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# Test Valley (north) Local Cycling and Walking Infrastructure Plan

January 2025

Hampshire
County Council

# Foreword from Councillor Adams-King

**Councillor Nick Adams-King**
Leader of Hampshire County Council

Hampshire County Council is committed to delivering better environments where people can walk and cycle – both for their day-to-day journeys, and in our public spaces. Walking and cycling are a big part of the solution to a number of the greatest challenges that we face including climate change; air pollution; obesity and equal access for all to more active and greener ways to travel.

If we are to meet our 2050 vision for Hampshire to be prosperous, expand people's life opportunities, achieve our climate change emergency targets, and our public health goals we need walking and cycling to be safe, direct, and attractive for everyone of all ages. We want to do even better for our residents, and we need our networks to be accessible to everyone and cater for the majority of users, whether they are walking with a double buggy, have a health condition, or disability that makes our public spaces more challenging to use.

Walking and cycling have the potential to replace shorter car trips made in Hampshire, including around a third of all commuting trips. Walking and cycling are practical everyday ways of travelling, for even just part of a journey, that can help to make us healthier, happier and greener, with more equal access on foot, by bike or public transport to key services such as schools and shops, and we look forward to boosting these sustainable ways of travelling for everyone in Hampshire.

Hampshire County Council and Test Valley Borough Council officers, local interest groups and local councillors from across political parties have worked together to develop a common understanding of what improvements are needed. This has resulted in this document, the Northern Test Valley Local Cycling and Walking Infrastructure Plan. We embrace the Government's objective of making walking and cycling the natural choice for short journeys. This aligns closely with our own aspirations.

However, achieving our ambition and delivering the measures in this plan depend on central Government supporting us with sustained and significant funding for active travel infrastructure. Having this plan in place is the first step we must take in order to be able to make the case for whatever funding the Government subsequently makes available.

**Councillor Nick Adams-King**
Leader, Hampshire County Council

# Contents

# Section One

# Introduction

At both Hampshire County Council and Test Valley Borough Council there is a desire to invest in sustainable transport measures, including walking and cycling infrastructure, to provide a healthy alternative to the car for local short journeys to work, local services or schools. This approach is integral to Hampshire's adopted Local Transport Plan 4 (LTP4).

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

## What is an LCWIP?

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

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

The key outputs of LCWIPs are:

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

## Walking and cycling policies

This plan is supported by policies developed and delivered by Hampshire County Council including; Local Transport Plan 4 (adopted February 2024) and Hampshire's walking and cycling strategies which:

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

LTP4 has a vision, two guiding principles and policies to help achieve the vision and outcomes of the plan.

The Vision – A carbon neutral, resilient, and inclusive transport system designed around – and with– people: which supports health, well-being, and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire's unique natural and built environment

The two guiding principles are:

1. Give people a choice of high-quality travel options;
2. Provide a transport system that promotes high quality, prosperous places and puts people first

The core and theme policies which support this LCWIP are:

CP1 – putting people and places at the heart of our decisions
CP6 – Encourage sustainable travel behaviour
HP1 – Deliver the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips
HP3 – Widen participation and broaden the appeal of walking and cycling as a natural travel choice.

## Local policies and plans

Below is a summary of several key plans and policies for Hampshire and Test Valley Borough Council that support the LCWIP.

### Test Valley Borough Local Plan (2016)

Test Valley's Local Plan (2016) allocations identify sites across the borough which are likely to be developed during the local plan period (up to 2029), for residential, business, or mixed-use development.

The local plan allocations that feature within the northern section of Test Valley LCWIP are mostly complete, and were considered at the LCWIP stakeholder engagement session.

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

### Test Valley draft Local Plan

As the Local Plan (2016) reached its five year anniversary of its adoption in January 2021, a review was undertaken in accordance with Regulation 10A of The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).

Test Valley Borough Council are preparing a new Local Plan which is currently at the Regulation 18 stage 2 of preparation.

More information on the revised Local Plan can be found here – **Revised Local Plan (DPD) | Test Valley Borough Council**

The draft Local Plan 2040 is proposing the following strategic allocations with in the LCWIP boundary:

- Andover Town Centre 367 dwellings (Policy NA1)
- Land South of London Road, East Andover 90 dwellings (NA4) (includes part of Picket Twenty extension in current plan but extends it slightly further to east).
- Land at Manor Farm, North of Saxon Way, North Andover 800 dwellings (NA5)
- Land at Bere Hill, South East Andover 1400 dwellings (NA6)
- Land East of Ludgershall 350 dwellings (NA7)
- Land South East of Ludgershall 1150 dwellings (NA8)
- Land South of Thruxton Aerodrome for 15 Ha of employment (NA9)

Test Valley Borough Council are proposing masterplans be prepared by the site promoter for these sites which will need to be agreed with the Borough Council to deliver high quality and sustainable development, which will need to consider the general principles of this LCWIP.

For example, it is proposed that land at Bere Hill (NA6) enhances Micheldever Road, a key route from both this site and the existing Picket Twenty into Andover Town Centre and is covered under a primary cycle route (210), details of which can be found in section two of this LCWIP.

### Hampshire County Council Local Transport Plan (LTP4)

The LCWIP supports Hampshire's Local Transport Plan 4 Vision of 'A carbon neutral, resilient, and inclusive transport system designed around – and with – people, which: supports health, well-being, and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire's unique natural and built environment.'

LTP4 contains two guiding principles, these are to:

1. give people a choice of high-quality travel options; and
2. provide a transport system that promotes high-quality, prosperous places and puts people first.

The LCWIP aligns with the Healthy Places policies in the emerging LTP4, including:

- Policy HP1: Delivering the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips;
- Policy HP2: Enabling healthy neighbourhoods and high streets in partnership with communities; and
- Policy HP3: Widen participation and broaden the appeal of walking and cycling as a natural travel choice.

The LCWIP supports Rural Transport policies including:

- Policy RT1: Maintaining accessibility in rural areas, providing viable alternatives to the private car; and
- Policy RT2: Sustainable access to the countryside.

## Why do we want an LCWIP for northern Test Valley?

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

Hampshire County Council and Test Valley Borough Council are committed to developing a LCWIP for the whole of Test Valley, through a long-term and ambitious programme of measures; engaging with stakeholders and users to develop the wider network.

We are committed to improving roads and paths in Test Valley, helping to build healthier, accessible and friendlier neighbourhoods and supporting active, healthier modes of transport such as walking, cycling and public transport that are accessible to everyone.

Transformative walking and cycling improvement programmes in other parts of the country are helping to build healthy and friendly neighbourhoods.

The plan will help us to improve both the physical and mental health of our residents. It will support the aims of our public health strategies by making local places healthy and safe, and building physical activity into daily routines.

The positive health impacts of an accessible and sustainable active transport network include:

- Reduced risk factors of chronic diseases such as cardiovascular disease, type 2 diabetes and high blood pressure;
- Improved weight management, mobility and emotional wellbeing;
- For those who engage in regular physical activities and who can walk / cycle or wheel instead of using a car, there are increased opportunities for socialising and positive community integration.
- Improving the cycling and walking infrastructure can significantly contribute to a reduction in air pollution. Improving air and environmental quality can directly improve resident health especially for those with pre-existing respiratory conditions.

Walking and cycling are good for the economy. Studies have shown that pedestrians and cyclists spend more than drivers in local shops per month, through multiple visits; and that traders frequently overestimate access by car. Walking and cycling schemes frequently achieve better value for money than schemes aimed at relieving congestion alone, and have wider benefits such as improved public health, air quality, reduced community severance and congestion relief.

The Test Valley (south) LCWIP was originally developed in support of the Transforming Cities Fund project and covered the geographic area to the south of the borough, mainly covering Romsey, Chilworth, Nursling and North Baddesley. This area contained the major travel to work corridors towards Southampton. This is outlined by the area boundary map on the following pages.

It was always the intention of Hampshire County Council to develop LCWIPs for all parts of Hampshire, which now includes covering the Test Valley north area to link with the south.

For further information on the Hampshire County Council walking and cycling strategies, please follow this link: **www.hants.gov.uk/transport/strategies/transportstrategies.**

## Description of northern Test Valley

The northern part of Test Valley borough is largely rural in nature with the main settlements in the area separated by considerable distance. Outlined below is the area denoting the north section with the south section covered by a separate LCWIP.

Test Valley borough as a whole has an estimated population of around 125,000 – according to the 2021 Census, an increase of around 7.7% in comparison with the 2011 Census. 48.9% of the population are male and 51.1 are % female. 60.6% of people aged 16 to 64 years and 39.4% of people aged 65 years and over.[1]

At almost 63,000 ha in size, the borough borders the authority areas of Southampton City to the south, Eastleigh to the south-east, Winchester City to the east, New Forest to the south-west, and Basingstoke and Deane to the north-east, as well as West Berkshire to the north and Wiltshire to the west.

The main settlement in the north of the borough is the town of Andover with a population of just over 48,000, with key link corridors between other smaller settlements, such as Stockbridge, and the villages of The Wallops, Broughton and King's Somborne.

Due to the dispersed nature of the borough, provision of services is important to ensure access, without having to travel excessive distances (avoiding unnecessary trips by car). Services include community centres, sports and recreational facilities, allotments, educational, health and care establishments, emergency services, shops and pubs, libraries, cultural and arts, churches, and places of worship.

There are many long-distance leisure routes for walking and cycling, across the Test Valley borough.

The region is home to a large network of footpaths and bridleways connecting the many villages and towns with scenic countryside. One of the most famous routes, that runs right through the centre of the borough is the 70km Test Way which begins at Inkpen on the North Wessex Downs National Landscape in West Berkshire, following much of the course of the River Test to Eling Mill on Southampton Water.

Test Valley Borough Council is the local Planning Authority for the borough for most matters. Hampshire County Council is the Highway Authority.

## Transport

The majority of the larger settlements across the borough are linked to each other by a series of A and B roads.

The A303 is a trunk road that features as the main east-west corridor through the northern part of the borough, just south of Andover, connecting from Basingstoke to the west country. The A3057 offers a main link from the south of the borough (Romsey) to Andover in the north.

Two national railway lines pass through the borough: the Portsmouth to Westbury line to the south; and the London Waterloo to Exeter St Davids line to the north, with Andover as its key station for the area. The main operators on these lines are Great Western Railway (Portsmouth to Westbury) and South Western Railway that operate services on both lines.

The borough also has a former railway line route (Sprat and Winkle Line) which historically ran from Redbridge, Southampton to Andover Junction. The majority of its sections have been converted into Public Rights of Way and/or active travel routes.

There are a number of bus services currently providing public transport within the borough, many of which connect the settlements to each other. More frequent bus services run through Andover, with its bus station acting as its hub for most services connecting to other settlements such as Ludgershall and Tidworth to the west in Wiltshire, and Whitchurch and Overton to the east in the district of Basingstoke and Deane.

Less frequent services connect with settlements to the south of Andover, such as The Wallops and Stockbridge. There is limited connectivity to the north of Andover to places such as Hurstbourne Tarrant, with more community/on-demand type transport operating in the more rural areas.

1 **nomisweb.co.uk**

## Local trip generators

The town of Andover is the main centre in the north of Test Valley borough. It is the main destination for employment, leisure, schools, colleges, theatre and shopping, including some heritage opportunities and attractions. Andover has a mainline railway station with links to Basingstoke, London and Salisbury.

Other employment and leisure and education sites include the small town of Stockbridge and the village of King's Somborne.

Just north of Andover a small section of the borough lies within the North Wessex Downs, a designated area of outstanding natural beauty, including trip attractors such as the Test Way, and the Ashmansworth, Pilot Hill, and Faccombe circular trail.

Due to the rural geography of the borough, with many settlements separated by distance, other neighbouring settlements outside of the northern Test Valley area are also seen as key destinations for workplaces, leisure and local amenities, such as Romsey, Tidworth and Salisbury (Wiltshire), Southampton City, The City of Winchester (Winchester District) Whitchurch and Overton (Basingstoke and Deane district).

Education and healthcare facilities are among other key trip generators.

## Walking and cycling in northern Test Valley

The northern section of Test Valley borough being largely rural in nature, has a large network of Public Rights of Way and a number of quiet country roads and lanes linking the smaller villages.

However, cycle infrastructure within and between settlements is generally sparse throughout the borough, mainly due to the size of the borough and distances between settlements, which present challenges.

For the same reason, the network of walking routes between settlements and facilities is also limited, with the exception of long-distance routes.

There are three major roads running through the northern section of the borough, the A303 and A30 and A3057, together with several busy B roads. These roads can cause severance and barriers to walking and cycling within the borough due to high volumes and speed of traffic.

Also, the topography in some locations includes steep hills and these can be a barrier to people walking and cycling.

More cohesive walking networks can be found within the individual towns and villages with pavements running adjacent to the majority of roads located in each of the settlements, but there is always need for improvements in connectivity.

Short trips that are 5km or less have the greatest potential to shift from car to bicycle. In particular, the trips in and around Andover have the greatest potential for a shift towards active travel, with trips mostly between 2km to 6km in length.

Andover being the major settlement of the northern Test Valley area, has a large proportion of trips that are self-contained and therefore has great potential for active travel, given the distances and topography of the town.

Short cross-boundary car trips illustrate strong commuting links between Luggershall, Salisbury, Whitchurch, Winchester and south towards Romsey and Southampton City.

Given these limitations, a total of 1% and 5% of individuals currently travel to work by bicycle and on foot, respectively, in the 2021 Census[2], although it should be noted that this survey was undertaken during the national lockdown and may not accurately reflect current trends. In comparison, 1% and 6% of individuals travelled to work by bicycle and foot in the 2011 Census, respectively.

The north section of the borough comprises a mix of urban and rural communities. Walking and cycling trips are likely to be constrained by the distances between settlements, with higher levels achievable within and between more urban areas.

Trips under 2km are very walkable for most people within around 30 minutes. The 2011 Census reported that around 18% of commuting trips in the borough as a whole are under 2km. Of these around 52% are driven, and 37% are on foot. 32% of commuting trips made by Test Valley residents are under 5km, a distance that can easily be cycled in around 20–30 minutes. 66% of these short trips are currently made by car or van and only 2% by cycle.

44% of children walk to school in Test Valley and 2% cycle. Around 37% travel by car. Cycling to secondary school is more common (5%) than cycling to primary school (1%)[3].

National Cycle Network 246 passes through northern Test Valley, running from Timsbury to Kintbury via Andover, following sections of the Test Way along its route.

2 **nomisweb.co.uk**

3 Data taken from the annual School Census 2023.

## Developments and opportunities

**Test Valley's Local Plan (2016)** – A Local Plan is the statutory development plan for a given administrative area. Allocations identify sites across the borough which are likely to be developed during the Local Plan period, for residential, business or mixed-use development.

These Local Plan allocations were considered at the LCWIP stakeholder engagement session.

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

**Draft Local Plan 2040 Regulation 18 Stage 2** – A Local Plan will go through several statutory stages of preparation, which includes public consultation, before it is examined. Subject to the recommendation of the Examiner, it can be recommended for adoption by the Council. Test Valley Borough Council undertook public consultation on the draft Local Plan 2040 between February and April 2024. Upon adoption it will replace the current Test Valley Revised Local Plan 2011–2029, which was adopted in January 2016.

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

Anticipated allocations in the draft Local Plan have been taken into account when developing routes, though as the details of these developments become clearer further updates may be required.

# Northern Test Valley LCWIP boundary

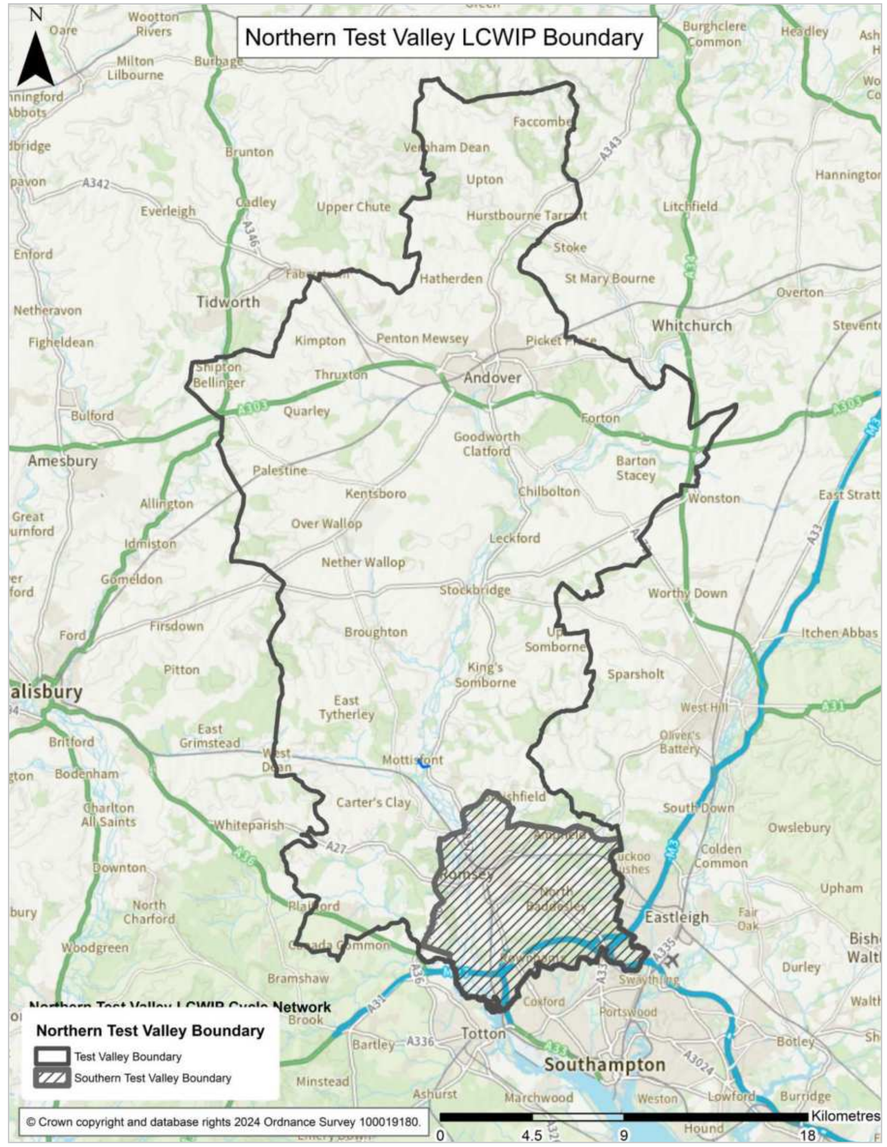
The black boundary shown on the map opposite shows the extent of the Test Valley LCWIP (north and south sections). The grey hatched area shows the extent of the of the south section)

The black boundary is consistent with the Test Valley Borough Council administrative area.

## Splitting Test Valley into north and south

Test Valley borough was divided into a southern and northern section as an LCWIP was required to support a bid to the DfT's Transforming Cities Fund for in 2019 for the Southampton City travel work area. The southern section of Test Valley borough (in blue hatching) received the initial focus because of its connections to Southampton from the Romsey area and parts of the borough which form contiguous urban areas with Eastleigh and Southampton.

It was always recognised that an LCWIP for the northern section of Test Valley would be required at a later stage.

