town provides the services for a number of rural villages in southern

Test Valley where there are few options of public transport to replace the car. The challenge is to accommodate the required vehicle movements within the town whilst ensuring the character and quality of the environment is maintained and enhanced.

- 3.19 The town is relatively compact in size and the town centre is within a reasonable walking and cycling distance of most of the residential areas. There is potential to increase the number of journeys made by pedestrians and cyclists. Whilst some people live and work within the town a larger number commute to other towns and cities generally within the south Hampshire area. These journeys are longer and are more likely to be undertaken by car but there is some potential to divert some of these journeys to non car modes with improved access to alternative transport.
- 3.20 The following paragraphs set out a summary of the current position for different modes of transport within the town.

Roads and Traffic

- 3.21 There is some congestion on the town's road network in the morning and evening peak times although it is not significant in terms of delay in journey times relative to other larger settlements. There are limited alternative routes and traffic flows are fairly high which can mean inconsistent journey times when problems do occur, leading to concerns about journey delays from local residents. The limited number of alternative routes means that if there is an incident on the network it can lead to major congestion.
- 3.22 The introduction of traffic signals on Alma Road has been generally effective in managing the flows and improving conditions for pedestrians and cyclists crossing the road although there is still some congestion at peak times. Other junctions along Winchester Road such as Plaza Roundabout, Botley Road Roundabout and the junction of Winchester Road and Cupernham Lane can also lead to delays for drivers but traffic lights were introduced in 2014 at the junction of Winchester Road and Cupernham Lane which has improved the flow through this junction and provided a controlled crossing point for pedestrians. Further improvements will be implemented to the road network linked to the Abbotswood development with traffic lights also planned for the junction of Braishfield Road and Winchester Road and alterations to other road junctions. As levels of car use increase there is greater pressure for changes to be made to ensure the main routes of the A3090, A3057 and A27, in particular, are not too heavily congested. At the same time there is a need to ensure that they do not form a barrier to pedestrians and cyclists accessing the town.
- 3.23 Romsey has a total of eight public car parks, providing a total of 951 pay and display spaces in a mixture of short and medium and long term spaces. In addition to this there are 4 car parks used for season ticket holders with a total of 45 spaces. There are also a number of private car parking areas and spaces associated with businesses and commercial properties in the town, and parking at the railway station and the Sports Centre.

Walking

- 3.24 Availability of car parking is important to ensure the vitality of the town as a local service centre. All public car parks are pay and display and are managed by the Borough Council and their use is regularly monitored. Currently this indicates that the most popular car parks close to the town centre can be full at peak times and although at all but the busiest part of the Christmas period there is generally some parking available this may not be the perception of visitors to the town. Additional public car parking has been added recently to the town at Romsey Rapids and in Church Street. A few additional parking spaces have also been added at the Railway Station.
- 3.25 The Council's policy is to allocate short and medium spaces to shoppers closest to the town centre. Those commuting to work, who park all day are accommodated further out. This is achieved through price and duration of stay. Season tickets are allocated to spaces in those furthest from the town centre. Providing long stay parking for commuters further out also helps to reduce congestion within the town centre at peak times. Romsey Future suggested a strategic car parking study and review of how people move around the town be undertaken which could help inform any future requirements.
- 3.26 On street car parking was reviewed in 2014/15 regularly within the town and measures put in place to address problems that are identified. Parking permits are used to enable residents to park on street whilst for other drivers there are time restrictions in place. Some other roads have changed from restricted for access only, to permit parking zone.
- 3.27 Walking is the most popular means of travel after the car. Residents choose to walk for a number of reasons but generally to keep fit and because it is convenient.
- 3.28 The provision and condition of footways within the town varies. In the town centre, particularly in the older streets, some of the pavements are very narrow. Greater priority has been given to pedestrians in the main shopping area of The Hundred and Latimer Street in an enhancement scheme which included increasing footway widths, providing crossing points and reducing vehicle speeds. The upper end of The Hundred, Market Place, Bell Street and Church Street however have not been improved and here the provision for pedestrians is not as good and could be enhanced to make the area safer and more attractive to those who are walking and cycling. There are problems of sloping footways due to historic street levels, poor crossing facilities and wide areas of highway separating the businesses around the Market Place. There are improvements to Church Street, with further feasibility work planned to improve Bell Street and Market Place afterwards.
- 3.29 Routes leading into the Market Place have narrow footways and road widths. There can be problems with unloading and vehicle circulation and there is limited space for pedestrians and a need to enhance their environment. Part of The Hundred is closed to vehicular traffic for special occasions such as the Beggars Fair and Christmas events and there may be scope to trial some further closures on Saturdays when the shopping area is busiest to improve the environment for pedestrians.

- 3.30 The town benefits from some segregated footways linking the outer residential areas to the town centre. Some of these are located alongside waterways in the town with the opportunity to provide a safe and pleasant pedestrian environment away from the busier roads. The Tadburn Stream footpath was enhanced with new fencing dropped kerbs and re-surfacing. The path along the Barge Canal has had improved surfacing, better lighting and new dropped kerbs/ramps to make it more accessible and attractive. Further routes could benefit from similar treatments. Some crossing points have been provided recently such as along Winchester Road, but more crossing points are also required in other areas. Access through the tunnels under the railways which provide useful pedestrian and cycle links could be enhanced.
- 3.31 The types of footways within the residential areas vary depending on the time when they were built but some of the older estates such as Woodley and parts of Halterworth could benefit from an upgrading of the pedestrian environment. Other routes are in need of provision of acceptable dropped kerbs in appropriate locations. There can also be problems associated with the number of dropped kerbs for driveways and entrances in some areas where the resultant undulating camber along the pavement can be difficult for some pedestrians and wheelchair users to negotiate. Footways should be provided which are suitable for use by all members of the public and new development areas should ensure footways are suitable to cater for people with wheelchairs and pushchairs.
- 3.32 Maintenance of the footways is also an issue with many routes in need of repair or vegetation clearance, improved drainage and better surfacing. There is a need to ensure there is less standing water or puddles, particularly at driveways and crossing points. Certain groups of pedestrians such as the elderly or those with mobility impairments particularly require a good, even, slip resistant surface to make access easy. Ensuring the camber across driveways provides a reasonable surface for pedestrians and that good lighting is provided along footways can also be important.

Cycling

- 3.33 The Borough Council reviewed and updated its Cycle Strategy in 2015. The document seeks to promote cycling within the borough through the provision of a number of key routes. The town is fairly compact and most residents are within easy cycling distance of the centre and the majority of the area is relatively flat and easy for cycling. However most of the residential areas are located uphill from the town centre and this can mean that travelling into town downhill is relatively easier than the journey back.
- 3.34 The proposed network consists of both utility and leisure routes within settlements and linking them along major roads. Some of the routes are purpose-built schemes for cyclists, others are shared paths with pedestrians, and some are on road advisory schemes. Some cyclists are confident using the roads whilst others prefer more protected off road routes where it is busy and/or there is fast moving traffic. A range of abilities should be catered for.

- 3.35 Within Romsey there are a limited number of schemes which have been implemented so far but they do provide important sections of the network; Cupernham Lane via Canal Walk into the centre and from Southampton Road and the Sports Centre to the town centre. The central area with narrow roads makes provision of separate cycle ways difficult and reducing speeds of traffic and altering the priority away from motor vehicles in these areas may be the best way forward. Routes out from Romsey; to the north along the Canal towards Timsbury, to the South along Lee Lane towards Nursling, to the west along the bypass to Wellow and the New Forest and east along Winchester Road and Botley Road to North Baddesley are important routes for cyclists that are yet to be implemented and are awaiting funding. A small section of cycleway at Crampmoor has recently been completed and an important crossing point for cyclists has been added for safer access to Lee Lane.
- 3.36 The Strategy also has two other key objectives; to improve the safety of cycling for existing and potential cyclists and to increase the use of cycling as a leisure activity. The Borough Council supports a Bicycle User Group (BUG) to promote cycling and share news and seek views from cyclists within the Borough. The group meets twice a year and was established in 2004.

Bus

- 3.37 Romsey bus station acts as a central point for connections to all the services within and out of the town. There are links to most of the main towns and cities nearby, though not to Andover. There is a quality bus partnership (QBP) route

into Southampton via North Baddesley. This is a partnership between HCC and Bluestar who provide the service which resulted in improvements to the route. There are regular services to Winchester and to Salisbury with services to the villages along the routes. Within the town there are two circular routes for limited periods of the day which serve the outer residential areas linking them to the town centre. There are also bus services during term times to the colleges in Winchester, Eastleigh and Brockenhurst which provide post 16 education for the town's students. The employment areas on the edge of the town however are not well served by buses, neither is the Sports Centre or the railway station. There are no direct bus services to some key destinations further afield such as Southampton General Hospital.

- 3.38 The bus station is of adequate size for the current level services and is in a good location close to the centre of the town. The facilities it provides for passengers could be improved, with better waiting facilities, improved bus information and better security among the issues to be considered. The introduction of Real Time Information (RTI) at the bus station has been useful and some bus stops on the Southampton route have also benefited from this recently.

Rail

- 3.39 Romsey's rail station is located on the main Portsmouth to Cardiff line. The station is served by three trains an hour to Southampton, and two to Salisbury. A second line connects to the neighbouring towns of Chandler's Ford and Eastleigh and provides a direct link to Southampton Airport. There are

connections from Salisbury to London and Exeter, whilst in the other direction, there are connections to London Waterloo and Bournemouth.

- 3.40 The station has seen an increase in passengers using it in recent years. The station building and general environment around the area had been deteriorating for some time and there had been poor accessibility to the station and to platform one in particular for the disabled. Passengers with heavy luggage, pushchairs or cycles also had to negotiate the stairs to reach the southbound platform which could be difficult and inconvenient. A scheme has recently been implemented to provide a ramp to the far platform to make it accessible. Improved information on train arrivals has also been provided at the station and additional cycle parking at platform one, in the car park and outside of the station entrance.
- 3.41 The space outside the station forecourt was cramped with insufficient space for drop-off points, buses or easy turning for vehicles but this has also recently been improved to allow more space for vehicles. Some of the parking in the forecourt has been relocated to the derelict stationmaster's garden to allow turning space for mini and midi-buses and drop-off points in the forecourt and also to provide a ramp to the far platform. The County Council, Borough Council, First Great Western and Network Rail worked together to bring about these improvements.
- 3.42 In the longer term there are other opportunities around the station where more car parking could be sought and improvements be made to the pedestrian and cycle routes leading to it as well as improvements to the facilities for

passengers. The station and area around it could benefit from further enhancement as identified in the Station Travel Plan and schemes have been included in the issues and measures table.

Community Transport

- 3.43 There are a number of community transport services which play an important role for those who have mobility problems. Dial a Ride provides door to door transport for those who find it difficult or impossible to use ordinary bus services or those who live more than 400 metres from a bus stop and serves Romsey and the surrounding parishes. There are other voluntary organisations who provide transport such as Romsey Good Neighbours, Radish (Romsey and District Information and Support at Home) and Test Valley Community Services.
- 3.44 There is also an option for residents in the villages of Stockbridge, Houghton and King Somborne on certain days to use a taxishare service to Romsey town centre, Waitrose or Alma Road Surgery.
- 3.45 On Summer Sundays and Bank Holiday Mondays there is a bus provided to link Romsey and Mottisfont and Dunbridge station with Romsey Abbey, Mottisfont Abbey, Kimbridge, Stockbridge and Sir Harold Hillier Gardens.

Smarter Choices

- 3.46 Smarter travel choices encompass a range of measures that seek to give better information and opportunities, helping people to choose to reduce their car use whilst enhancing the attractiveness of alternatives. Such measures include travel planning

(school, workplace and residential) information provision, personalised journey planning, awareness campaigns, car clubs, car sharing and flexible working. The Department for Transport estimates that the potential benefit from such measures is significant and that they compare favourably in terms of cost to other capital schemes. They can therefore help to reduce car traffic and encourage more active travel, thereby supporting the objectives of this plan. All of the state schools in Romsey have a school travel plan and large new developments in the area also have travel plans helping to raise awareness of sustainable choices for travel.