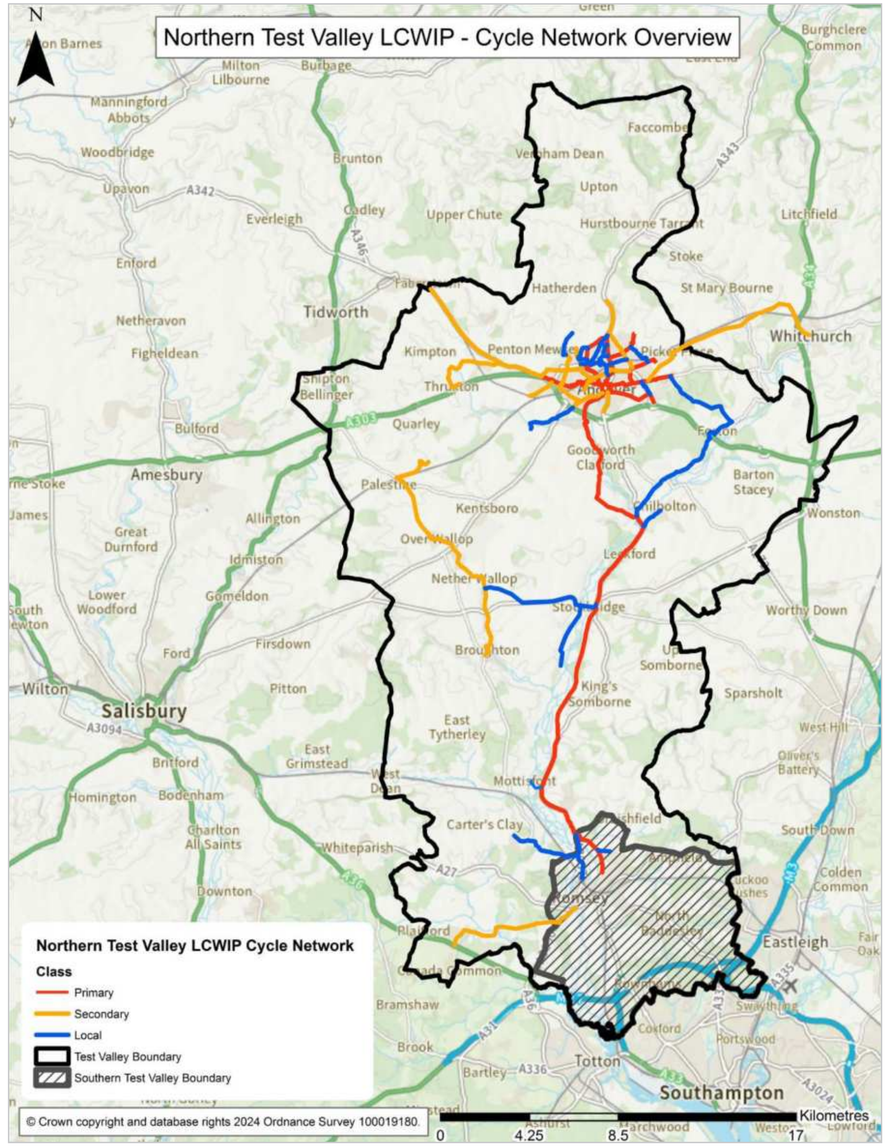


# Proposed Northern Test Valley – cycle network overview

The map on the right shows the northern Test Valley LCWIP boundary and the proposed cycle network. Primary, secondary and local cycle routes have been identified.

Primary routes represent busy, direct and main routes; secondary represent medium usage routes through local areas and feed into the primary routes. Local routes cater for local cycle trips and often provide links to primary or secondary routes.

Due to the large number of routes identified from the data and through work with stakeholders, primary routes have been mapped and audited in section two, secondary and local routes have been mapped and will be developed further in future iterations of this LCWIP.

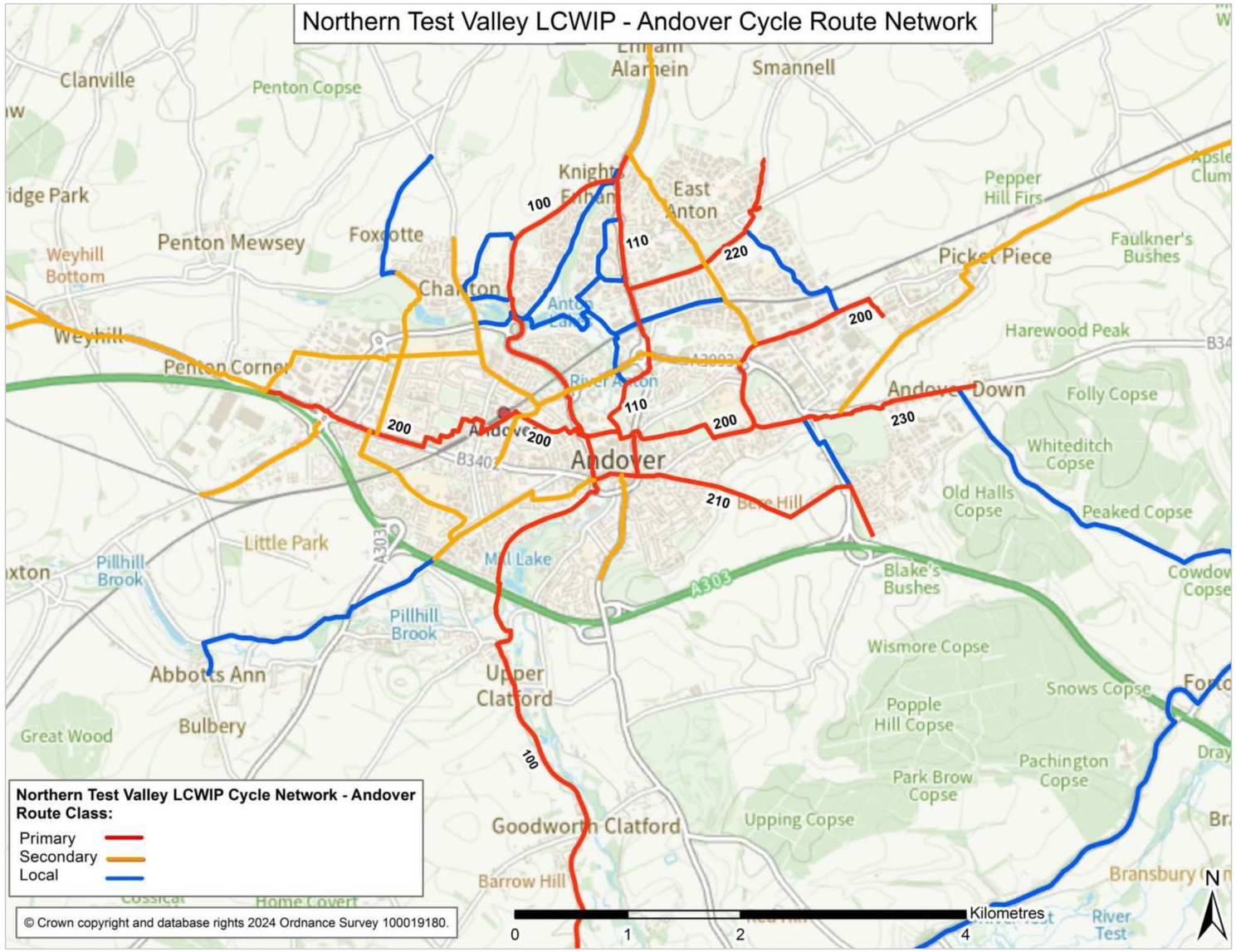


# Proposed Andover area cycle network overview

The map on the right shows the proposed Andover area cycle route network. Primary, secondary and local cycle routes have been identified.

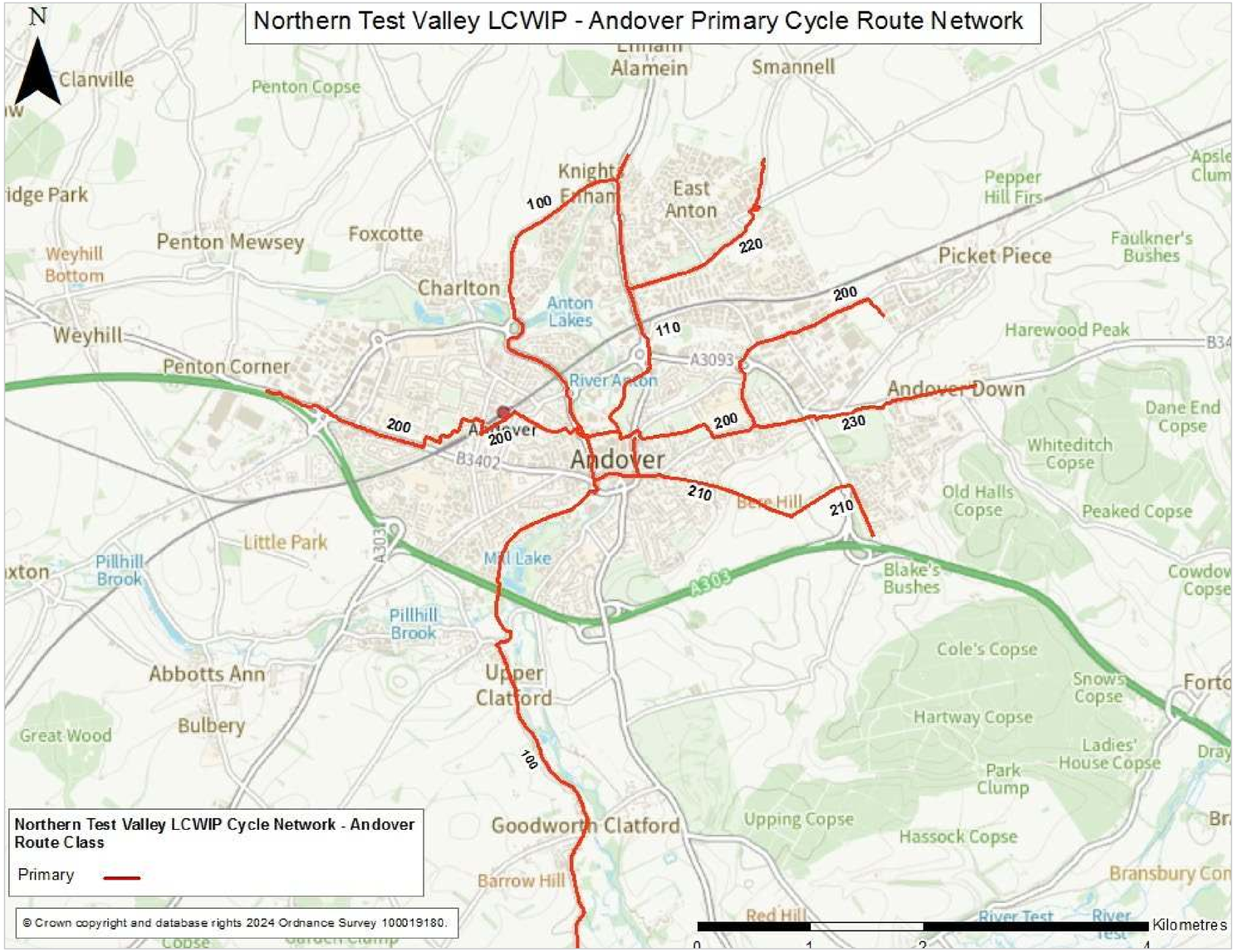
Each primary route has been assigned a three-digit reference and has been audited. The audits of these routes can be found in Section Two of this document.

Due to the large number of routes identified from the data and through work with stakeholders, primary routes have been mapped and audited in Section Two, secondary and local routes have been mapped and will be developed further in future iterations of this LCWIP.



# Proposed Andover area primary cycle network overview

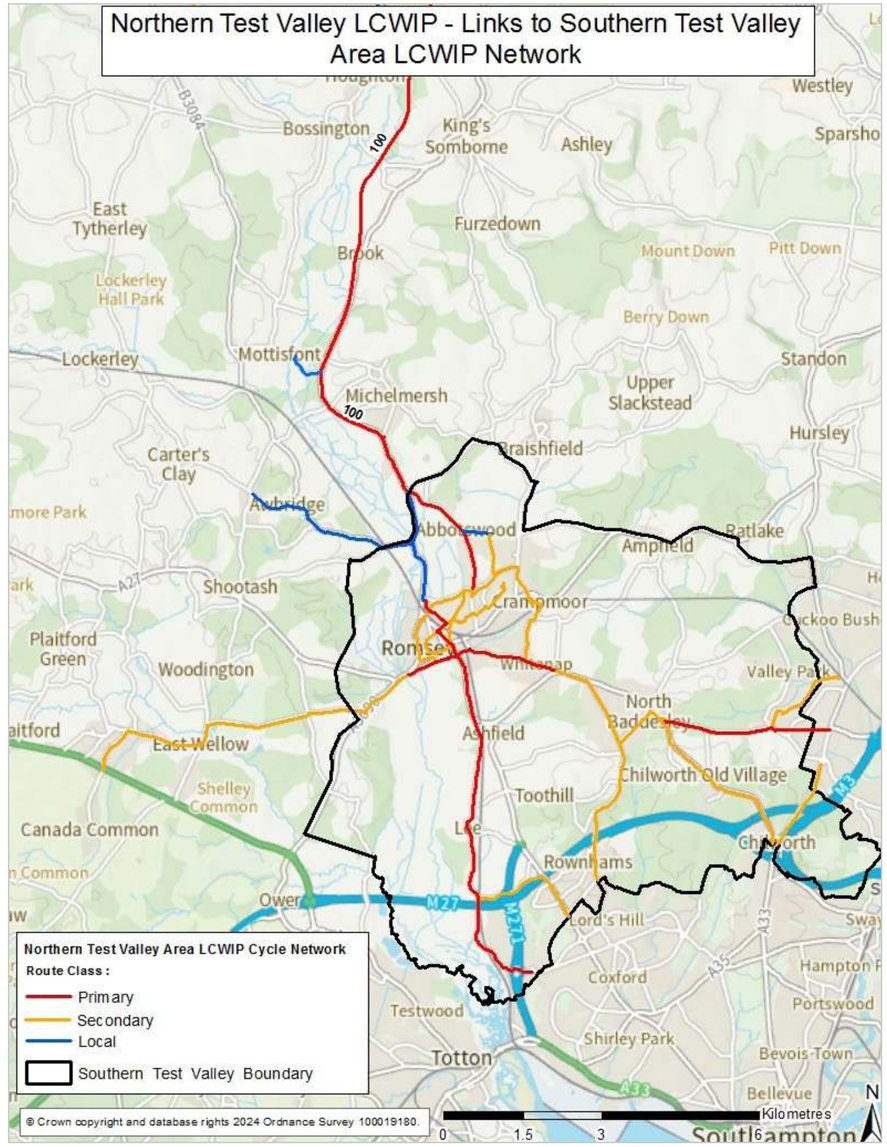
The map on the right shows the proposed Andover area primary cycle route network in isolation. This network that has been subject to on-site auditing, along with the full length of route 100 towards Romsey. Full details of this are outlined in Section Two of this LCWIP report.



# Proposed links with Southern Test Valley network

This map illustrates the cycle route links connecting the Test Valley south LCWIP area to the northern Test Valley section.

The Test Valley south LCWIP was adopted by Hampshire County Council in November 2022, please refer to the south LCWIP for full details on the routes for that area following this link – **www.hants.gov.uk/transport/strategies/transportstrategies.**



# Proposed Northern Test Valley LCWIP – Core Walking Zones

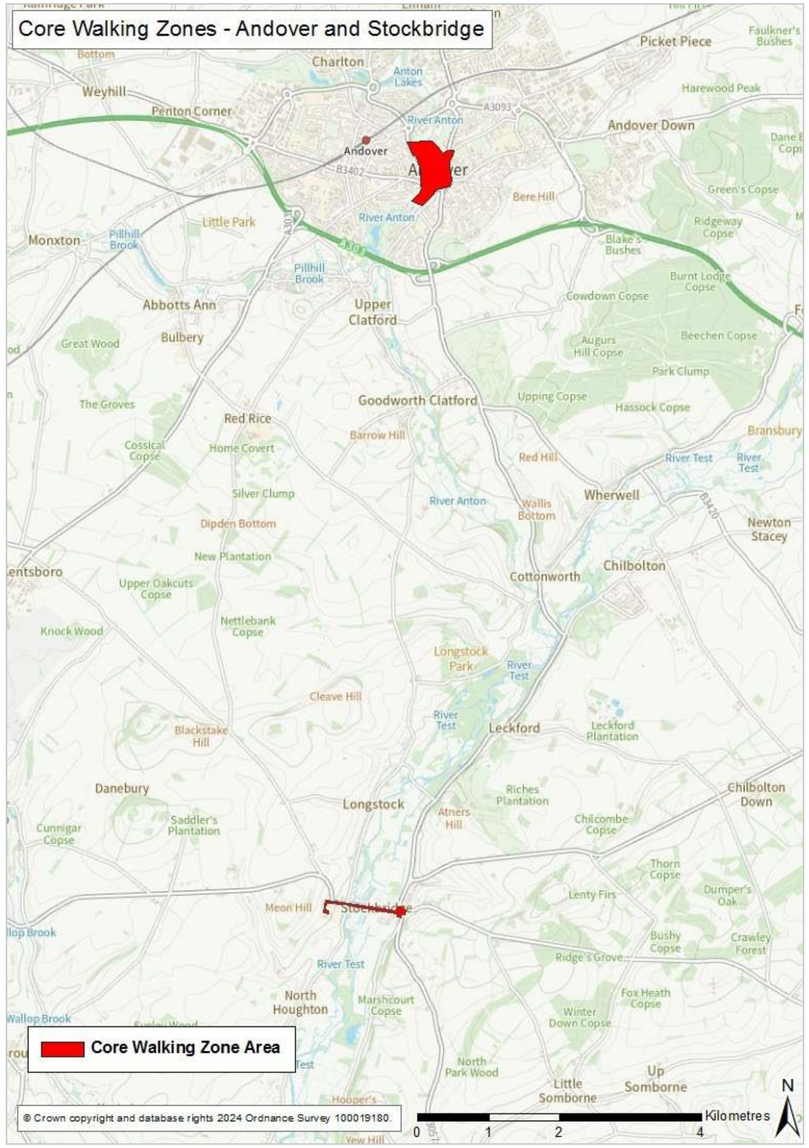
The map on the right shows the two Core Walking Zones (CWZ) that have been audited. They are Andover Town centre and Stockbridge town centre.

CWZs are areas that have a number of trip attractors/ destinations in fairly close proximity to each other and are therefore generally walkable, hence the town centre focus.

The LCWIP guidance sets out that a CWZ should be a minimum of 400m in radius, which equates to approximately a five-minute walking distance. Key walking routes are also identified within the CWZ. These lead towards key destinations identified in the local area such as railway stations, parks, and schools.

However, the boundaries of each CWZ will vary dependent on the number and location of facilities. Due to the rural nature of much of the borough, many people will drive to a CWZ but when they are there will walk between the facilities within the zone.

Full details of the CWZ walking route audits for Andover and Stockbridge, along with their potential options, are outlined within Section Two of this LCWIP report.



# Methodology

## LCWIP Technical Guidance

Under the DfT guidance for LCWIPs, the key outputs of LCWIPs are:

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

The LCWIP process has six stages:

1. **Determining scope**
   Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.