Freight

- 3.47 The management of freight around the town can be a particular problem given the location of some of the industrial estates in relation to the restricted heights on some of the town's railway bridges (the Sun Arch in Winchester Road in particular). Following a series of incidents of lorries getting stuck under the bridges new electronic warning signs and protection measures have been put in place. With the two A Roads crossing through the centre of the town lorries using these routes contribute to congestion with the added noise and inconvenience of heavy traffic passing through the town.
- 3.48 There are also problems of obstructions being caused due to loading in some of the narrow streets within the town centre. This has been alleviated to some extent by informal negotiations with some retailers to change timing of deliveries.

Planned Development

- 3.49 There is planning approval for an additional 800 homes at Abbotswood on the northern boundary of the town, and over 500 of these planned new homes are occupied now. The new residential area will contain a local centre including a community hall and shops. There will also be open space provided on the site. The new housing will be linked to existing services and facilities within the town and transport links will be provided to ensure good accessibility for the new residents particularly by bus and walking and cycling routes. Some of this has been implemented already with the new walking and cycling route around the development connected onto Woodley Lane which has had a traffic calming scheme implemented to reduce speeds and traffic flow. A new bus service is also being provided to serve the development. The residential travel plan helps to promote the use of sustainable transport and the Community Development Worker based on the site is also the Travel Plan Co-ordinator and has organised bike surgeries, bike rides, walks to school, healthy walks and other activities to help promote the use of sustainable transport.
- 3.50 Planning permission has been granted and development commenced for residential development on the former Strong's brewery site close to the centre of the town and the former Romsey Infant School, garage on Winchester Road, Council Office site in Duttons Road and Hillier's Garden Centre on Botley Road. Land at Oxlease has also been approved to be developed for residential use.

3.51 There is a possibility of further residential development in the town and on greenfield sites adjoining the town, to meet future housing needs. Any development would similarly be expected to provide good local services and facilities on the site for future residents and links to existing ones in the town. There will be emphasis on encouraging walking and cycling and the use of sustainable transport. Transport Assessments and Travel Plans will also be required for any larger sites being developed.

Trends

3.52 In addition to the planned development in Romsey there are three key trends which are likely to contribute to future challenges to transport provision:

- Increasing car ownership and increasing car use is forecast to lead to significant growth in traffic with predictions suggesting that traffic may grow nationally by 29% by 2015 and 38% by 2030 compared to 2000 levels, while traffic on Hampshire's local road network is growing at around 1% a year. Whilst alterations to petrol costs and the level of economic growth may have an effect on these predictions, (and increased car ownership does not necessarily mean increased car usage), it is likely that some traffic growth will occur at the national and county levels and this will be reflected in Romsey unless measures are taken to reduce it and provide viable alternatives. Increasing car use can lead to increasing congestion and can lead to reduced road safety, less reliable journey times and associated public health issues.
 - The age profile of the population is likely to change broadly in line with projected trends for Hampshire. An increase of around 50% in the number of people aged 65 or over is expected between 2001 and 2026. This will have implications on patterns and purposes of people's trips and many people may become less able or less willing to drive as they age. It will become increasingly important to ensure that appropriate walking, public and community transport facilities are available.
 - Climate change is likely to lead to a number of changes to weather patterns with potential effects for transport planning. New developments and transport schemes will need to consider what these impacts may be in the future and possibly be designed to account for higher temperatures, episodes of high rainfall and flood risk. Recent flooding in Romsey has highlighted the need to ensure the transport
- 3.53 There are new advances in technology which are being progressed that will impact on future transport developments. Some examples include smart ticketing which Solent Transport are aiming to introduce to make it simpler for people to use a range of public transport. Other new ideas are emerging with regard to management and payments for car parking spaces and to assist the visually impaired with access.

4 Improving Accessibility in Romsey

- 4.1 The current trends identified and the additional development permitted in Romsey is likely to lead to increases in traffic movements in future years. It could reduce the attractiveness of other forms of travel such as public transport, walking and cycling. For example buses will get delayed due to congestion, roads may become more difficult to cross for pedestrians and cyclists will have to negotiate busy traffic. Those without access to a car may find greater difficulty in accessing services.
- 4.2 The TAP can be used to identify ways to improve the ease with which people can use public transport, walk and cycle around the town to encourage their usage. Seeking to provide efficient interchanges between the different modes of transport will also assist in this. This, combined with improvements to junctions where appropriate measures can be provided to ease traffic congestion and provision of suitable car parking, would then provide less congestion and more reliable journey times for those journeys which need to be made by motor vehicle.
- 4.3 Good accessibility within the town will encourage individuals to walk and cycle more frequently to use facilities nearby, helping to reduce car use and the associated road congestion. In practice this means ensuring that paths and cycleways, particularly to local key destinations, are direct, attractive, safe, and that road crossings are in the right position to achieve maximum use and to reduce problems of severance. Improvements to accessibility are particularly important to more vulnerable groups such as the young, elderly, less mobile, people with visual impairment and those without access to a car. New developments and improvement schemes should ensure appropriate access for all of the population including wheelchair users. Improving access can provide choice in travel behaviour which will in turn promote and support sustainable travel, ensure inclusiveness, and enhance and maintain vibrant, healthy communities and prosperous places to live and work.
- 4.4 Schemes which are implemented to improve accessibility should consider measures to enhance and protect the environment, including having regard to conserving the ecology of the area. Retaining and where possible enhancing a pleasant and interesting local environment will help to encourage more people to walk and cycle and to enjoy their surroundings. Romsey already benefits from having interesting historic buildings and spaces as well as interesting wildlife habitats particularly along the towns many waterways. The enhancement of the environment and network of green infrastructure both in the town and leading out to the countryside should be sought in the implementation of new schemes.
- 4.5 This approach supports a range of policy objectives of both Test Valley Borough Council and Hampshire County Council, especially:
- Encourage use of public transport, cycling and walking networks to help reduce reliance on cars and provide choice to the community when making a journey.

- Hampshire County Council's Local Transport Plan 2011-2031 seeks a vision of a 'safe. Efficient and reliable way to get around a prospering and sustainable Hampshire'.
- Hampshire County Council's Countryside Access Plan for Test and Itchen Area seeks to improve access to the countryside. It identified that people wanted new links in the network to enable safe exit from and links between urban areas.

Table 3 - Barriers to good access

Lack of appropriate facilities	A variety of facilities are required to assist and facilitate access, such as dropped kerbs for those with mobility difficulties or children's buggies, or a direct bus service from origin to destination or a surfaced path for those walking to work/school or appropriate car parking.
Physical barriers	These will vary from large scale barriers such as a main road, motorway, railway or river, to a small scale such as steps or badly undulating pavements for those with buggies, cycles or mobility difficulties.
Safety and security	Individual's perception about the built environment will have a strong influence on whether they walk/cycle. Lighting and the overlooking of paths by buildings and the wider community is a factor when making a decision about how to travel.
Information and awareness	The availability of information about alternative modes is key when deciding how to travel. Signage, the availability of public transport times. Real time information and route planning offer choice and confidence when making a journey.
Cost	Cost is often a barrier to the use of motorised forms of transport, including the car. There are households which do not have access to a car in Romsey. Such families are therefore more reliant on the provision of public transport.

5 Town Access Plan - Issues and Measures

- 5.1 A range of schemes have been identified as a result of the various consultation and technical studies. These are set out in the following table.
- 5.2 The suggested improvements to the transport infrastructure could be funded from a number of different sources. The main source is likely to come from the contributions negotiated in association with new development and the Community Infrastructure Levy (CIL) when it is adopted. In addition schemes may be funded from the capital programmes of either Council or where possible through bids for Central Government funding.
- 5.3 At this stage some of the schemes included in the tables have yet to be considered in detail to identify whether a viable solution is feasible and/or the exact form the potential scheme may take. Further detailed feasibility work will be required once funding is identified.

6 Next Steps, Monitoring and Review of TAP

How this document will be used

- 6.1 The document will be used by Development Control and Highway Officers from both Councils to determine the allocation of funds sought from developers via the Section 106 agreements. It will later, refer to the Community Infrastructure Levy (CIL) Charging Schedule. The document will also be used by developers in assessing the anticipated level of financial contribution sought by the authorities when mitigating development and what those funds will provide.
- 6.2 The Plan is currently reliant upon developer contributions and later the CIL Charging Schedule. The Plan will serve as a key document in the negotiation between developers, the Highway Authority and Planning Authority.
- 6.3 There may be the opportunity to direct other sources of funding towards the access plan as the pooling of funds may enable the delivery of schemes. This may include LTP funds, capital funds from TVBC or HCC or other key stakeholders investing in the town such the Department for Transport, Public Transport operators.
- 6.4 The RTAP will be monitored jointly on an annual basis and reviewed every two years. The progress of the Plan and those schemes implemented will be reported to Members. Outstanding issues will be reviewed and new priorities added as necessary and taking account of:-
- Revisions to Policy context at a local level;
 - New information on transport/access issues in the Borough;
 - The impact of new development;
 - Changes to the transport network; and
 - The Test Valley District Transport Statement.

Appendix 1

Draft Revised Romsey Town Access Plan

Schedule of Issues and Measures (September 2015)

	District Statement ref	RTAP Issue	Location	Scheme proposal	Status/funding
Measures to reduce impact of additional traffic					
1.1	TVBCXXXX	Measures are required to ensure that the impact of traffic from planned new development is minimised.		A series of traffic measures are proposed and set out in planning applications and 106 agreements e.g. Abbotswood site.	A range of works to be built by developer and schemes funded by developer. Completion of schemes dependent on agreed thresholds being reached.
1.2	TVBCXXXX	Measures need to be taken to ensure that the highway capacity is adequate to accommodate any additional traffic from new development without a detrimental impact on congestion or road safety.		Make improvements to key junctions to accommodate traffic.	A range of works to be built by developer and schemes funded by developer. Completion of schemes dependent on agreed thresholds being reached.
1.4	TVBCXXXX	Difficult right turn at Viney Avenue onto Winchester Road due to volume of traffic.	Viney Avenue/ Winchester Road	Traffic lights in Winchester Road at Cupernham Lane and Braishfield Road.	Work to be done as part of Abbotswood development Developer to provide. Traffic lights at Cupernham in place – Braishfield Road to follow.
1.5	TVBCXXXX	Concern about junction of Braishfield Road and Winchester Road.	Braishfield Road/ Winchester Road.	Traffic lights in Winchester Road at Braishfield Road junction.	Work to be carried out as part of Abbotswood development Developer to provide.
1.7	TVBCXXXX	Concern at speeds along Belbins and Sandy Lane and safety of junction with Cupernham Lane.	Belbins/Sandy Lane	Alterations at Cupernham junction will help reduce traffic speeds.	Alterations to be carried out as part of Abbotswood development. Developer to provide.

* The District Statement references relate to all transport schemes within Test Valley and will not necessarily run in numerical order, particularly since those schemes that have been completed are then removed from the table.

** Not all of the schemes are listed and referenced on Hampshire County Council's District statement on their website. Some are not included because they are being implemented by developers and others because they are yet to be given a reference or updated on the web. Where this is the case it is shown as TVBCXXXX in the table.