2. **Gathering information**
   Identify existing patterns of walking and cycling and potential new journeys (via stakeholder workshops and important origins/destinations within the area). Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.

3. **Network planning for cycling**
   Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.

4. **Network planning for walking**
   Identify key trip generators, CWZs and routes, audit existing provision and determine the type of improvements required.

5. **Prioritising improvements**
   Prioritise improvements to develop a phased programme for future investment.

6. **Integration and application**
   Integrate outputs into local planning and transport policies, strategies and delivery plans.

## Northern Test Valley LCWIP development

This LCWIP has been produced by Hampshire County Council, in line with DfT guidance, against the six stages as set out under the technical guidance.

**Stages 1 and 2**

Hampshire County Council engaged with Test Valley Borough Council on determining the scope of the area to be covered by this LCWIP. The local authority area of Test Valley borough was considered, taking into account the adopted southern Test Valley LCWIP and its network connections between the two areas.

Input from Test Valley Borough Council and key stakeholders was used to help establish the route network under stage two.

Hampshire County Council and Test Valley Borough Council jointly delivered two key stakeholder workshops in March 2023, to gather information on how the area is used, and to identify the barriers to getting around by active travel modes, as well as access issues.

Key stakeholders invited included, amongst others, access groups, cycling and walking groups, active travel groups, countryside access, as well as local parish councils, County and local ward councillors.

**Stages 3 and 4**

As well as the stakeholder input under these stages, the network development took into account other sets of data to determine the network.

This included reviews of:

- mesh density
- desktop reviews of relevant plans and policies
- existing transport network
- population density
- origins and destinations
- clusters and desire lines
- Draft Local Plan 2040 proposed site allocations
- Propensity to Cycle Tool (PCT) data.

The Propensity to Cycle (PCT) is an open-source transport planning system, part funded by the Department for Transport. It was designed to assist transport planners and policymakers to prioritise investments and interventions to promote cycling.

All of the above sets of data, including the PCT, are explained in more detail in Section Two.

Using all of the information gathered and reviewed, Hampshire County Council conducted the background data gathering and mapping and developed the cycle routes and CWZs and route network presented in this consultation document. Hampshire County Council carried out the audits and developed the potential options, as outlined within Section Two.

**Stages 5 and 6**

The 5th and 6th stages of the LCWIP methodology involve Prioritisation (5th stage) of the network followed by integration and Application (6th stage). These stages commenced post-consultation and helped to update and inform this final version.

The prioritisation methodology covers four key themes, each containing a number of identified metrics, that help to rank the routes in a priority order. The key themes are taken from the LCWIP technical guidance. Further detail of this is contained in the post-consultation chapters (P133).

The final stage of the LCWIP - Integration and application – considers how this LCWIP should be integrated into local policy, strategies and plans, as well as possible practical applications of the outputs from the LCWIP. Details of this, including funding and next steps, are outlined on p136.

The adopted methodology was informed by the LCWIP Technical Guidance (2017), Local Transport Note 1/20 (LTN 1/20), the Walking Route Assessment Tool, and the Healthy Streets framework. LTN 1/20 provided the principal design guidance when developing potential options for the primary cycle routes. Further information on how we developed the LCWIP is provided in Section Two of this LCWIP report.

This LCWIP supports the national approach in preparing the national cycling strategy, 'Gear Change', by:

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

**Other factors taken into consideration**

The scope within the LCWIP guidance is often limited to utility trips to work, education and shopping of up to 10km. However, LCWIP cycling routes are often longer than this to reflect that one route will serve many trips starting and ending in different locations using part of the route. In addition, the rural context of the northern Test Valley Borough area means that, to link up settlements both within and outside the borough including work, education and shopping destinations, some routes will be much longer than in urban boroughs.

Some consideration therefore has been given to more rural/leisure routes such as the Test Way.

The focus on utility trips in more urban areas acknowledges that they have the greatest potential to convert car trips to walking and cycling trips, within local areas. The inclusion of leisure trips outside of the urban area is being piloted in the development of LCWIPs covering more rural parts of Hampshire and the lessons learnt will be incorporated into future revisions of this plan.

The approach was to look at opportunities to create walking and cycling networks. Existing facilities and routes were considered, along with known improvement proposals. Local stakeholders helped to identify where new routes and improvements were needed. The potential walking zones and cycle routes were then surveyed through a mixture of audit methods depending on the environment, with all walking audits conducted on foot, and cycle route audits undertaken by a mix of cycling, desktop analysis and/or driving along each route with a mounted camera.

# Implementation

We are committed to delivering improved walking and cycling networks and zones across Hampshire; however, the inclusion of a specific route in the network plan is no guarantee that it will be implemented. While we have made every effort to ensure that our proposals are practical, it should be recognised that there are competing demands for highway space. Some sections of proposed routes may be on private land and discussions with landowners will be required. Proposed road space reallocations for walking and cycling will need to carefully consider implications across all modes, although the ultimate aim must be to reduce the dominance of motor vehicles, thereby easing congestion.

This report is not a feasibility study, but a high-level assessment. All proposals will be subject to further feasibility work and detailed design work will be necessary. In some cases, this may mean that a route is moved to an alternative parallel alignment.

If schemes are to be progressed, they will need to be prioritised for inclusion in delivery programmes alongside other proposals, with schemes subject to the appropriate level of business case development.

It is also intended that this LCWIP would be used to inform developers of the level of ambition for the walking and cycling network so that they may integrate their developments into the network and provide the necessary links to the network.

The LCWIP focus is on the routes and zones that have the greatest potential to convert car trips to walking and cycling trips.

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

Hampshire County Council recognises this and will seek to address the balance for more rural areas, walking zones and tertiary cycle routes, in future versions of LCWIPs.

These future versions are likely to have closer links to our Public Rights of Way network.

A rural guidance note is currently being developed to provide guidance as to how this walking and cycling infrastructure can be implemented in the more rural areas.

Andover presents a clear opportunity to move a large number of trips to active modes. The town is relatively self-contained, with many people living and working within the town, and has a large range of facilities available without having to travel to other settlements. No trip within the town is longer than 5 miles (around a 25-minute cycle), and most parts of the town are within a 10-minute cycle of the town centre. Cycle journey times are typically only slightly longer than comparative car trips and, in some cases, shorter. Most of the town is relatively flat.

There is already an extensive network of cycle routes around the town, though the quality of these is variable and there are some key missing links. The network outlined in this plan uses a mixture of existing and new routes and sets a higher quality standard than has previously been applied. Some existing routes are not part of the route network shown in this report, but will provide feeder routes into the core network.

Given these specific factors relating to Andover, the focus on delivering the LCWIP network may be slightly different to other areas, with the aim of developing a comprehensive network relatively quickly, through completing missing links as a priority, rather than necessarily delivering whole-route improvements. Once a comprehensive network is in place more focus can be placed on improving the quality of existing routes.

In addition, it is planned to introduce a system of numbered routes, to improve the visibility and useability of both existing and new routes. This will aid route identification and navigation, particularly on routes that use a mixture of different types on infrastructure, and also enable easier promotion of the route network. A network numbering plan will be developed and utilised as routes are implemented or improved, and route numbering added to existing routes as appropriate.

As well as the routes and walking zones outlined, further work is needed in addressing key severance issues, where major roads, railway lines, or watercourses make access between neighbouring areas difficulty. In a number of locations existing bridges and underpasses are designed to accommodate pedestrian use but are inadequate to enable high-quality cycling links to be made. As these structures require replacing, the opportunity to upgrade them to facilitate cycling should be taken wherever possible. Some of these links are addressed in route recommendations, others connect neighbourhoods away from the main routes but are important nonetheless.

# Hampshire County Council walking and cycling principles

Together with movements in national policy and guidance, Hampshire County Council has developed its own principles for walking and cycling, which are now embedded in our Local Transport Plan (LTP4). These principles have been designed to:

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

There are ten walking and cycling principles, based on best practice and giving consideration to: aspirations, movement, place, maintenance and engagement.

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

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

The principles sit under three headings:

1. **Overarching principles;**
2. **Planning;** and
3. **Design and implementation.**

### 1. Overarching principles

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

### 2. Planning

- Engage a wide range of users, and potential users, in the design process.
- Reframe the potential for walking, cycling and public transport to work together for longer-distance journeys.
- Trial new things, and if they do not work, we'll change them.

### 3. Design and implementation

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

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

# Test Valley Borough Council planning policy

As well as the Hampshire County Council principles and strategies, the following Test Valley Borough Council strategies have also been considered within the development of this LCWIP. These key documents will help support securing and delivering the LCWIP proposals for the entire Test Valley borough.

### Climate Emergency Action Plan (2020)

In June 2020, Test Valley Borough Council approved its Climate Emergency Action Plan. It concentrates on what Test Valley Borough Council can do to make a difference and to work together to help sustain and improve the quality of life of those in the borough both now and into the future.

The Action Plan is a living document. It is reviewed to take account of progress as well as changes in technology, national policy and available opportunities.

Test Valley Borough Council's Overview and Scrutiny Committee is updated about the Climate Emergency Action Plan twice a year, with the papers available on the Council's website. The most recent report at the time of writing this LCWIP was in October 2023.

The progress update documents summarise what has happened since the Action Plan was approved, based on the information reported to the Overview and Scrutiny Committee.

For further information on this please follow this link: **www.testvalley.gov.uk/aboutyourcouncil/corporatedirection/environmentandsustainability/climate-emergency-action-plan**

### Andover Town Centre Masterplan

In 2020, Test Valley Borough Council adopted a masterplan for Andover Town centre. This will see a major regeneration to transform the town centre.

Test Valley Borough Council developed the masterplan to set out a vision for the town centre and will help to define Andover for generations to come.

There are a number of proposals within the plan that aim to create a bright, new town centre that will draw people in to live, relax and shop, and help local businesses to thrive and grow.

Two key projects are currently underway to create a beautiful riverside walk at Western Avenue and build a brand-new theatre in the heart of the town.

This Masterplan has been considered in the production of this LCWIP. It is recognised by both Test Valley Borough Council and Hampshire County Council that high-quality walking and cycling links to, from and within the town centre are a vital part of its successful regeneration.

For further information on the masterplan, please follow this link: **www.thinkandovertowncentre.co.uk**

### Andover Vision 2017–2037

Andover Vision is a partnership of Andover's residents, community groups, businesses and public bodies. Working closely with Test Valley Borough Council, the partnership has supported the development of the Andover masterplan and strives to be ambitious and key to the future development of Andover, including amongst other ambitions to make Andover more accessible and easier to get around, with a connected range of walking and cycling routes.

For more information on Andover Vision, please follow this link: **www.andovervision.org.uk**

### Test Valley Borough Council Cycle Strategy and Network SPD

The Cycle Strategy and Network Supplementary Planning Document (SPD) was adopted by the Council on 11 November 2015.

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

This document sets out a plan of routes both on and off-road throughout the northern Test Valley area. Where appropriate, the LCWIP network for this area aligns with some of the key routes outlined in this SPD. However, it should be noted that it does pre-date the launch of the LCWIPs from the national Cycling and Walking Investment Strategy (2017) and it is envisaged that the northern Test Valley LCWIP will supersede this SPD once adopted.

### TVBC Infrastructure and Developer Contributions SPD 2023

The Infrastructure and Developer Contributions Supplementary Planning Document (SPD) has been produced by Test Valley Borough Council and was adopted in June 2023.

This document now forms part of the Local Development Framework (LDF) for the area. The LDF forms the basis for decisions on land use planning affecting the Borough.

The purpose of the SPD is to; explain the Council's approach to using planning obligations to local residents, developers and the wider community; explain the circumstances under which the Council will collect Section 106 contributions to mitigate the impacts of a development on infrastructure; provide applicants with greater certainty on when planning obligations will be sought.

Infrastructure is key to the delivery of the objectives and strategy of Test Valley Borough Council's adopted Local Plan (2016) and the priorities of their Corporate Plan. This document supports the delivery of infrastructure and helps to guide their approach to the delivery of infrastructure requirements associated with new development.

# National vision for cycling and walking

In 2020, the government published 'Gear Change: A bold vision for cycling and walking'. It states that:

**'England will be a great walking and cycling nation. Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.'**

To help deliver this vision, the government:

- developed new Cycle Infrastructure Design guidance, Local Transport Note 1/20 (LTN 1/20);
- established Active Travel England to act as an inspectorate and funding body, and to support local authorities to deliver the vision; and
- committed to publish new guidance on active travel (an update to Manual for Streets).

The key principles that underpin LTN 1/20 are:

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

For the full information on these documents, please see:

- DfT's Gear Change: A bold vision for cycling and walking: Cycling and walking plan for England: **www.gov.uk/government/publications/cycling-and-walking-plan-for-england**
- DfT's Cycle infrastructure design (LTN 1/20) guidance: **www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120**

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

**When reading this LCWIP, keep in mind that a number of recommendations for new zebra and parallel crossings may not meet Hampshire County Council's current policy as it relates to pedestrian/vehicle ratios (PV2). Whilst we are confident that our approach to network planning aligns with this new guidance, all of the high-level suggested options will need further development.**

## Wayfinding

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

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

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

LTN 1/20 states that:

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

Hampshire County Council will include wayfinding as part of our network delivery in all schemes, in line with LTN 1/20.

## Cycle parking

Cycle parking is integral to any cycle network, and to wider transport systems incorporating public transport. The availability of secure cycle parking at home, at the end of a trip or at an interchange point has a significant influence on cycle use.

LTN 1/20 states that:

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

Cycle parking would be considered as part of relevant schemes and is something that also features as part of Hampshire's LTP4.

Some examples of best practice cycle parking:


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


An example of cycle hub parking facilities – Winchester Train Station

# Liveable neighbourhoods

Liveable neighbourhoods are designed to make communities healthier, safer, more sustainable and more attractive places to live. At the heart of a liveable neighbourhood lies the idea that streets should be more than just thoroughfares for vehicles; they should be vibrant spaces that people are proud of, where people can come together, socialise and enjoy their surroundings.

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

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

They aren't about preventing people driving. Residents, visitors or delivery drivers needing to reach anywhere within the liveable neighbourhood would still be able to do so by motor vehicle – though they might have to approach from a different direction. The aim is to rebalance residential streets, so they are less car dominated and more people orientated.

In a recent case study*, liveable neighbourhoods resulted in an increase in children playing outside, lower air pollution, together with making walking and cycling more of a natural choice for everyday local journeys.

Liveable neighbourhoods can be delivered by using modal filters. These can take the form of many things from planters to bollards or even cycle stands, that can also act as handy cycle parking. They can also include one-way streets, allowing pavements to be widened, creating seating areas outside local businesses or allowing new planting.

Research into 46 liveable neighbourhood schemes found they 'typically resulted in a substantial relative reduction in motor traffic inside the scheme area… On boundary roads, by contrast, we found little change.'[4]

In recent years, Hampshire County Council officers have attended guided visits to both Walthamstow Village (which created a flagship liveable neighbourhood in the London Borough of Waltham Forest) and to the London Borough of Lambeth, to see different examples of liveable neighbourhoods which use both camera-managed systems and physical measures to complement enhancements to the public realm in order to create nicer environments to live, work and spend time in.

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

## Hampshire's approach to liveable neighbourhoods

There are many existing liveable neighbourhoods in Hampshire. These mainly take the form of housing estates with lots of pedestrian and cycle connections to neighbouring areas, but no cut-through for motorised vehicles.

Creating new liveable neighbourhoods in existing areas requires careful planning and involvement of the local community but have proved popular and effective in many areas. We are open to hearing from local communities who might like to develop or trial a liveable neighbourhood in their area.

Further detail on the approach of these sorts of measures have been incorporated into Hampshire County Council's Local Transport Plan 4.

*Source: **www.walthamforest.gov.uk**

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

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

4 Thomas and Aldred, 2023 **Changes in motor traffic in London's Low Traffic Neighbourhoods and boundary roads – ScienceDirect**

# Section Two

# Section two contents

# Introduction

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

## Gathering information

Comprehensive information and data sources were provided by Hampshire County Council and Test Valley Borough Council. These were expanded by publicly available datasets from the Census (2011 and 2021) (e.g. population and employment), DfT traffic counts, road traffic collisions, school data, public amenities and previous consultation plans exploring existing and new networks. Review and analysis of the data was undertaken using a bespoke online map created on Arc GIS software tool. The main trip generators were identified, and an initial network mapped out to link residential areas with these locations.

### Stakeholder workshops

A series of online stakeholder workshops were held in the initial stages of developing the network plan in March 2023. Stakeholders included cycling groups, access groups and community representatives including parish councils, local and county councillors, as well as representative officers from Test Valley Borough Council and Hampshire County Council.

Representatives were asked to identify barriers to walking and cycling and desired routes for cycling, looking for opportunities to facilitate access across barriers and create a joined-up cycling network across the borough.

These virtual workshops utilised MapHub[1], an online mapping tool. Outputs from these workshops were imported into a geographic information system (GIS) to inform and refine the desire line analysis. GIS is a system that creates, manages, analyses and maps all types of data. GIS connects data to a map, linking location data with descriptive information. Outputs from the workshops are shown in Figure 17. Participants also identified locations for potential CWZs within the borough, shown in Figure 18: Core Walking Zone Overview Map.

### Mesh density

Mesh density is a term that describes how a grid of cycle networks is composed. High mesh density means that the grid of cycle routes is tighter, with more route choice, whereas low mesh density means there is less extensive route choice. According to the LCWIP Technical Guidance (2017), in a joined-up urban cycle network, cyclists should typically not have to travel more than 400m to get between cycle routes of similar quality. However, this mesh density does not apply to small towns or rural areas, where origins and destinations are more dispersed.

### Desktop review

A number of previous studies and plans were reviewed in the preparation of the LCWIP. The documents reviewed included:

- Andover Masterplan (2020);
- Andover Vision 2017 – 2037;
- Test Valley Borough Council Cycle Strategy and Network SPD;
- Relevant adopted Neighbourhood Plans for:
    - Charlton Neighbourhood Plan 2019 – 2029
    - King's Somborne Neighbourhood Plan 2020 – 2029
    - Thruxton Neighbourhood Plan 2020 – 2029
    - Chilbolton Neighbourhood Plan 2019 – 2029
    - Goodworth Clatford Neighbourhood Plan 2015 – 2029
    - Houghton Neighbourhood Plan 2020 – 2029
    - Upper Clatford Neighbourhood Plan 2019 – 2029
    - West Dean and West Tytherley Neighbourhood Plan 2022 – 2035
    - Over Wallop Neighbourhood Plan 2011 – 2035
    - Wellow Neighbourhood Plan 2016 – 2036

These documents encourage walking and cycling and align with the development of the proposed walking and cycling network.

Proposed cycling and walking/cycling routes in the neighbouring boroughs were reviewed in the preparation of the draft route network for this LCWIP, as well as the southern area connections of the borough from the southern Test Valley LCWIP.

Although the northern Test Valley covers a wide rural area, connections to routes in the adopted Basingstoke and Deane Borough LCWIP have been made, where the distances are reasonable. The same applies to the neighbouring county of Wiltshire. No connections were made to Berkshire, or to the Winchester City or District LCWIPs due to geographical distances.

1 MapHub is an online tool that allows you to create interactive maps. You can easily make your own map by adding points, line, polygons, or labels.

## Network planning methodology

## Network planning for walking

### Walking zones identification

There is no equivalent dataset to the Propensity to Cycle Tool (PCT) for walking, so there is no detailed mapping exercise as part of the background study for walking. Walking zones were selected based on walking trip attractors, to reflect the shorter distances that people are likely to walk, in the more densely populated areas of the borough. Suggestions from the LCWIP stakeholder workshops, as well as Test Valley Borough Council, were considered as part of the sifting criteria to develop a shortlist of CWZs.

The DfT's LCWIP guidance suggests that CWZs normally consist of a number of walking trip generators that are located close together – such as a town centre or business park. An approximate five-minute walking distance of 400m can be used as a guide to the minimum extents of CWZs. Within CWZs, all the pedestrian infrastructure should be deemed as important.

We have assumed that the trip generators for walking are the same as those for cycling, albeit that shorter distances will be involved (up to 2km as recommended by LCWIP guidance).

The proposed cycle network provides a suitable framework for walking trips, as a lot of improvements for cycling also improve walking conditions, such as new crossings or segregated facilities. However, it is recognised that a much finer-grained network is required for walking since most streets have pavements.

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

As part of the Hampshire County Council and Test Valley Borough Council workshops, stakeholders were asked to provide feedback on barriers and opportunities to walking and cycling via online engagement. Within the feedback received were a range of comments regarding many areas across the borough.

From the suggestions received at the LCWIP stakeholder workshops, the number of CWZs was filtered down to seven locations, prioritised based on population (Census 2021), an area's settlement hierarchy score and the number of workshop comments. These seven CWZs were then filtered down to two due to time and scope considerations, when resource planning for on-site auditing. CWZs filtered out in this process will be kept for future reference, as the LCWIP is reviewed every five years or when a significant change arises.

The two CWZs selected for auditing were Andover and Stockbridge. Walking zones proposed from the workshop were decided based on the settlement's population and market town status.

The two areas were selected based on their potential to improve their current facilities and increase the number of walking trips within the zones. Andover was selected because of the number of facilities concentrated within the town, and Stockbridge was selected as a town which is a popular leisure and tourism destination.

The potential for improving current facilities and increasing walking trips within the CWZs and walking routes was also used as a selection criterion for the two areas selected. Andover being a large market town with a number of facilities concentrated within and around the town centre, and Stockbridge which supports a good local economy and is a popular leisure and tourism destination.

The two walking zones selected were then audited using both the DfT's Walking Route Assessment Tool (WRAT) and the Healthy Streets framework.

## Walking zone and routes audit methodology

The CWZs were defined as town centre areas, with an approx. 400m radius from the centre. Key trip attractors within and just outside the CWZ boundary were then identified. These were selected using the 'points of interest', 'commercial post codes' and 'bus stop' layers on the Hampshire catalogue (ArcMap) along with education facilities, transport interchanges, key development sites from the Local Plan, leisure facilities and healthcare practitioners and establishments.

Trip generating areas/zones were then identified using Census 2021 data on the output area (OA) based on population weighted centroids within and just outside each CWZ boundary. Trip destination areas/zones were then identified using key trip attractors mentioned above. A centroid based on the centre point of the destination points was identified and used as a singular destination point.

An Origin Destination (OD) trip matrix of routes was then constructed using the 'R'[2] programming language and tool, which was used to create the shortest routes between each origin and destination pair, and subsequently produced a value showing the number of overlapping routes for each route section.

Two maps were made using the route network lines, complete network and major routes respectively, in order to evaluate which OD routes were likely to see the greatest footfall and formed the core of the other, less frequently used routes.

At this stage, key stakeholders were also involved in giving inputs for including additional routes, or slight changes to current ones, to integrate local knowledge within the process.

2 'R' is an integrated suite of software facilities for data manipulation, calculation and graphical display.

The CWZ and walking routes have been considered using the categories from the WRAT and the Healthy Streets tool. The WRAT has not been used to calculate the existing condition of the CWZ as the calculations relate to auditing a route rather than a zone; as such, the categories from that and the Healthy Streets Check have been used instead, to provide an assessment.

## Network planning for cycling

There is a wealth of data to consider when planning a cycle network for northern Test Valley, as described above. Our approach was to work through all the data, layering them on top of each other within our ArcMap GIS system database to build up the emerging network.

## Existing transport network

The existing transport network was also considered when developing the network. Figure 1 shows the existing key strategic routes within the northern Test Valley area.

## Origins and destinations

The identification of demand for a planned network started by mapping the key origins and destinations across the study area (Figure 5). This analysis will help to identify how people move within the borough. These origins and destinations include the following:

- resident population (2021 Census);
- workplace population (2011 Census) (Census 2021 was not considered for this analysis as the information was gathered during the COVID-19 pandemic and therefore a lockdown which affected where people worked. The 2011 Census remains the most comprehensive data which can be drawn upon for understanding people's commute to work.);
- transport hubs;
- major development sites/allocations within the Local Plan mapping desire lines.

Further to the initial mapping exercise, the origin and destination points within close proximity to each other have been clustered to simplify the analysis (Figure 6).

Once the key clusters were identified, direct desire lines were drawn connecting the clusters to identify the principal links to be provided by the cycle network. Desire lines are indicative links between clusters and do not link to existing roads or cycle routes at this stage. The outputs of this exercise and details are illustrated in Figure 6.

## Propensity to Cycle Tool (PCT)

In addition to the clustering exercise, the PCT[3] has been used to identify which routes within the study area have the greatest potential for an increase in the number of commuters cycling to work and the number of children cycling to school, under the different scenarios presented in the previous section. It also has been used to inform the short car commuting trips illustrated in Figure 10.

## Route identification

The desire lines identified by the above analysis were mapped to the existing highway network, and in some places the existing Public Rights of Way (PRoW) network. In this way, the network seeks to connect the key origins and destinations within the study area, including centres of population, employment locations, schools, leisure destinations and various amenities such as shops and health services.

Converting these desire lines into routes was an iterative process. In some cases, particularly in rural locations, there is a clear preferred cycle route which is usually the most direct. However, in some cases there may be more than one potential route between origin and destination points or a reason why the most direct route would be less suitable for cycling. A multi-criteria route assessment was carried out to identify best route options considering the following: workshop feedback, links to proposed routes in adjacent districts/local authorities, links to areas with high population density and links to local allocations/housing allocations.

At this stage, the network was mapped out based on the data analysis undertaken above and with reference to the PCT which shows which routes have the highest potential for an increase in cycling under various scenarios for change, and with reference to the outputs from the stakeholder workshops and collision data involving cyclists.

Some of the prospective cycle routes identified do follow some of the larger, busier roads. However, where there are coherent and direct routes along quieter roads or paths these options have been considered.

## Primary, secondary and local routes

Once the network plan was complete, it was split into primary, secondary and local routes.

The primary routes are judged to be the most popular and strategic routes, linking residential areas with the key trip generators. They form the main spine of the network to which the other routes will connect. Primary routes were selected based on routes that were expected to have higher flows of cyclists along desire lines linking large residential areas or new development sites to each other and to the built-up area of the borough. Primary routes were also selected based on their popularity at the workshops. These routes were then agreed with Hampshire County Council and Test Valley Borough Council. At this time, only the primary routes identified have been audited as part of this LCWIP.

3 The Propensity to Cycle Tool (PCT) was designed to assist transportation planners and policymakers to prioritise investments and interventions to promote cycling. More information about this can be found later in this document.

Secondary routes can be locally important but are less strategic as they often ‘fill the gaps’ in the primary network. Some sections of secondary routes may have higher flows than parts of the primary routes, so the distinction between primary and secondary should not necessarily form the basis of investment priorities. Secondary routes also play a key role in directly connecting residential developments and schools to primary routes.

Local routes will sometimes serve an important role for leisure cycling. They also identify local priorities for key feeder routes, network connections, and routes which may become more important as development occurs near them. The proposed network was visually tested against the PCT data. Proposed routes that link to areas with high population density, links to local site allocations and the outputs of the stakeholder workshop were prioritised. There is a strong relationship between the routes suggested by the PCT and stakeholder workshops with the proposed cycle network.

Major employment sites and secondary schools are served by the proposed network. It also serves settlements throughout the borough and links to development sites.

Although the LCWIP methodology focuses on developing cycling routes, it is acknowledged that in some cases, local streets and paths may be used by people cycling to connect to the wider cycling network, or to access services not directly connected to a primary, secondary or local route. In these circumstances, an area-wide approach may be appropriate to identify types of interventions that can be implemented at a neighbourhood level. When conducting feasibility studies for schemes based on this LCWIP, it is expected that the emerging Movement and Place framework will be used to determine whether neighbourhood measures, such as reducing the speed and flow of motor vehicles, should be implemented over an area to support the cycling routes.

## Auditing the cycle routes

The draft network developed by Hampshire County Council was further assessed in order to narrow down options where more than one primary route was proposed. For routes where there were three options, the DfT’s Route Assessment Tool was used to reduce the number for audit.

In line with national guidance, routes were audited using the principles of routes being coherent, direct, safe, comfortable and attractive. Potential delivery options were developed using LTN 1/20 guidance.

It should be noted that the proposed cycling network within the borough is not dense outside of the Andover area, therefore in a number of areas the route options are limited. Measures to improve the cycling environment in line with LTN 1/20 may not be deliverable for the whole of some routes, due to a lack of physical space and other requirements for the route. In some situations, it may be necessary to include some sections with less desirable features, such as higher volumes of traffic than ideal, in order to maintain route continuity.

The following maps and supporting commentary outline the data-gathering process. The maps presented build the evidence base for the identification of desire lines, which inputs directly into Stage 3, Network Planning for Cycling.

- Existing Transport Network (Figure 1);
- Existing Active Travel Network (Figure 2);
- Census 2011 Population and Workplace Density Census 2021 Data (Figure 3);
- Test Valley Borough Council Local Plan Site Allocations (Figure 4);
- Trip Attractors and Generators (Figure 5);
- Clusters and Desire Lines (Figure 6);
- Propensity to Cycle Tool (Figure 7 to Figure 16);
- Stakeholder Routes and Barrier Identification (Figure 17);
- Stakeholder Core Walking Zone Identification (Figure 18);
- North Test Valley LCWIP Cycle Network Overview Map (Figure 19);
- Northern Test Valley LCWIP Core Walking Zones (Figure 20).

## Existing transport network

This map shows the existing key strategic routes (road, rail and cycling) in and around Test Valley (north). The National Cycle Network routes include traffic-free and on-road routes.

Due to the predominantly rural nature of the borough, the existing transport network leaves large parts of the borough with poorer connectivity. There are three railway stations located in the LCWIP area. Andover railway station is situated in the north, Grateley railway station in the west, and Mottisfont and Dunbridge to the south. This leaves large areas of the borough with no rail access. The existing rail provision runs broadly east-west and links London to Salisbury and Exeter St David's via Basingstoke.

No motorway routes run through the northern Test Valley. There are a number of A and B roads which provide links between a number of the market towns and villages including Andover, Stockbridge, and other settlements outside this LCWIP area such as Romsey.

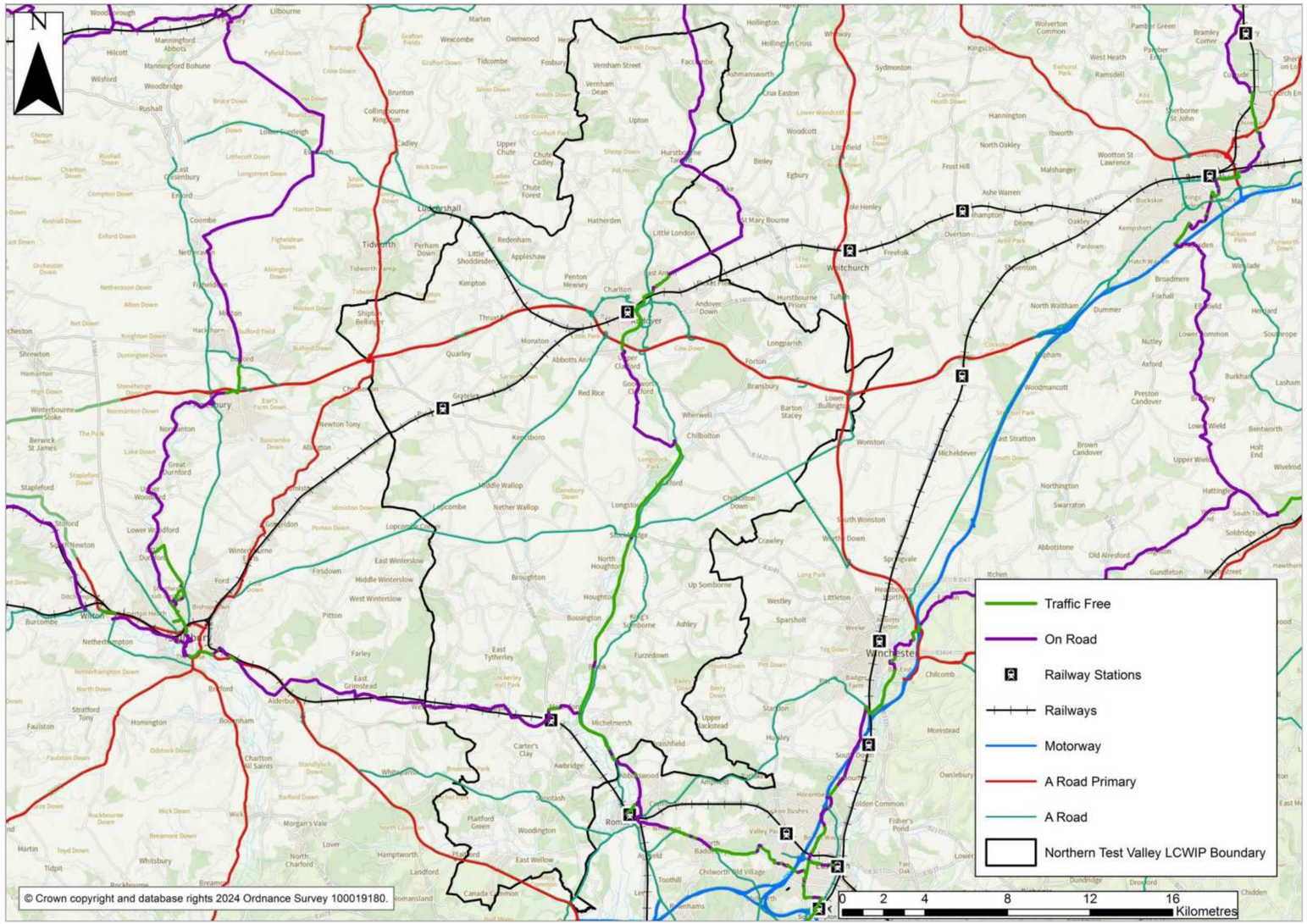



Figure 1 – Existing Transport Network

## Existing active travel network

There is an extensive network of cycling infrastructure within the Andover area, although the quality is inconsistent, and there are gaps which limit its usefulness. For the majority of the study area, there is very little cycle-specific infrastructure, with the exception of that on the National Cycle Network route.

The borough has a good network of Public Rights of Way (PRoW) and there is some potential for PRoW routes, such as bridleways, to serve as part of the cycle network, providing potential opportunities to link rural settlements. The public footpath network is fragmented and does not always form a joined-up walking network.

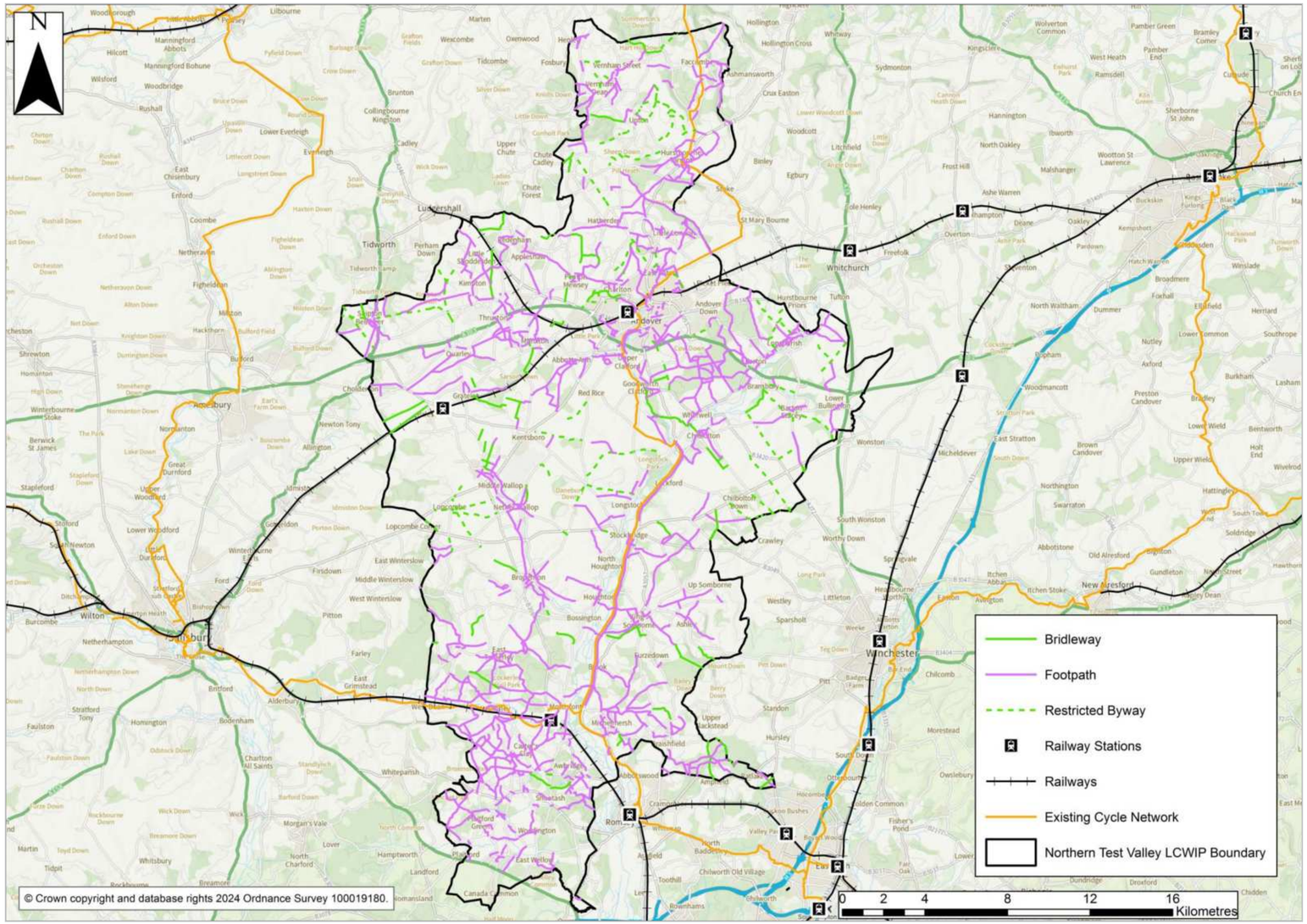



Figure 2 – Existing Active Travel Network

## Population and workplace density

Although the population and amenities are distributed throughout the borough; Andover is by far the largest settlement. According to the short car commuting data (Figure 2), it is likely that many residents from the surrounding areas travel into Andover, and also Stockbridge to access key facilities and services. The neighbouring settlements of Winchester, Salisbury and Southampton are also key destinations for workplaces and local amenities.