District Statement ref	RTAP Issue	Location	Scheme proposal	Status/funding	
1.9	TVBCXXXX	Concern about junction of Fishlake Meadows and A3057.	Fishlake Meadows/ Greatbridge Road	Junction alterations.	Alterations to be carried out as part of Abbotswood. Developer to provide.
1.10	TVBC0005	Speed of traffic at Mainstone and lack of crossing point for pedestrians.	Mainstone – near Junction of A27 and A3090	Consider a junction alteration and/or gateway feature and traffic calming to slow and calm traffic and provide for pedestrians.	Some funding identified.
1.11	TVBC0006	Speed of traffic too fast along Winchester Road. (A3090)	Winchester Road	Introduce measures for cyclists and pedestrians which will assist in reducing speeds (see section 3).	30mph speed limits in place. Measures for cyclists and pedestrians yet to be implemented no funding yet identified.
1.12	TVBCXXXX	Problem of rat running along Highwood Lane and potential for more when Abbotswood built. Needs of pedestrians in this area should also be considered both for leisure walks and access to schools.	Highwood Lane and Halterworth Lane	Consider appropriate traffic calming measures and whether there is need and scope to improve pedestrian access	Future measures to be considered as part of Abbotswood development. Some additional footway now implemented Developer's contribution.
1.13	TVBC0007	Traffic entering the town at too fast a speed from south. (A3057 Southampton Road)	Southampton Road south of The Rapids	Consider providing gateway feature to reduce speed of traffic entering town.	No action to date. No funding yet identified.
1.13A	TVBC0008	Traffic entering the town from the north (A3057 Greatbridge Road) at too fast a speed.	Greatbridge Road north of junction with Fishlake Meadows	Consider improving the gateway feature to reduce speeds of traffic entering the town.	No action to date No funding yet identified
1.14	TVBC0009	Speed of cars on hill and narrowness of Richmond Lane- not appropriate for cycle lane.	Richmond Lane	Improve route to accommodate cyclists as part of cycle strategy implementation.	No action to date. No funding yet identified but may be funded by Abbotswood development.
1.15	TVBC0010	Junction of Palmerston Street and The Hundred difficult to negotiate and concern at operation of junction between Palmerston Street and Broadwater Road.	Palmerston Street/The Hundred/ Broadwater Road	Investigate and consider ways to address any issues identified at the junction.	No action to date. No funding yet identified

District Statement ref	RTAP Issue	Location	Scheme proposal	Status/funding	
1.17	TVBC0012	Safety concerns regarding cars emerging from Botley Road roundabout onto Winchester Road not being seen and over deflection on roundabout.	Botley Road/ Winchester Road	Improve signage and junction.	Some work being proposed as part of Abbotswood development Developers contributions
1.18	TVBC0013	Conflict between cars and pedestrians in Love Lane.	Love Lane	Previous scheme reduced traffic using route. Consider further options to enhance environment for pedestrians and cyclists.	No action to date. No funding yet identified
1.19	TVBCXXXX	Safety Concerns at junction of Woodley Lane and Braishfield Road.	Woodley Lane/ Braishfield Road	Consider whether alterations required as a result of Abbotswood development. Measures to be considered as part of Abbotswood development.	Developer to provide as secured by 106 agreement.
1.20	TVBCXXXX	Safety of both Lee Lane and its junction with A27 particularly given increased use by cyclists.	Lee Lane	Consider measures to improve the safety of cyclists such as, traffic calming measures to reduce car speeds, signs for cyclists, etc.	Initial investigation work undertaken. Crossing point has been implemented Limited funding identified.
1.21	TVBC0016	Concern over safety of junction of Malmesbury Road and Duttons Road and flow of traffic along A3057. Need for safe pedestrian crossing points.	Malmesbury Road/ Duttons Road	Consider options to alter junction to improve vehicle flow, safety and pedestrian movement also taking into account the function of the roundabout at railway bridge in Greatbridge Road.	Initial feasibility work undertaken. Developer's contributions.
1.22	TVBC0017	Congestion caused by cars queuing to access doctor's surgery and car parks in Alma Road, and parked cars.	Consider options available to reduce congestion in Alma Road and onsite car parking layout.	One car parking space has been removed. Consideration will be given to the possibility of removing more car parking spaces in Alma Road at peak times.	No funding yet identified.

	District Statement ref	RTAP Issue	Location	Scheme proposal	Status/funding
1.23	TVBC0018	Limited capacity and concern relating to function of the roundabout at The Plaza.	Winchester Road/ Southampton Road – Plaza roundabout	Consider signals or alternative layout should capacity of junction become a greater issue related to future development in the area. RMAS recommends future assessment will be needed.	Developer funding improved pedestrian refuge No funding yet identified for further alterations.
1.24	TVBC0019	Schoolchildren and others cycling along one way Whitenap Lane the wrong way. Concern over space for cyclists and pedestrians on narrow road.	Whitenap Lane	Look at contraflow cycling or suitable alternatives. Improvements for pedestrians and cyclists as part of cycle strategy	No action to date No funding yet identified.
1.25	TVBC0020	Church Lane needs to be improved. Increased priority given to pedestrians especially by school.		Previous work undertaken in Church Lane – will consider if further measures can be taken.	No action to date. No funding yet identified..
1.28	TVBCXXXX	Vehicles striking low railway bridges causing congestion.	Romsey	Several measures already implemented will keep under review and consider any further measures needed.	No action to date. No funding yet identified.
1.29	TVBCXXXX	HCC	Romsey	Undertake town wide car /lorry direction signage review and pedestrian signage and review of street furniture.	Preliminary work to look at street clutter has been carried out by HCC elsewhere in the County. No funding yet identified. Survey undertaken by Romsey and District Society

List of parking control and management measures

District Statement ref	RTAP Issue	Location	Scheme proposal	Status/funding	
2.2	TVBC0024	Problems with on street parked cars in particular roads around the town such as parked cars on Botley Road obstruct pedestrian view making crossing unsafe, parking for school on St. Clements Close and lack of car parking in the Vikings and other residential developments.	Various residential streets	Review the on street parking situations regularly to check on any problems and issues arising.	Streets reviewed when required.
2.3	TVBC0025	Car parks closest to shops can be full giving a perceived lack of sufficient parking in Romsey town centre; even when available.	Romsey town centre	Consider options to provide more car parking on the edge of the town centre.	Additional off street parking provided at Rapids Car Park. Will be kept under review. No funding identified for additional work.
2.4	TVBC0026	When car parks full (especially Newton Lane car park) other car parks difficult to access due to one way system.	Romsey town centre	Improve signage and car park information.	No action to date. No funding identified.
2.6	TVBC0358	Concern at safety with current parking arrangements	Footners Close	Provision of additional parking to improve safety	No funding yet identified.