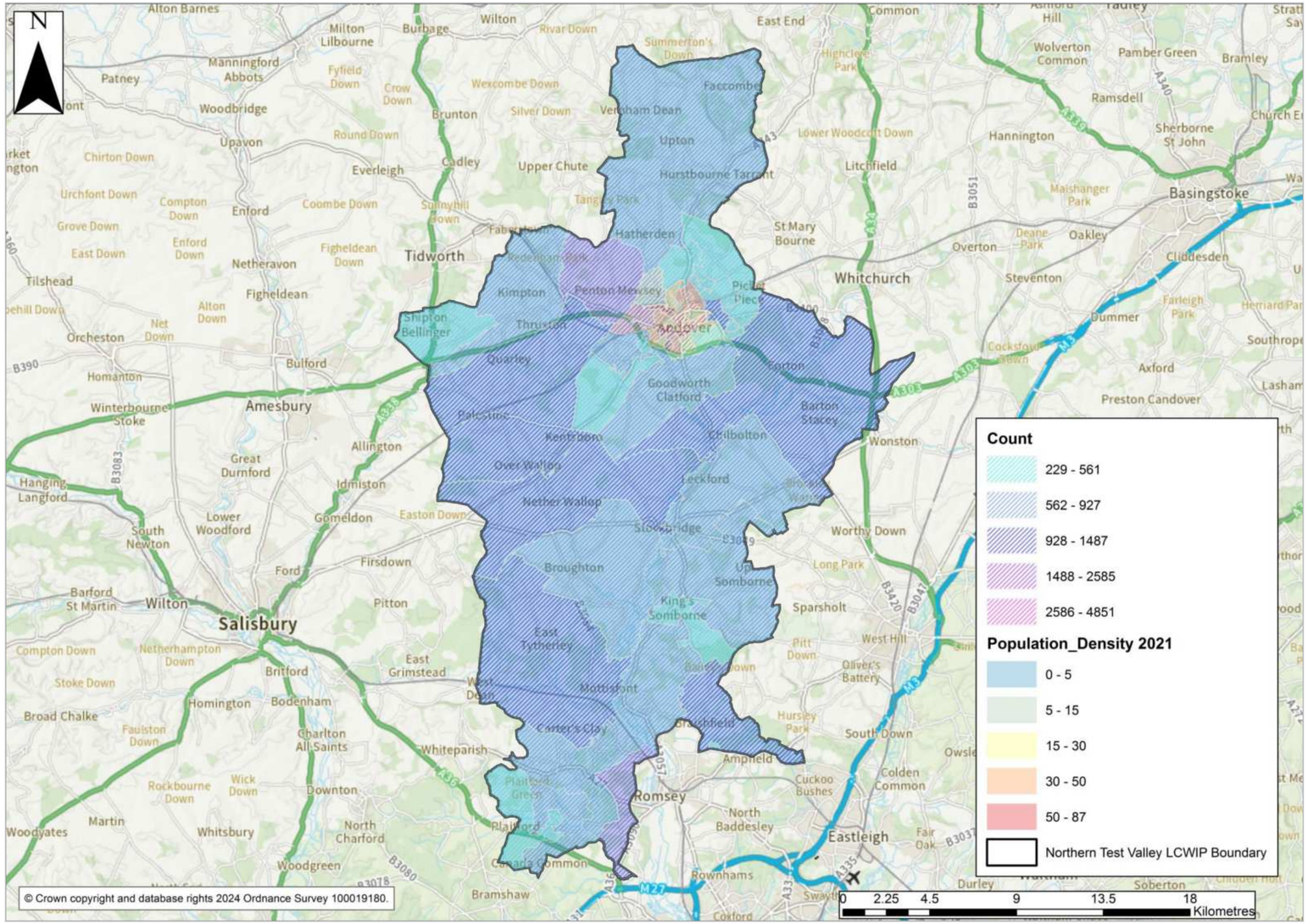



Figure 3 – Population and Workpace Density

## Local Plan site allocations

This map shows proposed residential site allocations contained in the Test Valley Borough Council regulation 18 draft local plan. While these allocations are not yet confirmed at the time of publication of this LCWIP, they give a strong indication of likely future patterns of development in the area. As such, they have been taken into account when developing the networks in this plan. Should additional, or different, sites be allocated in the final version of the plan other routes may become a priority.

Any new developments should be designed to connect in to the existing, and planned, walking and cycling networks. Future updates to the LCWIP will take into account any changes in site allocations.

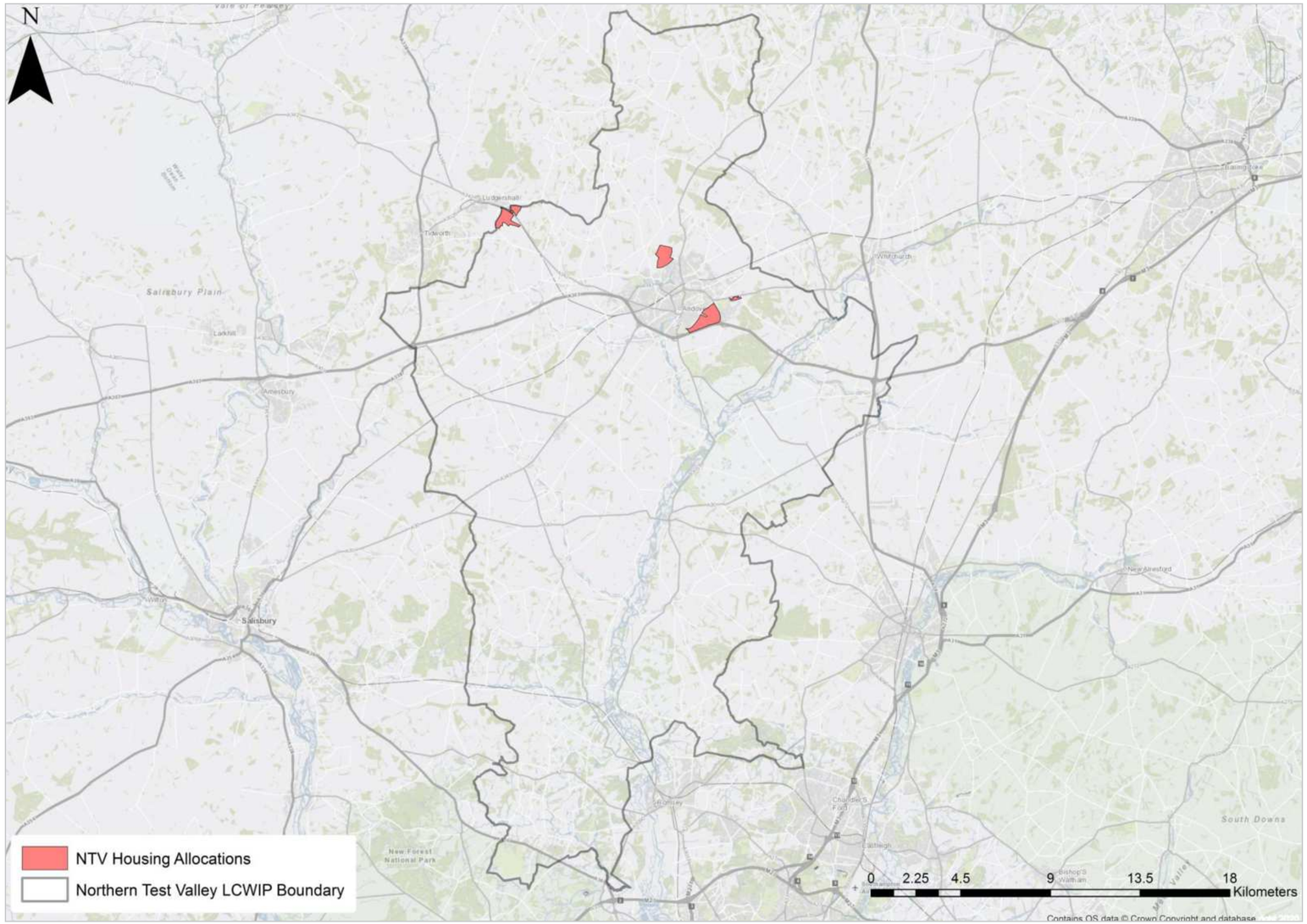



Figure 4 – Local Plan Site Allocations

## Trip attractors and generators

An important starting point in designing a walking and cycling network is to determine the likely origin and destination points for everyday trips to work, school, shopping and leisure. DfT LCWIP guidance provides a list of key trip generators to consider, as part of the network planning stages. The trip generators map opposite gives a visual indication of the destinations, including employment areas, secondary schools, shopping areas, hospitals, and leisure or sports centres. The key trip generators included for northern Test Valley were agreed via the stakeholder workshop and also verified by desire lines from Propensity to Cycle Tool (PCT) data.

This map shows areas of high population as well as draft or adopted Local Plan allocations. Areas with greater population are key origins and destinations for everyday active travel trips.

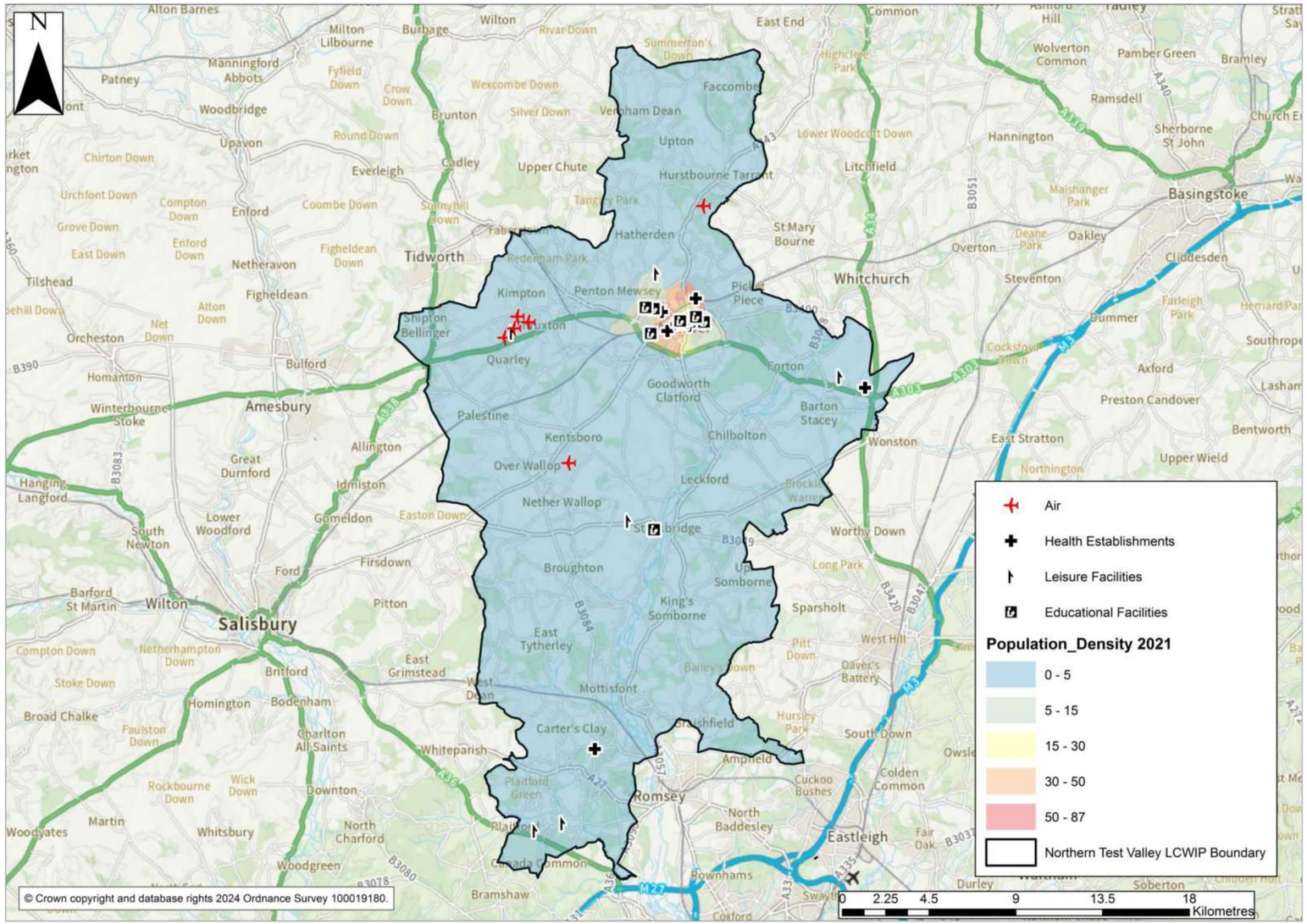



Figure 5 – Trip Attractors and Generators

## Clusters and desire lines

This map shows clusters of trip attractors and generators overlaid with desire lines. Trip attractors include places of employment, areas of high population density, site allocations, railway stations and schools. Areas with greater population density and workplace density, as well as larger site allocations, are symbolised with larger circles, indicating the larger pull of these clusters.

The desire lines often link into more urban and populated settlements as a key destination and between towns in the region. Areas with greater population density and workplace density, as well as larger site allocations, indicate larger pull of these strategic clusters. Towns are the primary centre of gravity for trips within the borough, and desire lines linking into the towns reflect this.

Key areas outside the borough that are origin-destination clusters include Salisbury, Winchester and Romsey (which straddles the Test Valley borough boundary).

The desire lines reflect greater potential demand for cycling, which is supported by the following Propensity to Cycle Tool (PCT) analysis and discussion from the stakeholder workshops.

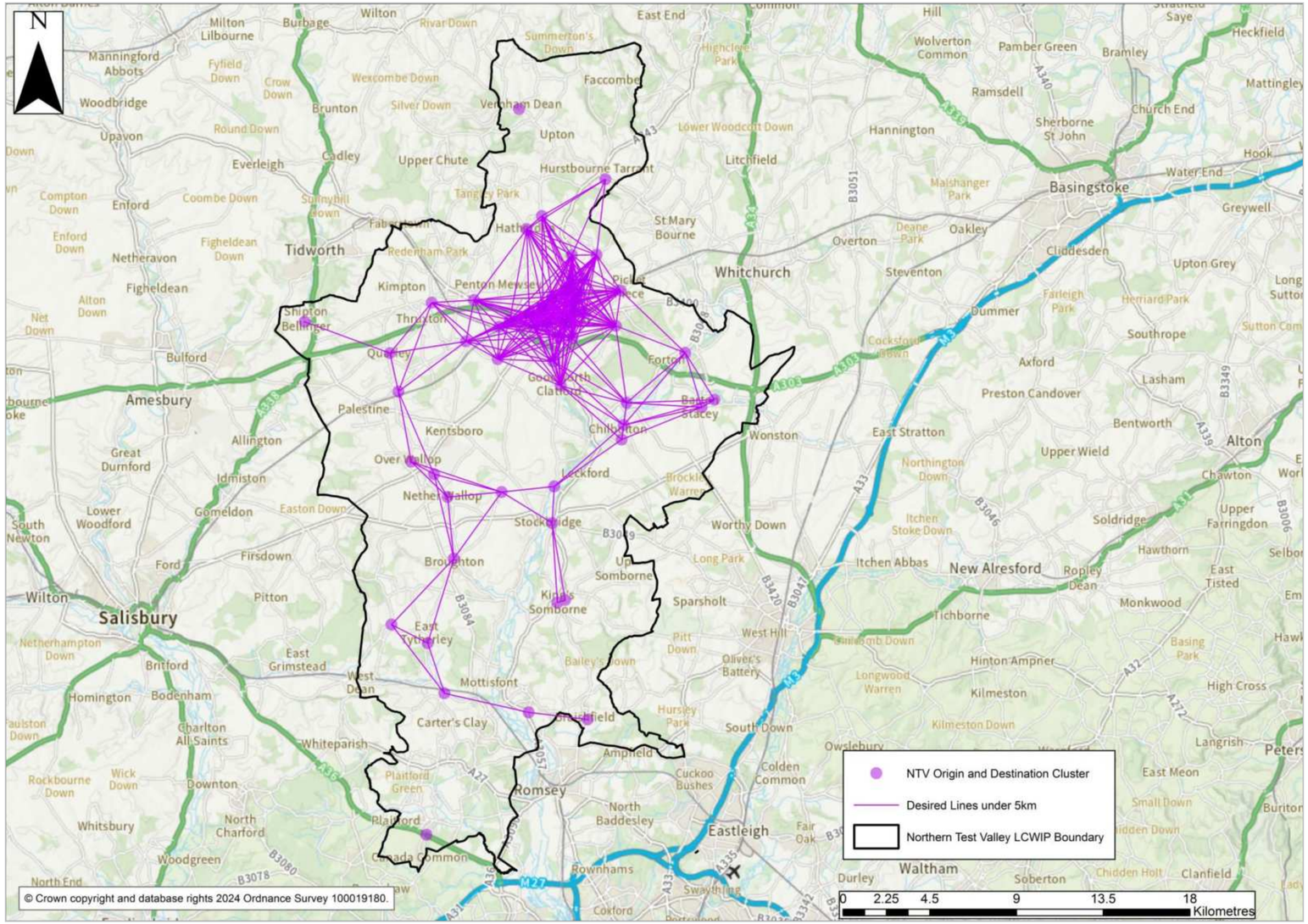



Figure 6 – Clusters and Desire Lines

# Propensity to Cycle Tool data

The PCT is an open-source transport planning system, part funded by the Department for Transport. It was designed to assist transport planners and policymakers to prioritise investments and interventions to promote cycling. The PCT answers the question:

‘Where is cycling currently common and where does cycling have the greatest potential to grow?’

More information is available from the PCT website: **www.pct.bike**

The maps on the following pages outline the different scenarios from the PCT outputs, for the Test Valley (north) area.

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

PCT uses two key inputs:

- Census 2011 Origin and Destination commuting data and school data (O-D data) – 2021 Census commute data was gathered during a period of lockdown so is unlikely to reflect current commuting patterns;
- CycleStreets routing – **www.cyclestreets.net**

The model estimates cycling potential adjusted for journey distance and hilliness as well as predicting the likely distribution of those trips using the CycleStreets routing application. The model can be applied to consider different scenarios which represent the maximum potential for cycling within the area, for example:

- Government Target (Equality): Corresponding to the proposed target in the DfT’s Walking and Cycling Investment Strategy, to double cycling in England by 2025;
- Go Dutch, if cycling levels were the same as in the Netherlands; and
- Government Target, where cycling levels meet the target for the national aim for cycling.

The following scenarios are presented on the pages below:

- commute and school travel data by zones based on the Census 2011, Government Target and Go Dutch scenarios;
- commute and school route data based on the Census 2011, Government Target and Go Dutch scenarios; and
- commute short car trips (under 5km) based on Census 2011 data.

Whilst this model is a useful tool, there are a number of limitations which should be considered especially when making decisions based on the patterns shown. Firstly, the data only shows travel to work and school trips, only 27% of all journeys; travel for shopping and for leisure is not included.

Secondly, the data also misses out minor stages of multi-stage commuter trips so cycle journeys to railway stations and bus stops/stations are not represented.

Lastly, the distribution of journeys is a prediction of the likely route taken based on the CycleStreets routing algorithm and not the actual route being used.

It is worth noting that whilst the model builds an assessment of cycling propensity, it does not segment potential users nor provide any insight into people on foot. Although this model does provide planners with an overview to identify areas for appropriate investment for cycling trips to work, it does not provide further information on those potential cyclists and their personal attributes and behaviours to help design the most effective interventions.