Schemes for improving walking and cycling

	District Statement ref	RTAP Issue	Location	Scheme proposal	Status/funding
1.14	TVBC0009	Speed of cars on hill of Richmond Lane and narrowness a problem. Routes needs improving for pedestrians and cyclists	Richmond Lane	Improve route to accommodate cyclists as part of cycle strategy implementation <u>Improve for pedestrians</u>	No action to date. No funding yet identified but may be funded by Abbotswood development.
3.1	TVBCXXXX	Need to improve pedestrian and cycle access between north and south, in particular to railway station, sports centre and Romsey Primary and Secondary Schools. Need to upgrade paths along waterways.	Canal tow path	Various measures including provide ramp by Plaza, upgrade footpath surface and provide lighting along Canal. Review signage along the path	Developer contributions Some improvements provided on Canal Path between the Plaza and Canal Walk but more still to be done to improve the rest of the canal tow path
3.2	TVBC0028	Need to provide good access to the railway station for pedestrians.	Romsey railway station - path linking to canal	Various measures including upgrade of path from Canal to the railway station approach road with improved surface, new ramped steps, lighting and signage.	Some feasibility work and public consultation carried out. Developer contributions.
3.4	TVBC 0029	Lack of space for pedestrians with narrow pavements, steep camber in places and lack of suitable crossing points in Market Place, Bell Street and Church Street. Poor uneven surfacing on some of the pedestrian areas making access difficult for some.	Church Street, Market Place and Bell Street	Enhance the environment for pedestrians in the Market Place and Bell Street/Church Street for pedestrians with improved crossing points, more space and greater priority for pedestrians. Extend the idea of shared surface areas to other areas of the town centre to improve access and manage and reduce vehicular access to The Hundred at specific times to support key events and Markets	Some feasibility work has been carried out. Some funding identified for part of the scheme in Church Street but other improvements will require future funding not yet identified and will take place in longer term
3.5	TVBCXXXX	Insufficient provision for pedestrians to north of railway bridge on Greatbridge Road.	Greatbridge Road	consider providing refuge to cross road opposite the house 'Timaru'	No action on crossing point Pedestrian footway widened no funding identified for crossing point
3.6	TVBCXXXX	Improved pedestrian and cycle links between new development at Abbotswood and local services and facilities.	Fishlake Meadows, Cupernham Lane, Braishfield Road, Sandy Lane, Woodley Lane etc	Includes footway and cycleway provision at Cupernham Lane and Fishlake Meadows and footways on Braishfield Road, Sandy Lane and Woodley Lane.	Work to be carried out as part of Abbotswood development Developer to provide.

District Statement ref	RTAP Issue	Location	Scheme proposal	Status/funding	
3.7	TVBC 0031	Poor surfacing, narrow pavements in front of the library, and lack of dropped kerbs or seating on route along Station Road from railway station to town centre.	Station Road	Resurface with drainage channels in new style suitable for wheelchairs. Provide dropped kerbs and crossing points, and consider options to improve access by the library.	No action to date. No funding identified.
3.8	TVBC0032	Pavements along The Hundred towards Winchester Road, narrow, poorly surfaced, poor sightlines with junctions.	The Hundred – eastern end	Consider whether there is potential to increase width of pavements and improve sightlines.	Improvements made to junction with Linden Road Limited funding identified.
3.9	TVBC 0033	Lack of attractive pedestrian routes between bus station and shops.	Town centre	Consider possible enhancement of current routes between bus station and The Hundred/ Bell Street.	No action to date. No funding identified.
3.10	TVBC0034	Wide carriageway, speed of traffic and close proximity of junctions makes it difficult for pedestrians to cross at Bell Street, Middlebridge Street and Broadwater Road junction.	Bell Street/ Middlebridge St/ Broadwater Road	Investigate further, possibly linked to improvements to Bell Street, the options to improve access for pedestrians in this area, including potential measures to reduce traffic speeds	No action to date. No funding identified.
3.11	TVBC0035	Lack of dropped kerbs, narrow pavements in some areas and poor camber and surfacing along parts of main pedestrian routes into town centre along Winchester Road, Botley Road & Greatbridge Rd.	Winchester Road/ Botley Road/ Greatbridge Road- Cherville Street etc	Upgrade the pedestrian routes along these main routes with appropriate dropped kerbs, and improved surfacing.	No action to date. No funding identified.
3.12	TVBC 0036	Need to improve safety and convenience of route for pedestrians behind Cherville Street part of access to Romsey School.	Cherville St	Consider upgrading path to cycleway with direct link into school grounds	School reviewing travel plan No funding identified.
3.13	TVBC 0037	Increasing traffic congestion problems outside Romsey School resulting in problems for local residents and safety concerns.	Priestlands	Consider updating the school travel plan to investigate options	School reviewing travel plan No funding identified.

District Statement ref	RTAP Issue	Location	Scheme proposal	Status/funding	
3.14	TVBCXXXX	Narrow pavements, poor surfacing and lack of crossing points Duttons Road/Malmesbury Road on route used by large numbers of school children (relates to 1.21).	Duttons Road – Malmesbury Road	Consider widening pavement near railway tunnel in particular, resurfacing and improving drainage and providing dropped kerbs and marked crossing points and possible pedestrian refuge near junction with Duttons Road.	Initial feasibility work carried out on junction. Pavement widened by tunnel Developer contributions.
3.15	TVBC0039	Link to industrial estate under railway tunnel in Duttons Road needs upgrading and footpath from there to Fishlake Meadows.	Duttons Road – Fishlake Meadows	Improve path and provide signing.	No action to date. No funding identified.
3.16	TVBC0040	Improve pedestrian links through Greatwell Drive to Romsey Primary School and Canal Path as alternatives to Winchester Road.	Greatwell Drive – Canal Walk	Improve signposting, dropped kerbs and road markings.	No action to date. No funding identified.
3.17	TVBC0042	Safe crossing points provided for pedestrians on Alma Road.	Alma Road	Consider phasing of controlled pedestrian crossing and provision of pedestrian refuge in Alma Road.	No action to date. No funding identified.
3.18	TVBC0043	Conflict of vehicles, cyclists and pedestrians at The Rapids roundabout.	Rapids roundabout – Southampton Road/ Bypass	Consider options for safer crossing including possible controlled crossing of Southampton Road – linked to any alterations at Plaza junction.	No action to date. No funding identified.
3.19	TVBC0044	Controlled pedestrian crossing to Rapids on A27 not as efficient as it could be.	Southampton Road	Consider upgrading pedestrian crossing to Puffin crossing to reduce traffic delays.	No action to date. No funding identified.
3.20	TVBC0045	Substandard pedestrian environment under Sun Arch with narrow pavements and reduced headroom leading to safety concerns.	Winchester Road – Sun Arch	Provide alternative route and/or improve environment for pedestrians under bridge.	No action to date. No funding identified.
3.21	TVBC0046	Need to ensure provision is made for pedestrian and cycle links north to south where this is feasible due to barriers of railway lines.	Winchester Road by Plaza Parade	Provide access through previous Romsey Infant School site both through the subway to the north and potential bridge across the canal to link to Railway Station.	Bridge over canal provided as part of development. Developer contributions.

District Statement ref	RTAP Issue	Location	Scheme proposal	Status/funding	
3.22	TVBC0047	Lack of provision for pedestrians to cross Winchester Road. Need for more crossing points especially to reach bus stops, local shops and hospital. Dropped kerbs also needed by Campion Drive.	Winchester Road	Traffic lights at Cupernham Lane and Braishfield Road will have a pedestrian phase and provide safe access in those locations. Any additional crossing points would need to be shown to be appropriate and feasible.	Traffic lights to be provided with development at Abbotswood Dropped kerbs provided by garage. Developer contributions.
3.23	TVBC0048	Lack of pedestrian space at access points to school.	Cupernham Lane	To improve access to school.	No funding identified.
3.24	TVBC0049	Need to introduce measures to reduce the barrier effect of railway between north and south and link Winchester Road area with Tadburn/Halterworth.	Tadburn/Harefield	Consider bridge over railway.	No action to date. No funding identified.
3.25	TVBC0050	Need to reduce traffic speeds and through traffic from residential area of Halterworth. Need for dropped kerbs at junctions.	Halterworth	Consider creating pedestrian friendly environment with dropped kerbs for crossing roads and upgraded footpath links.	No action to date. No funding identified.
3.26	TVBC0051	Desire line across Botley Road recreation ground to Whitenap Lane.	Botley Road recreation ground	Consider whether there is need for new footpaths across recreation ground.	No action to date. No funding identified.
3.27	TVBCXXXX	No provision for pedestrians to cross Woodley Lane at junction with Cupernham Lane or for pedestrians crossing Cupernham Lane from Richmond Lane to Homefield.	Woodley Lane by Cupernham Lane	Provide pedestrian crossing point at end of Woodley Lane and consider crossing point near Richmond Lane and Homefield.	No action to date. Abbotswood will provide some as part of links to schools.
3.28	TVBC0052	Lack of signing, poor surfacing and narrow footpaths with no cycle provision in Woodley estate.	Woodley	Improve signing and, surfaces and widen some of main footpath links to provide joint cycle use through parts of the Woodley estate	Feasibility carried out on some routes. Some funding from Abbotswood development.
3.29	TVBC0048	No dropped kerbs, disabled space, or cycle parking at local shops in Woodley and poor surfacing.	Woodley	Enhance environment around local shops and make provision for disabled and cycles	No action to date. No funding identified.

District Statement ref	RTAP Issue	Location	Scheme proposal	Status/funding	
3.30	TVBC0049	Need for some improvement to pedestrian routes and general environment within residential areas to encourage and enable more people to walk and cycle with ease around the town.	Romsey	Consider upgrading some pedestrian routes in residential areas including dropped kerbs, better surfacing, improved footpath links and lighting when the opportunity arises.	No action to date. No funding identified.
3.31	TVBC0050	Lack of cycle storage facilities in the town. Need more Sheffield stands in appropriate locations.	Romsey	Provide suitable non-intrusive cycle storage in town centre and other destinations.	No action to date. No funding identified.
3.31A	TVBCXXXX	Need one location that cyclists can go for information and to act as a focal point for promotion of cycling.	Town centre	Provide an area which can be a focal point for cyclists with cycle parking, map information, electric bike charging etc	No action to date. No funding identified.
3.33	TVBC 0053	Need better access to town centre for cyclists and pedestrians along bypass	Bypass	Shared pedestrian and cycle route along edge of bypass in cycle strategy. Investigate the provision of lighting.	No action to date. No funding identified.
3.34	TVBC 0057	More cycle routes need to link residential areas with town centre and linking out to nearby villages and other destinations.	Romsey	Implement cycle routes within the cycle strategy.	Preliminary investigation work on some of the routes. Some funding identified.
3.35	TVBC0054	Limited access to countryside for people with reduced mobility.	Canal tow path	Improve access along the Canal to countryside to North of the town to provide a greenway for improved access to countryside for cyclists and pedestrians. *	Initial feasibility work. Partial funding identified.
3.36	TVBCXXXX	Lack of pedestrian access from the town to the Sir Harold Hillier Gardens and footway link to Braishfield.	Braishfield Rd/Jermyns Lane	Provide footway to link to the entrance to Sir Harold Hillier Gardens and to link new development at Abbotswood with Braishfield.	To be provided as part of the development at Abbotswood. Developer's contributions.
3.36a	TVBCXXXX	Need for improved cycle access to employment areas in the town for commuters	Wider Romsey Area	Improve cycle access to employment areas in the town.	Some funding available.

District Statement ref	RTAP Issue	Location	Scheme proposal	Status/funding	
3.37	TVBCXXXX	Lack of a safe leisure route to promote for family use in the town	Wider Romsey area	Develop a circular family cycle route around the town.	Sections of cycle route available but not all connected. No funding yet identified.
3.39	TVBCXXXX	Lack of a crossing point for pedestrians wishing to access bus stops or local facilities in this location	Botley Road/Fryers Close	Provide an additional pedestrian crossing point that is wider than current crossing point on desire line along the Tadburn stream footway.	Minor works funding.
3.40	TVBCXXXX	Improve the pedestrian route from Tadburn to The Hundred via Knatchbull Close and The Harrage, especially for wheelchair users	The Hundred/The Harrage/Rosedale Avenue	Improve dropped kerbs, and surfacing along route especially at junction of The Harrage and The Hundred, outside Heatherstone Dental Surgery and at eastern side of junction of Latimer Street/ The Hundred	Limited funding identified – minor works funding.
3.41	TVBCXXXX	Desire for Improved leisure routes and good access to waterways and some of the open spaces around the town	Romsey waterways and green spaces	Development of access routes in conjunction with the Green Infrastructure Strategy and Romsey Waterways and Wetlands Enhancement Strategy(including an improved pedestrian and cycle link along the canal (see 3.25 above)).	Some funding available from developer's contributions. Feasibility work carried out.
3.42	TVBC0358	Concern about conflict of cars exiting new development on former infant school site and pedestrian crossing.	A3090 Winchester Rd near Plaza Parade	Consider relocating controlled crossing to resolve issues.	No funding yet identified.
3.43	TVBCXXXX	Lack of provision for cyclists on bypass	Junction of Middlebridge Street and the Bypass	Provide right turn into Middlebridge Street for cyclists	Funding available - work to be carried out.