People in the Netherlands make 28.4% of trips by bicycle, 15 times higher than the figure of 1.6% in England and Wales, where cycling is skewed towards younger men. By contrast, in the Netherlands, cycling remains common into older age, and women are in fact slightly more likely to cycle than men. Whereas the cycle mode share is ‘only’ six times higher in the Netherlands than in England for men in their thirties, it is over 20 times higher for women in their thirties or men in their seventies.

The Go Dutch scenario represents what would happen if English and Welsh people were as likely as Dutch people to cycle a trip of a given distance and level of hilliness. This scenario thereby captures the proportion of commuters that would be expected to cycle if all areas of England and Wales had the same infrastructure and cycling culture as the Netherlands.

Within this LCWIP, the cycling network resulting from the scenarios outlined within the maps on pages 38-41 was used as a reference to select cycle routes to be included.

### Propensity to Cycle Tool data

National Travel Survey of English residents published in 2022 is shown in the table below.

| Journey purpose | Annual trips per person | Per cent |
|---|---|---|
| Commuting | 119 | 14 |
| Business | 18 | 2 |
| Education | 62 | 7 |
| Escort education | 56 | 7 |
| Shopping | 151 | 18 |
| Other escort | 74 | 9 |
| Personal business | 69 | 8 |
| Visit friends at private home | 72 | 8 |
| Visit friends elsewhere | 41 | 5 |
| Entertainment or public activity | 50 | 6 |
| Sport to participate | 12 | 1 |
| Holiday: Base | 11 | 1 |
| Day trip | 34 | 4 |
| Other (including just walking) | 92 | 11 |
| **All purposes** | **861** | **100** |

## PCT commute data

### Census 2011

#### Baseline data

Propensity to Cycle Tool commute data shows that, in 2011, cycling made up 3% of mode share for work trips throughout Test Valley, which is comparable with the national average cycling mode share for commuter trips (Figure 7). The Government Target scenario reflects the cycling mode share that would be required to achieve a doubling of cycling nationally, as set out in the Department for Transport's Cycling Delivery Plan.

To meet the Government Target, most zones shown in Figure 8 experience an increase in cycle mode share, with most of the towns and villages including Andover, Stockbridge, Barton Stacey, East Tytherley and Over Wallop seeing a substantial uplift in cycling to work mode share. In these areas, there is potential for 3–22% of work trips to be cycled. Hurstbourne Tarrant and Upton would experience smaller increases of around 1–2% .

In the Go Dutch scenario (Figure 9), the majority of the borough would see increases in cycling. In Over Wallop and Andover, the uplift could be up to 26%. This projected uplift indicates a strong demand for cycling in key areas across the borough if Dutch-style cycling interventions were implemented.

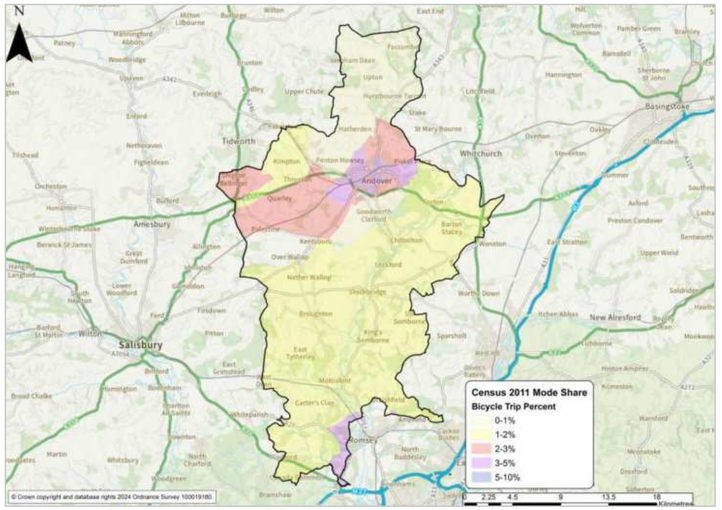



Figure 7 – PCT Commute Zone Data – Bicycle Mode Share – Census 2011

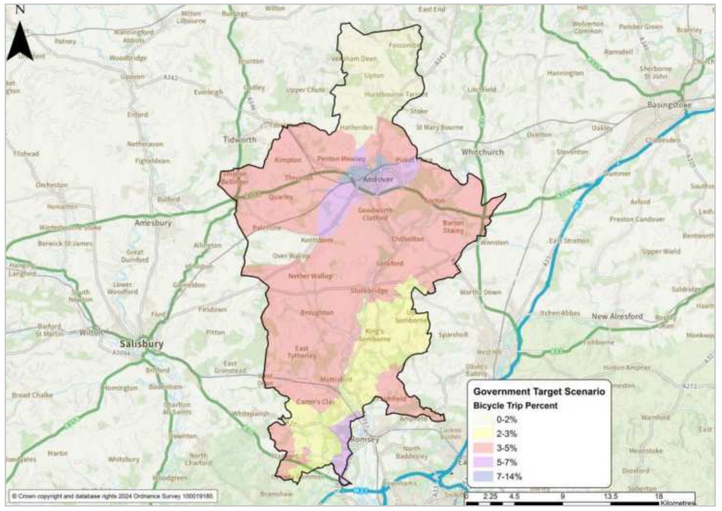



Figure 8 – PCT Commute Zone Data – Bicycle Mode Share – Government Target

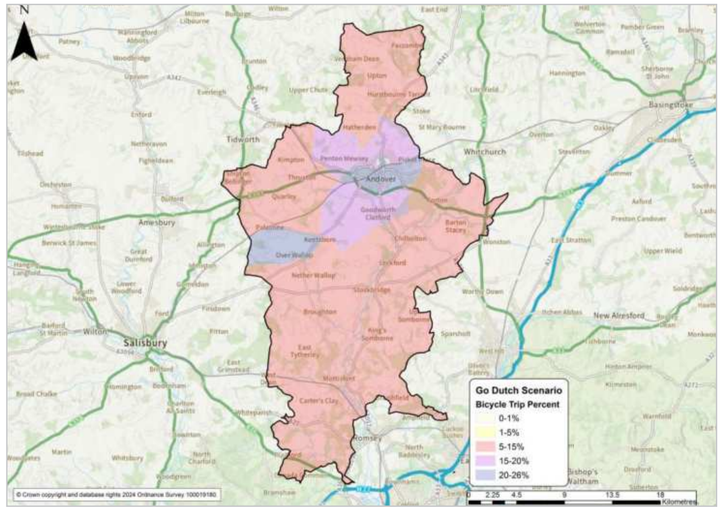



Figure 9 – PCT Commute Zone Data – Bicycle Mode Share – Go Dutch

## PCT short car trips

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

We have analysed the short car trips under 5km for journeys to work on the basis that these might reveal the potential for a modal shift towards walking and cycling.

According to the PCT, commuting data shows car commuting patterns for trips of less than 5km within the Northern Test Valley borough and the surrounding areas. Many short trips are taken by car within northern Test Valley, the majority of these are within Andover itself. Others include Broughton to Kentsboro and passing through Carters Clay.

Potential to shift from car to bicycle, in particular, the trips in and around Andover, which have the greatest potential for a shift towards active travel, with trips mostly under 5km in length.

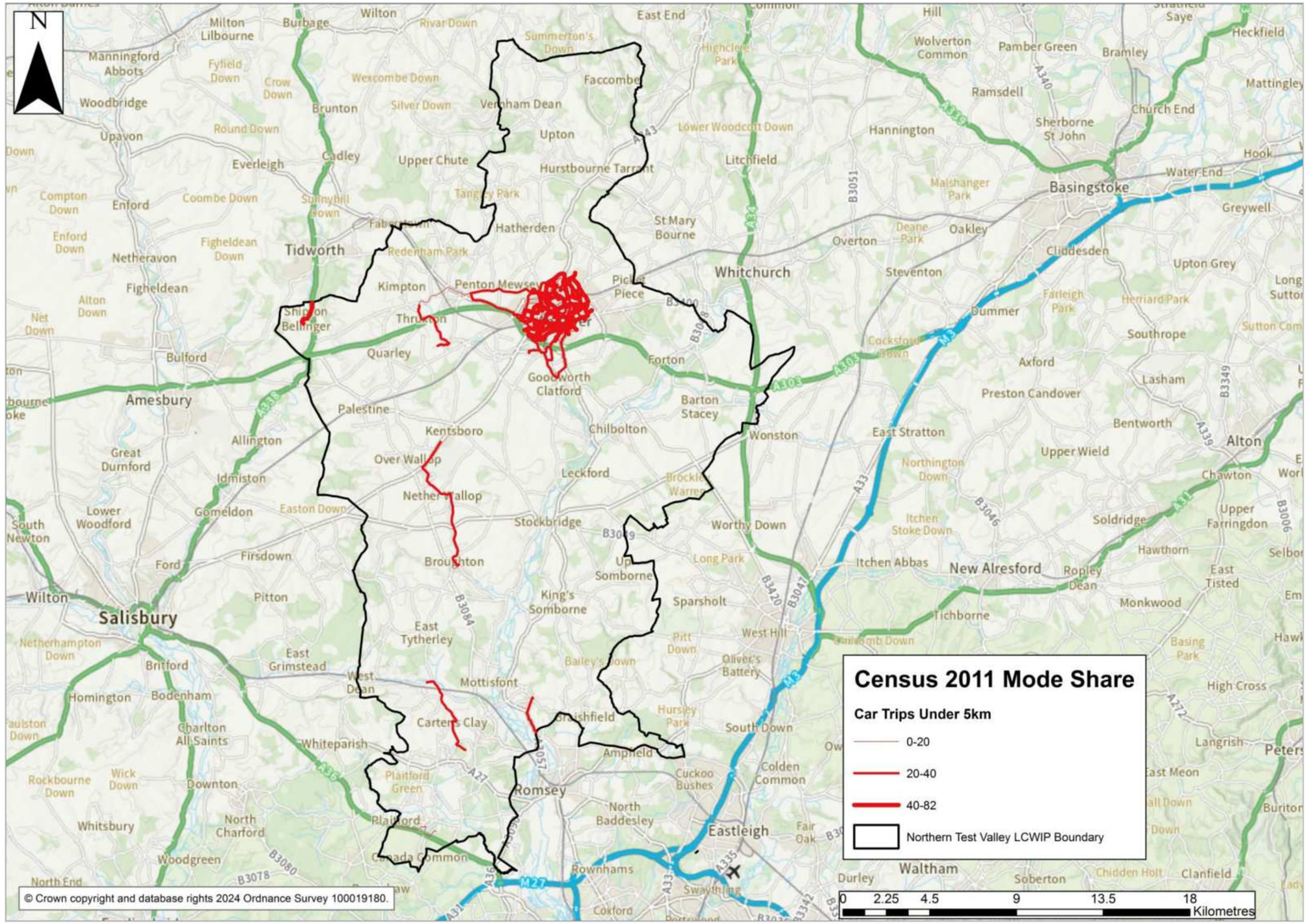



Figure 10 – PCT Short Car Commuting Trips

## PCT commute data

Propensity to Cycle Tool commute data shows that in 2011 very few roads had a high volume of cycle trips. Routes with relatively higher numbers of commuting trips included Weyhill Road, Western Avenue, London Road and Saxon Way (Figure 11).

In the Government Target scenario (Figure 11), many of the routes identified through the Census 2011 data are estimated to experience an increase in the number of cycle trips, particularly linking into and around Andover, Ludgershall and Over Wallop. Routes such as Andover Road between Andover and Ludgershall, and the A343 from Andover to Over Wallop show the potential for uplift in this scenario.

In the Go Dutch scenario (Figure 13), several key routes emerge that could see a significant potential uplift in cycling. Links within towns of Andover, Over Wallop, and Ludgershall show significant uplifts. Cross-boundary links to Fabertown and to Romsey would see significant increases in cycle trips.

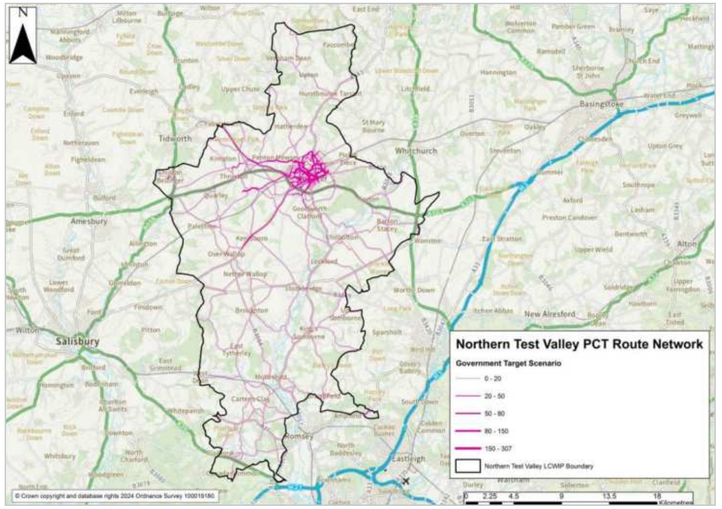



Figure 11 – PCT Commute Data Government Targets

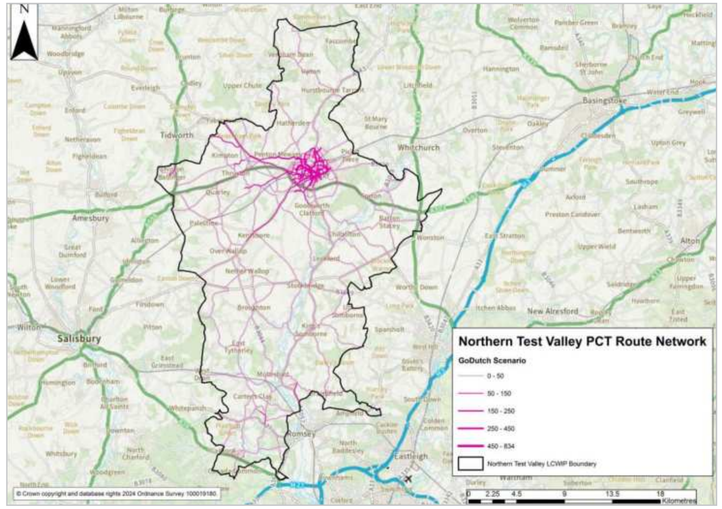



Figure 13 – PCT Commute Data Go Dutch

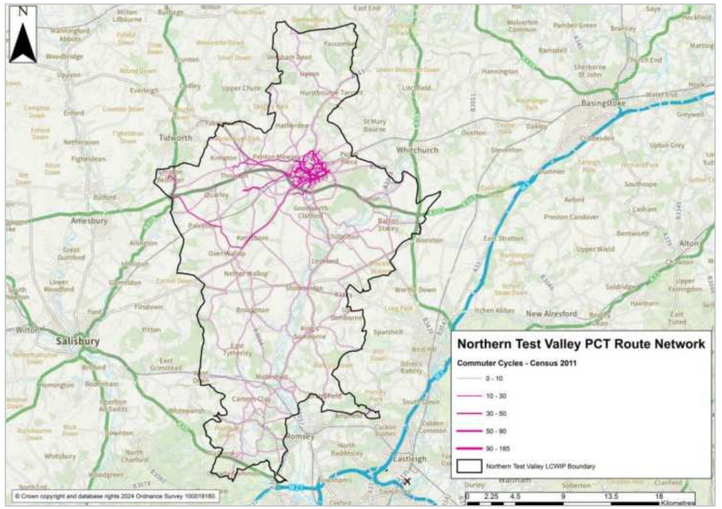



Figure 12 – PCT Commute Data

## PCT school data

These maps of cycling routes to school are derived from School Census 2010 – 2011 data, so do not reflect any recent changes in school sites or catchment areas. If the local priority is enabling more students to cycle to school, then these travel patterns are a useful guide to routes where investment is needed.

### Census 2011

#### Baseline data

Propensity to Cycle Tool school data shows that in 2011 (Figure 14) very few roads had significant numbers of cyclists to school. Most of the roads have up to four students cycling. The PCT model considers 10km routes for secondary and 5km for primary schools. The only routes that had higher cycling levels in 2011 were in the centre of Andover.

In the Government Target scenario, Andover sees an increase in use on routes already identified. Outside of this, the only noticeable difference is between Stockbridge and Nether Wallop.

In the Go Dutch scenario, many key routes emerge that could see a significant potential uplift in cycling. Routes connecting Romsey, Carters Clay, Kentboro, Over Wallop, and Nether Wallop could see an uplift in school cycling. Central Andover and areas immediately outside of Andover could see substantial uplifts in school cycling.

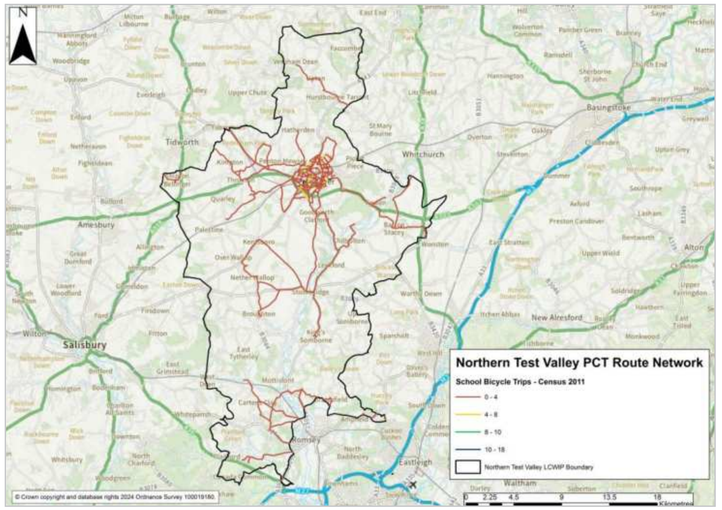



Figure 14 – School Cycling Census Data

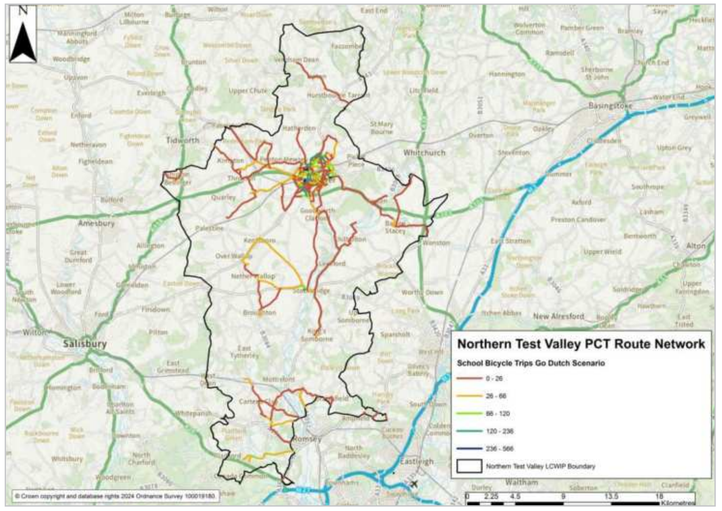



Figure 15 – School Cycling Go Dutch Scenario

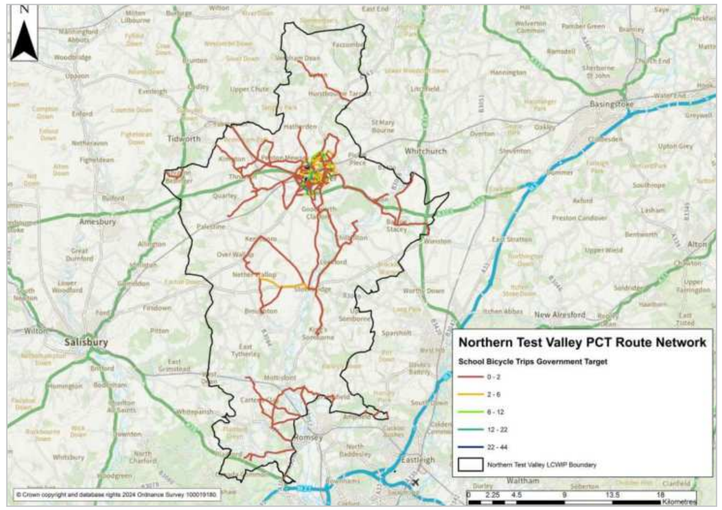



Figure 16 – School Cycling Government Targets

## Stakeholder routes and barrier identification

This map shows the cycle routes and barriers suggested by stakeholders in the borough. Recurring barriers to active travel, that were mentioned at the stakeholder workshops, included the lack of safe crossings at key locations, including schools, shopping districts and access to bus stops.

Busy A and B roads were identified as both barriers to cross and to cycle along. The lack of segregated, safe cycle provision was specifically highlighted in Andover, and across the A303.

The lack of segregated, safe cycle provision was specifically highlighted around sections of Andover in particular, and the need for better pedestrian and cycle crossing points across busy roads and major junctions, within the northern Test Valley area, was also highlighted.

Stakeholders also suggested specific routes that may be highly used and would benefit from segregated cycle provision if it were put in place. Linking Thruxton to the edge of the borough and Barton Stacey. Around Andover was a popular suggestion, as well as routes linking Shipton Bellinger and St Mary Bourne. In the south of the borough area, stakeholders suggested routes within Romsey.

This dataset was used to support the development of the primary cycle network.

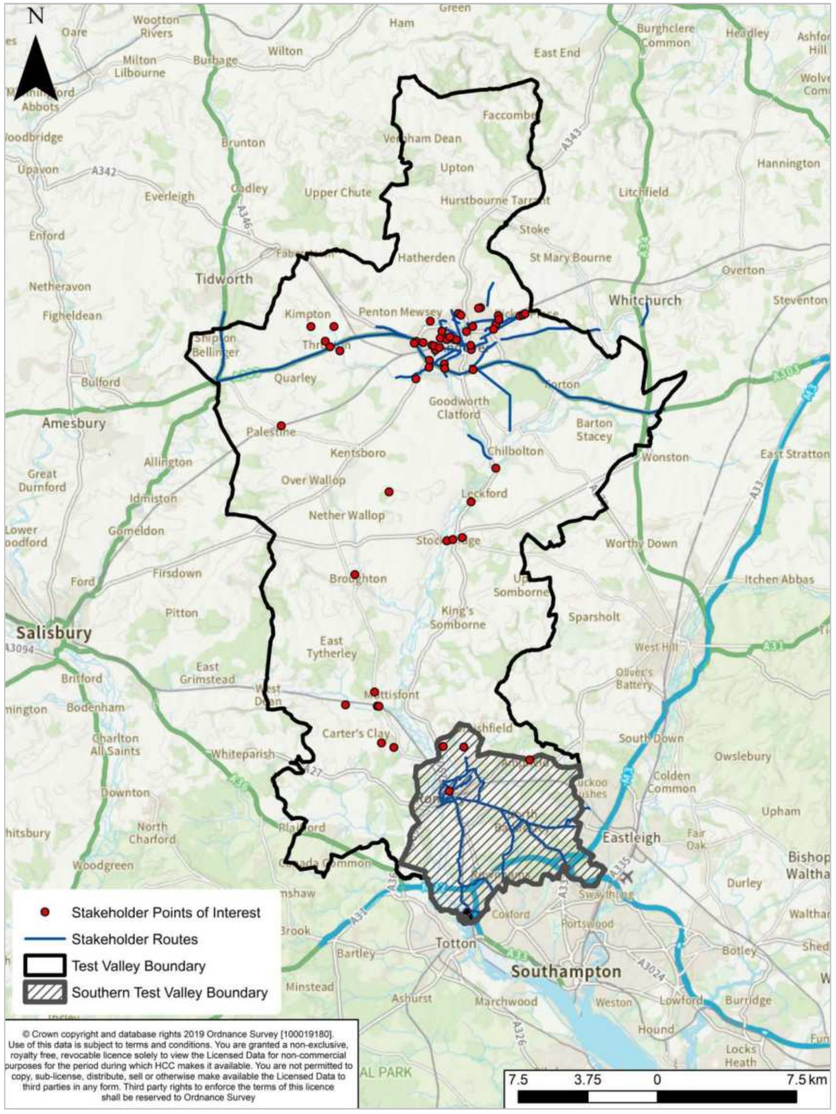



Figure 17 – Stakeholder Engagement – Cycle Routes and Barriers

## Stakeholder Core Walking Zone identification

This map shows CWZs and interventions suggested by stakeholders in the borough. The polygons represent proposed CWZs made by stakeholders, or simply areas of high pedestrian activity.

These suggestions were fed into the identification process for the selection of CWZs for audit. Some villages and settlements throughout northern Test Valley were suggested as CWZs. Andover received the greatest number of suggestions in the stakeholder workshops regarding walking zone areas, as outlined in the map opposite.

The two CWZs that were chosen for audit (Andover and Stockbridge) were selected through a process which involved looking at the population, settlement hierarchy score and stakeholder workshop score, other factors including planned development were also taken into account (see walking zones identification above).

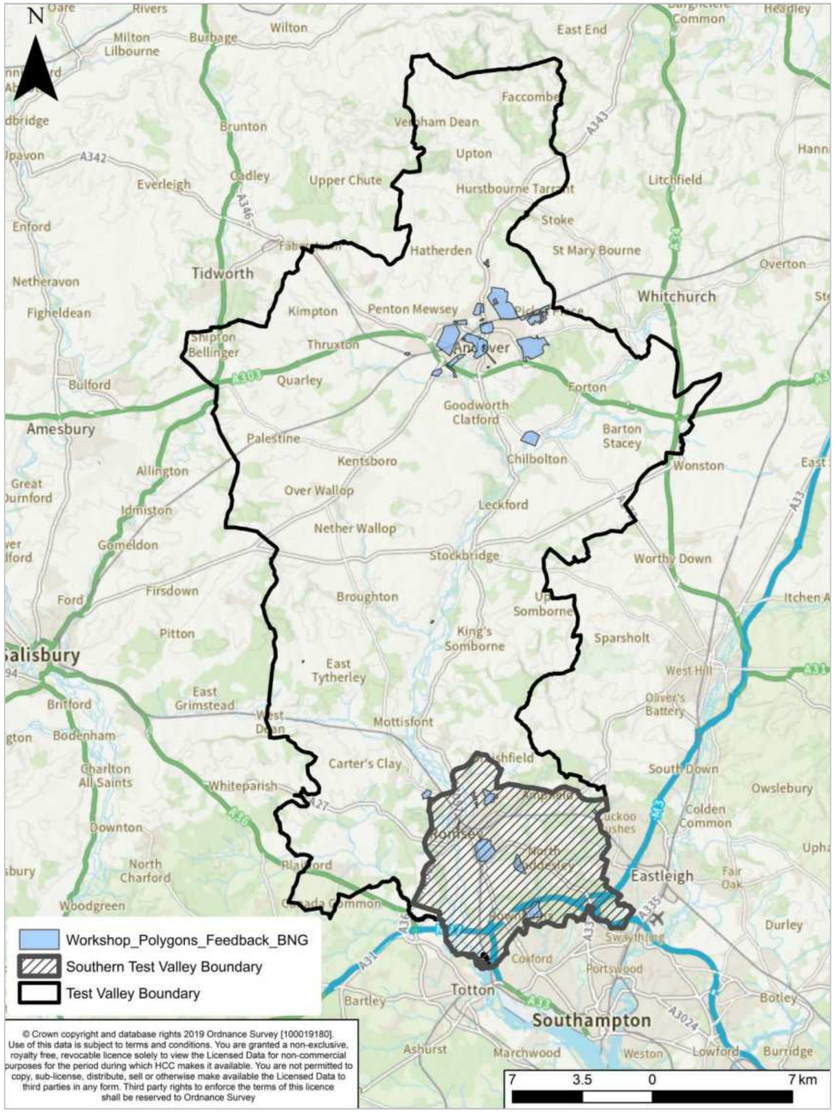



Figure 18 – Stakeholder Engagement – Suggested Core Walking Routes

# Proposed northern Test Valley LCWIP – cycle network overview

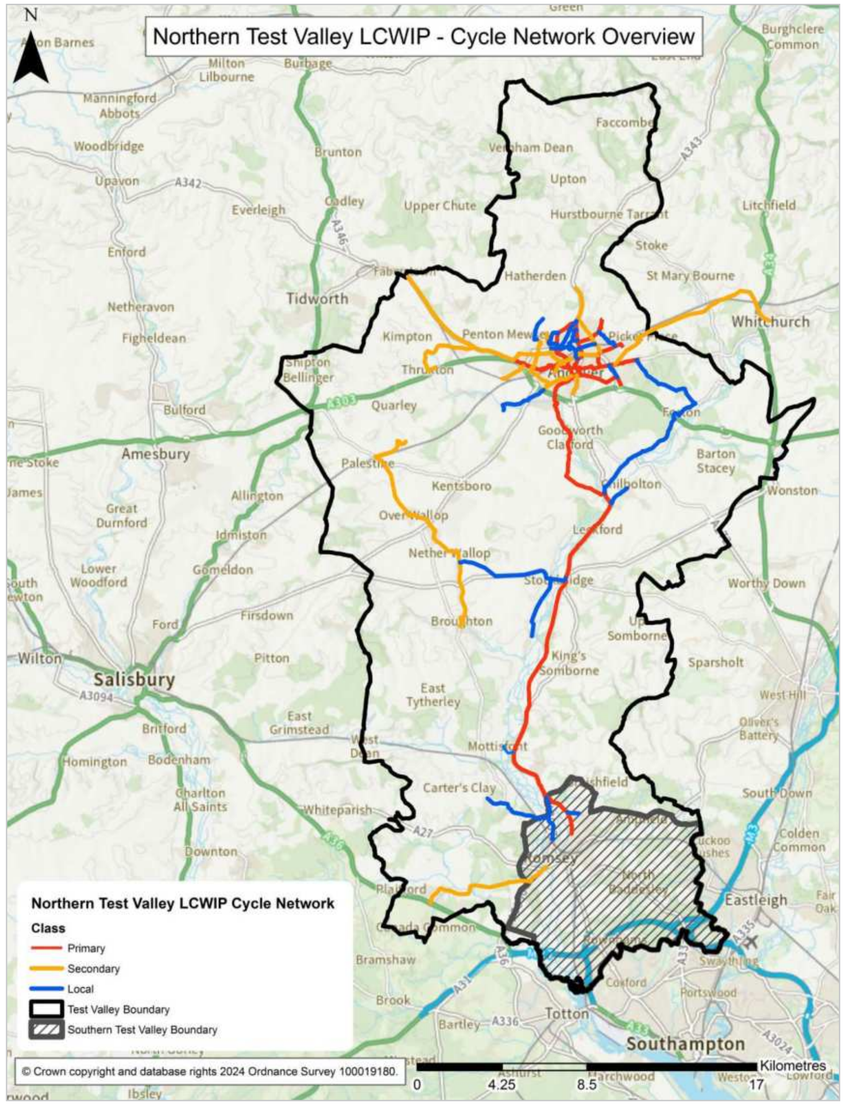



Figure 19 – Cycle Network Overview Map

# Proposed northern Test Valley LCWIP – Core Walking Zones

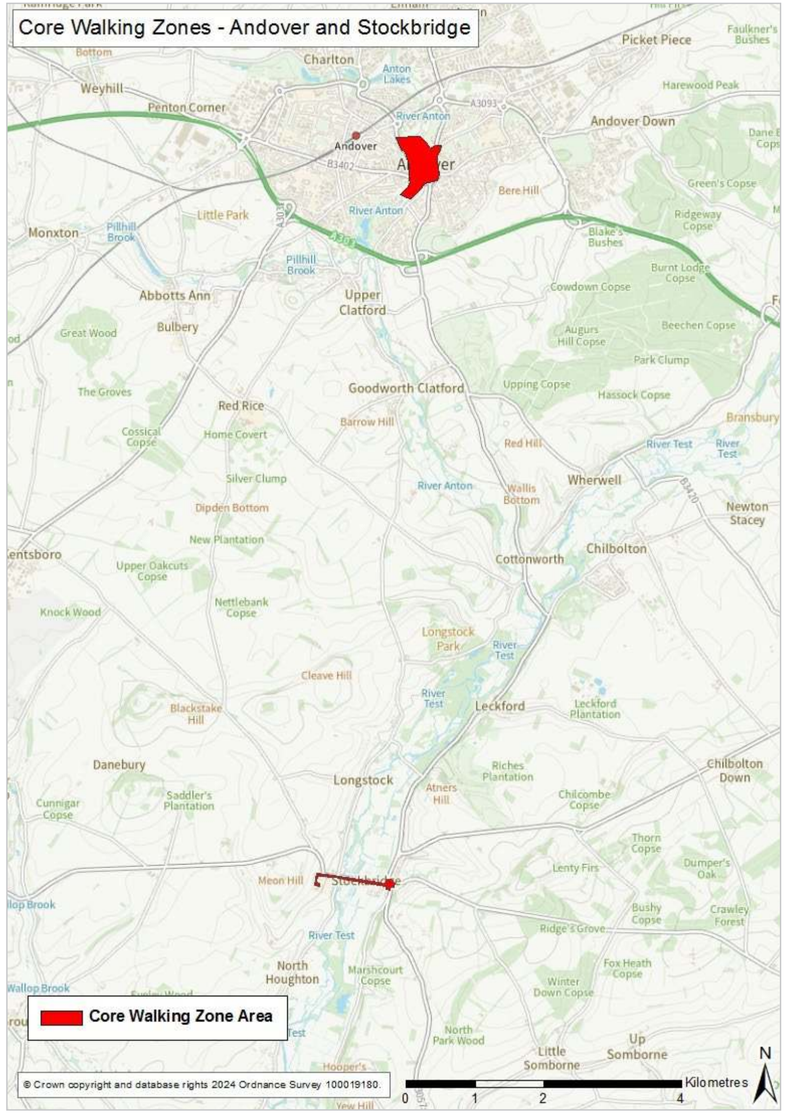



Figure 20 – Core Walking Zone Overview Map

# Walking audit
# (Core Walking Zones and routes)

## Walking interventions toolkit

### Dropped kerbs w/tactile paving

Necessary to create inclusive, accessible crossing points for pedestrians.


### Wayfinding

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

### Raised table

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

### Signalised crossing

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

### Zebra crossing

Pedestrian priority crossing requiring motorists to give way to pedestrians.

### Public realm improvements

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

All images provided by Sustrans unless otherwise noted.

## Walking interventions toolkit

### Parallel crossing

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

Source: LTN 1/20

### Traffic calming

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

### One-way systems

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

### 20mph speed zones

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

### Continuous footway

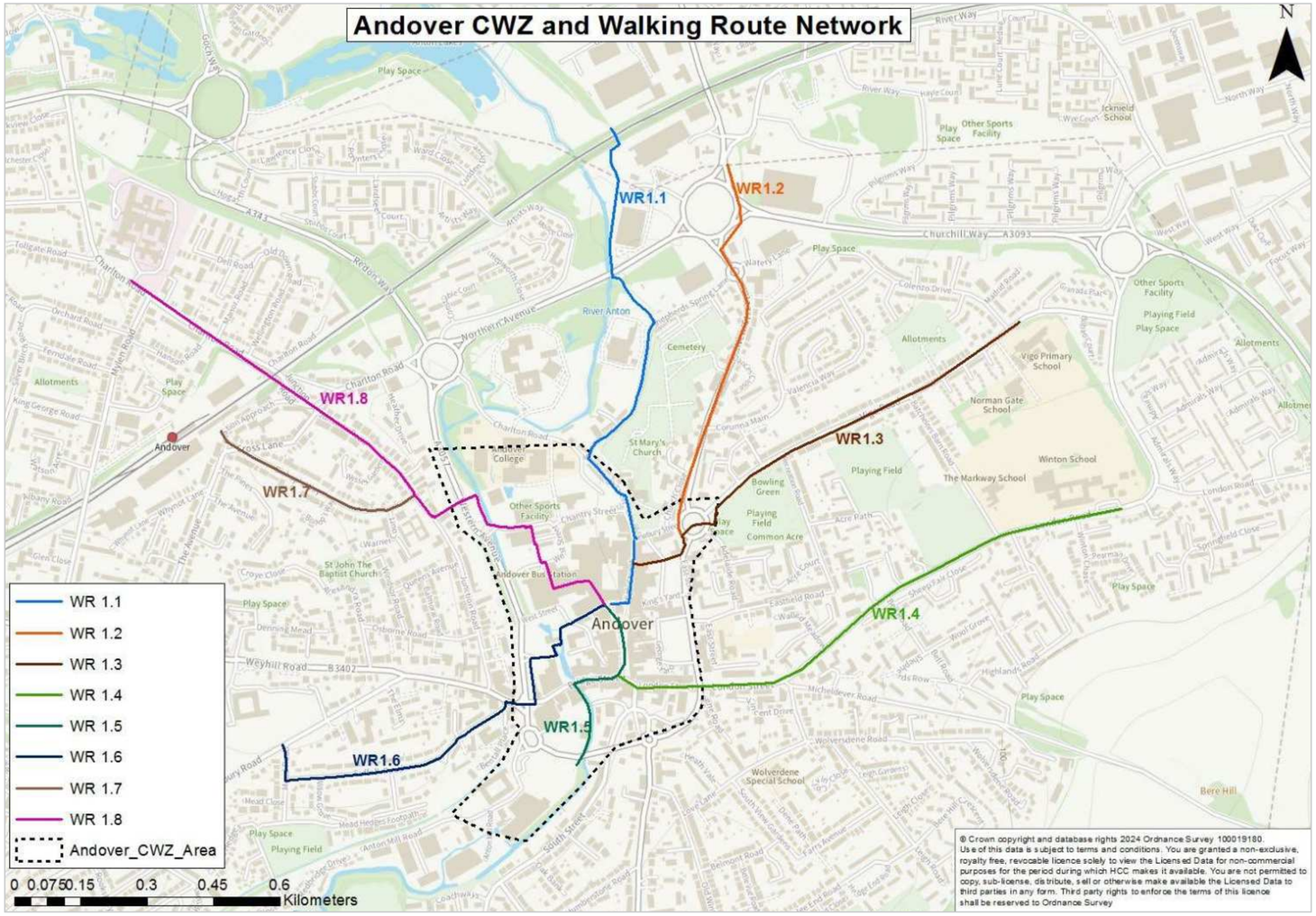
Continuous footways extend across side roads at the same level and use coloured paving materials, pedestrians have priority over motor vehicles.