List of Public and Community Transport Schemes/Measures

	District Statement ref	RTAP Issue	Location	Scheme proposal	Status/funding
Improve access to railway station					
4.4	TVBC0060	Lack of appropriate signage, to railway station and other destinations in vicinity.	Railway station	Provide new signs to railway station, and other destinations in vicinity, and erect sign to clarify access under the tunnel.	Work to be carried out as part of project to improve pedestrian access on Canal Walk. LSTF
4.5	TVBC0061	Cycle parking needed at railway station.	Railway station	Provide additional cycle parking.	Some additional cycle parking provided Developer contributions.
4.6	TVBC0062	Station facilities are fairly old with limited space for passengers queuing to buy tickets and lack of provision for the disabled. Need to enhance area around station.	Railway station	Provide more space for ticket purchase, improve waiting area and add disabled toilet to improve facilities for passengers at the station.	Could be linked to scheme to change use of currently empty stationmaster's house.
4.7	TVBC0063	More parking needed at the railway station.	Railway station	Investigate further parking opportunities.	Initial discussion with Network Rail and First Great Western – no scheme as yet. Some developer contributions
4.8	TVBC0064	No bus service linking to the railway station to provided integrated transport.	Alma Road	Encourage bus service providers to stop close to the station or use midi bus to serve station forecourt.	Wheeler's bus service now stops in Alma Road No funding yet identified.
Improve Bus Station and Bus Services					
4.9	TVBC0065	Environment and facilities by the bus station need enhancement. More seating, better shelter from weather and improved security.	Bus station	Upgrade the buildings, public facilities and general environment at the bus station.	No funding yet identified.

District Statement ref	RTAP Issue	Location	Scheme proposal	Status/funding	
4.10	TVBC0066	Some areas of the town are not served by bus and no circular town route to link areas– (e.g. Waitrose, some employment areas, Sports Centre, railway station * and need to have drop off on same side as Romsey Hospital). Would like link to Paultons Park. More reliable more frequent services.	Wider Romsey area	Buses park/layover at the bus station and could potentially do more routes (* See 4.8 above). Consider provision of a circular bus route around the town providing links to other key destinations and new development eg at Abbotswood. Consider a circular bus route stopping closer to residential areas with greater frequency on particular days or during events	Some developer funding for bus service associated with new development at Abbotswood. Longer term sustainability of any new bus services need to be taken into account. New bus service to Abbotswood and Hillier Gardens, and more frequent services to Winchester provided in Autumn 2014
4.11	TVBC0067	No direct bus to Southampton hospital.	Wider Romsey area	Consider ways to improve access to the hospital either by a sustainable service and/or better promotion of alternative modes.	Improved information on bus routes to hospital provided in Hampshire bus timetable booklets No funding yet identified for potential alteration to services.
4.12	TVBC0068	No direct fast bus service to Southampton.	Wider Romsey area	Already have QBP. Although not a fast or direct route – could investigate alternative options for sustainable service.	A new commercial route into Southampton has recently been provided by new bus company Commercial route
4.13	TVBC0069	New development areas to be served by bus.	Abbotswood	Extend existing routes or provide additional service through any large new development areas.	New bus service provided to Abbotswood Some developer funding for bus service.
4.14	TVBC0070	Lack of real time information at bus stops, raised kerbs needed at some stops for easy access and seating where possible.	Wider Romsey area	Improve access and information at bus shelters and appropriate hardstanding where possible. Improve real time information at the bus station and local bus stops	Real time information has been added to some bus stops on the Bluestar 4 route. Developer contribution and LSTF grant. Further improvements still required.
4.15	TVBC0071	Congestion caused by traffic on school run.	Wider Romsey area	Consider ways of improving alternative travel choices for children e.g. possible provision of a minibus for those children travelling from outlying areas.	No funding yet identified.

Schemes for delivering new smarter choices initiatives

	Borough Statement ref	RTAP Issue	Location	Scheme proposal	Status/funding
5.1	TVBC0072	Delivery of smarter choices measures could help to reduce car traffic and increase public transport patronage and use of active modes and sustainable transport.	Wider Romsey area	Encourage development of workplace travel plans for existing employment sites.	Being progressed. Developer funding.
5.2	TVBC0073			Monitor implementation of travel plans and provide support in their implementation.	Ongoing. Developer funding.
5.3	TVBC0074			Continue to promote events to encourage changes to travel habits such as Bike Week and National Liftshare Day	Being progressed. Various events supported by My Journey in 2014. Developer contributions
5.4	TVBCXXXX			Provide updated walking and cycling maps for Romsey with information on local events and attractions. Develop an app to provide information on walking and cycling routes around Romsey with links to walking and cycling guides, bus and train timetables	No action as yet. No funding yet identified.
5.5	TVBCXXXX			Provide electric charging points for cars and bicycles to support energy efficient transport	Two electric car charging points have been installed at Rapids car park.

* The District Statement references relate to all transport schemes within Test Valley and will not necessarily run in numerical order, particularly since those schemes that have been completed are then removed from the table.

** Not all of the schemes are listed and referenced on Hampshire County Council's District statement on their website. Some are not included because they are being implemented by developers and others because they are yet to be given a reference or updated on the web. Where this is the case it is shown as TVBCXXXX in the table.

Figure 2 - Map of Parishes and Access Plan Boundaries

Test Valley Borough Council

-  Parish
-  Andover Town Access Plan
-  Romsey Town Access Plan
-  Test Valley Access Plan



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