### Modal filter

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

All images provided by Sustrans unless otherwise noted.

# Core Walking Zone and Routes map



# Core Walking Zone and Routes – Andover

## Methodology

The CWZ and routes have been considered using a combination of the categories from the Department for Transport's Walking Route Audit Tool (WRAT) and the Healthy Streets tool.

Locations identified for improvement are shown on the supporting maps for each route and are detailed in the following paragraphs, along with the recommended options.

### The core principles for consideration in the WRAT are:

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

### The metrics for consideration in the Healthy Streets Check are:

- pedestrians from all walks of life;
- easy to cross;
- shade and shelter;
- places to stop and rest;
- not too noisy;
- people choose to walk, cycle and use public transport;
- people feel safe;
- things to see and do;
- people feel relaxed;
- clean air.

## Zone description

In the 1950s, Andover became an overspill town for London.

In the early 1960s, a plan was drawn up to expand Andover's population (up to 47,000 by 1982), with 9,000 new homes built. According to the 2021 Census, Andover now has a population of 50,887 people.

Since the 1960s, as part of the expansion, Andover had a new bypass, industrial estates and a shopping centre in the town centre (the Chantry Centre). These developments resulted in a very different character for the town[1].

As previously mentioned, the Andover Town Master Plan sets out a vision for the town centre that aims to create a bright, new town centre drawing more people in to live, relax and shop, and help businesses to thrive and grow.

Two key projects are currently underway to create a beautiful riverside walk at Western Avenue and build a brand-new theatre in the heart of the town.

The centre of the town is designated as the primary shopping area with active shopping frontages supporting the centre as the main retail destination.

The main focus of the town centre is a large public square that connects directly to the main shopping centre and the bus station. The leisure centre and Andover College are a short walk to the north.

Also within the town centre is The Lights: a purpose-built, 249-seat arts and entertainment venue owned and managed by the Borough Council. There is also the Andover Museum and Museum of the Iron Age.

The town centre offers a mix of modern and older styles of architecture. Chantry Street and Marlborough Street are the oldest parts of the town. At its junction stands a 16th century cottage. The High Street is mainly pedestrianised leading to the public square and Guildhall.

The area is surrounded by the A3057, a busy ring road, which can often be a barrier for movement in and out of the town centre by active modes.

There is a railway station in Andover, situated approximately 1km west of the town centre. Trains run from here to Yeovil Junction, Exeter St Davids, Basingstoke and London Waterloo (with some stopping services to places such as Whitchurch).

The identified CWZ includes the built-up core of the town centre, shown on the map above to include the main retail area of the High Street, as well major supermarkets, theatre, leisure and education establishments, including Andover College.

There is a railway station in Andover, situated approximately 1km west of the town centre. Trains run from here to Yeovil Junction, Exeter St Davids, Basingstoke and London Waterloo (with some stopping services to places such as Whitchurch).

1 A History of Andover – Local Histories and here History & Heritage | Visit Andover **https://localhistories.org/a-history-of-andover/**

Walking routes that start in the CWZ were created in order to connect surrounding residential areas with the town centre, in addition to improving connections between facilities located outside the CWZ and the town centre. These facilities include educational institutions such as Rookwood School and Winton Academy. Other facilities which are connected to the town centre via walking routes include Andover railway station, major 'out of town' retail destinations and supermarkets, as well as hospitals and medical facilities.

Within the CWZ, the streets are lit and generally have a good level of natural surveillance, with a number of places to stop and rest. There are some trees and general planting which help to balance the visual impact of traffic and on-street parking in places such as The Town Mills area. There is also access to green spaces such as Town Mills Riverside Park and Andover Cemetery. However, many of the walking routes require improvement to enhance such features and provide improved walking environments to facilities further out of the CWZ.

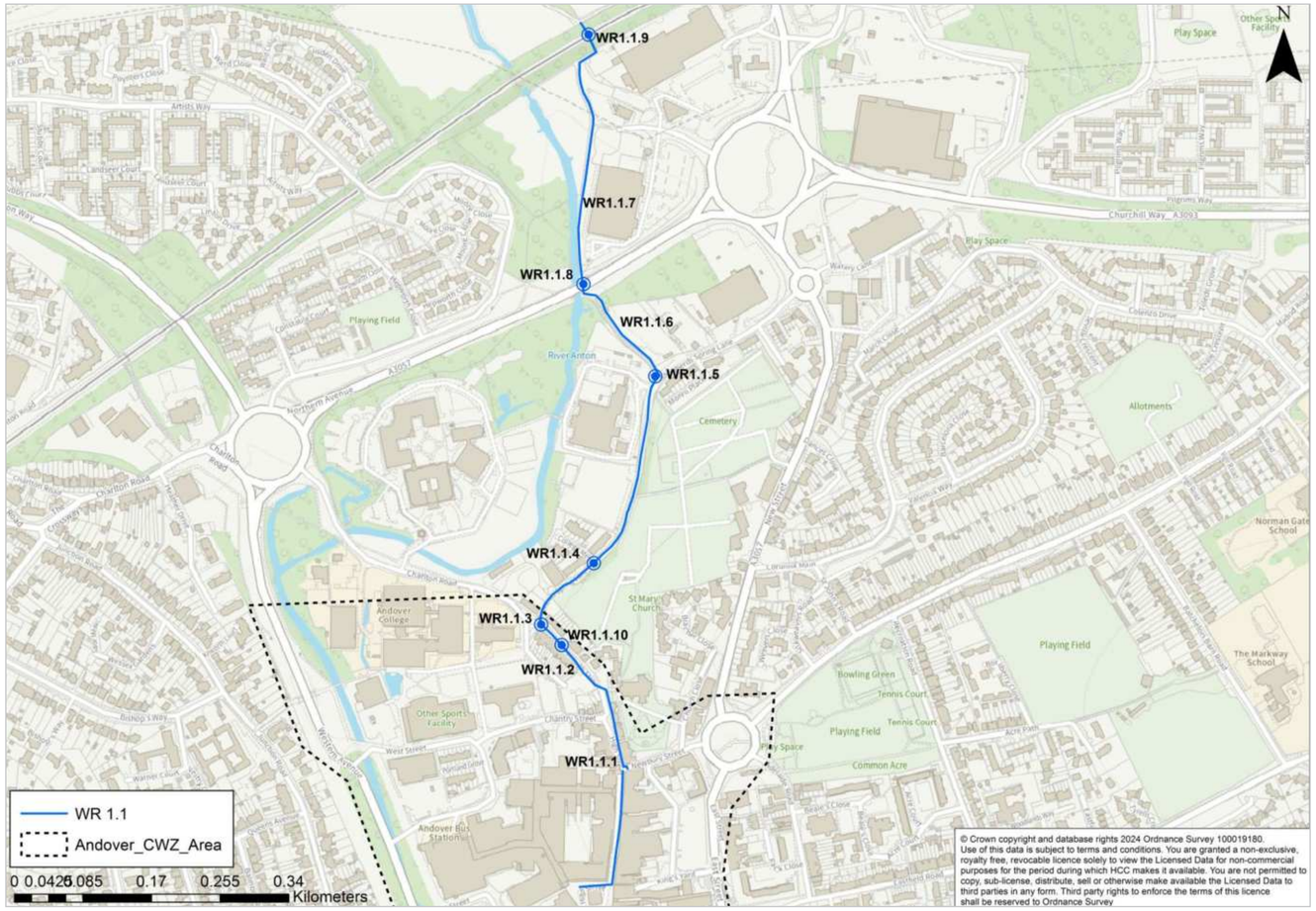
A 30mph speed limit covers the CWZ area, with many of the streets narrow and one-way, promoting a lower speed environment. In contrast, the A3057 ring road is subject to a 40mph speed limit (with 30mph in some sections) and has sections of dual carriageway which can promote higher speeds.

For the existing and future residents of Andover, it is important that the connections for people walking to, from and around the town meet the needs of the people using them.

There are challenges in achieving this due to the historic nature of some of the town's streets, which can be narrow (there are a number of narrow alleyway connections which are not accessible for all users, especially those with mobility issues), but also some very wide and busy roads that create issues of severance in the town.

There are, however, many opportunities to improve the environment for people walking, wheeling and cycling – walking and wheeling are explored in the potential options set out in the audits below; and cycling is considered in the next chapter.

# Walking Route 1.1 Andover Town Centre to Enham Arch Retail park



# Walking Route 1.1 Andover Town Centre to Enham Arch Retail Park Railway Underpass

## Existing conditions

The route starts in Andover Town centre, on the High Street, which is mostly pedestrianised. It heads north towards the Newbury Street junction where the pedestrianised zone ends. The route continues along Marlborough Street towards the junction of Shepherds Spring Lane.

Shepherds Spring Lane is closed to through-traffic (cycle and pedestrian access only), and is subject to a 30mph limit.

Heading north, the route then follows Shepherds Spring Lane until it reaches the footpath leading to an underpass of Northern Avenue (A3057).

Following the river, the footpath leads behind the retail park (providing access to the park at two points) as it heads towards the railway underpass. It finishes at the path leading to Galahad Close. This section is away from any major roads at this point.

There are pavements along the route in the town centre, after the pedestrianised zone, towards Marlborough Street, with street lighting present. The non-pedestrianised section of the High Street is narrow and one way, with a 30mph speed limit, and relatively low levels of traffic. There is a signed cycle contraflow.

This route aligns with cycle route 210 on the High Street section (at the contraflow), from just north of Newbury Street junction to the junction of Marlborough Street.

## Barriers to walking

The route has sections where the street lighting is intermittent, and where the numbers of people walking might be low, especially at night, making personal safety and natural surveillance a concern (e.g. the footpath beyond Northern Avenue that runs behind the retail park does not have any direct street lighting, and there is a lot of vegetation present, blocking natural surveillance).

Although the majority of the High Street is pedestrianised, there are few street trees and areas of planting. The pavement space is restricted in some areas by on-street bay parking.

Pavement space is an issue along the route. There are some sections that would not be wide enough for some users (e.g. people with pushchairs or using mobility scooters) to pass each other. In some areas, for example along the river, there is very little space to make any improvements.

The footpath north of Shepherds Spring Lane has no street lighting and the underpass below Northern Avenue (A3057) is narrow and feels isolated.

The route also lacks places to stop and rest, such as benches.

## Potential options

### WR1.1.1

At the High Street section north of Newbury Street junction, consideration should be given to narrowing the carriageway and removing some of the on-street parking so that the pavements can be widened on both sides, making more space for walking. A 20mph zone/limit could also be considered, along with opportunities to plant more street trees. As this section of route forms part of cycle route 210, any measures suggested here as part of the walking audit should take into consideration the cycle contraflow.

### WR1.1.2

Consideration should be given to providing a crossing facility on Marlborough Street, just before Shepherds Spring Lane junction, along with wayfinding signage.

### WR1.1.3

At the entrance to Shepherds Spring Lane, the existing pavement could be relayed out to create an area pedestrian priority within the restricted highway space.

### WR1.1.4

Consider crossing improvements at side road junctions along Shepherd Spring Lane: continuous footways with tighter junction radii could be explored. Dropped kerbs and tactile paving should be consistent at all arms, as a minimum.

### WR1.1.5

At the pavement entrance off Shepherds Spring Lane provide wayfinding signage to show the route to the retail park.

### WR1.1.6

Street lighting could be considered for the pavement towards Northern Avenue (A3057), along with widening of the path (subject to land ownership) to create better natural surveillance and space for walking.

### WR1.1.7

Consider implementing street lighting along with places to stop and rest (benches) and wayfinding signage to the retail park and housing estates to the north.

### WR1.1.8

Enhance Northern Ave (A3057) underpass with lighting and other measures to make this area feel less isolated, for example, public realm improvements.

### WR1.1.9

The railway underpass could be enhanced with improved lighting. Additionally, widening should be considered as a long-term option, as alternative routes are limited. It should be noted that this would be a high-cost intervention.

### WR1.1.10

A 20mph limit/zone could be considered along the route, with traffic calming as appropriate.

**WR1.1.1** – Northern end of High Street

**WR1.1.4** – Shepherds Spring Lane

**WR1.1.7a** – Footpath conditions behind Enham Arch retail park


**WR1.1.9** – Railway underpass north of Enham Arch retail park

**WR1.1.2** – Marlborough Street

**WR1.1.5** – Footpath entrance on Shepherds Spring Lane

**WR1.1.7b** – Additional footpath conditions behind Enham Arch retail park

**WR1.1.3** – Entrance to Shepherds Spring Lane

**WR1.1.6** – Footpath access beyond Shepherds Spring Lane

**WR1.1.8** – Pedestrian underpass beneath Northern Avenue

# Walking Route 1.2 Andover Town Centre to Enham Arch roundabout

# Walking Route 1.2 Andover Town Centre to Enham Arch roundabout

## Existing conditions

The route starts at Newbury Street at its junction with Church Close, and heads north up New Street where it crosses a small roundabout at Watery Lane. From there, it continues on to the larger Enham Arch roundabout towards the major Tesco supermarket and surrounding retail park.

There are pavements along the route, generally on both sides of the road, with street lighting present. The majority of the route follows New Street (A3057) which is subject to a 30mph limit, and, given that this is the main circular route around the town, carries high levels of traffic.

To the very north of the route, the Enham Arch roundabout is a large, five-arm, signal controlled roundabout. The layout of this is heavily traffic focused with controlled pedestrian crossings available on only two of the arms of the roundabout.

There is a strong desire to improve the connectivity by active travel modes for the Enham Arch roundabout and retail area.

This route follows a section of cycle route 110; see potential options 110.2.2 and 110.2.1.

## Barriers to walking

The pavements along New Street are narrow in many places, creating pinch-points where there is not enough space for two people to pass each other, especially if the user has a pushchair or wheelchair.

There are very limited crossing facilities along New Street to allow the user to cross from one side to the other; no signalised crossings are present.

Some of the side junctions do not have tactile paving and are quite wide to cross.

The Enham Arch roundabout is dominated by traffic and only accommodates pedestrian use for two arms of the roundabout (eastern and northern arms), with staggered signalised crossing facilities.

There is a lack of places to stop and rest along this route, with little shade and shelter on offer. Speed and volume of traffic are likely to be the major barriers for people using this route.

## Potential options

### WR1.2.1

Along New Street, consider reallocating some existing carriageway or verge space to widen the pavements, where possible. Implement benches, with some tree planting, along the route, where space will allow (i.e. large, grassed areas).

### WR1.2.2

Consider crossing improvements at side road junctions along New Street : continuous footways with tighter junction radii could be implemented, or at least dropped kerbs and tactile paving. A design speed of 20mph could be considered.

**WR1.2.1** – Beginning of New Street

**WR1.2.4** – Signalised crossing over Churchill Way

**WR1.2.2** – Junction of New Street and side roads

**WR1.2.5** – Footway alongside of Enham Arch roundabout

**WR1.2.3** – Unnamed road from New Street connecting to Churchill Way

**WR1.2.6** – Enham Arch roundabout

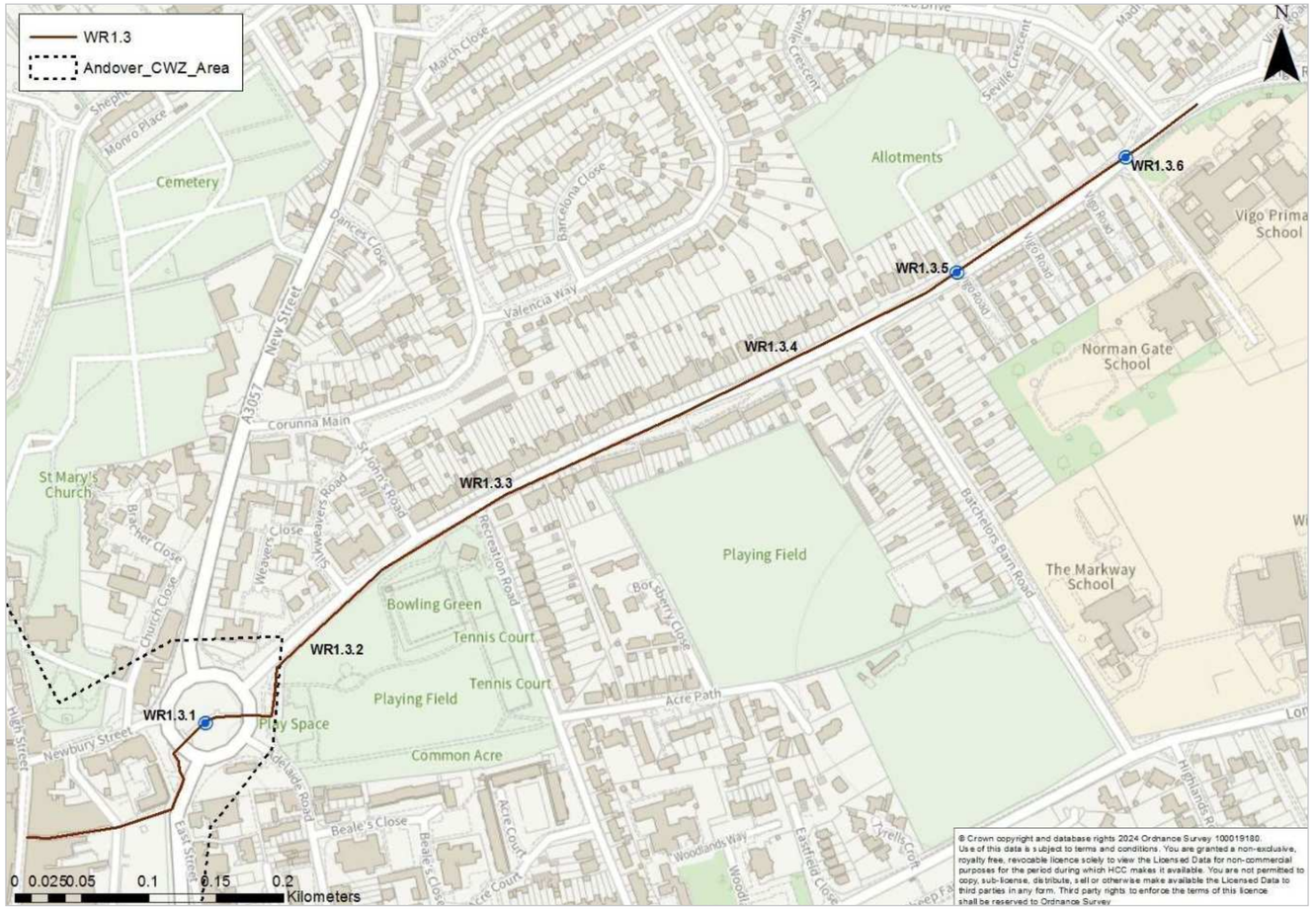
**WR1.2.3**
On approaching Enham Arch roundabout from New Street there is small section of pavement that runs between businesses on an access road for the retail park, this section of pavement is particularly narrow. Investigate opportunities to widen the pavement, subject to land ownership.

**WR1.2.4**
Investigate implementing a more direct pedestrian crossing here, across Churchill Way (A3093), by removing the stagger in the signalised crossing.

**WR1.2.5**
Improve lighting and potentially reduce some of the mature tree cover along the section of shared use path that goes from the Churchill Way (A3093) arm of the roundabout to the A343/River Way arm. Potential option 110.2.1 in the cycle route section suggests widening the shared use path or creating a segregated facility.

**WR1.2.6**
An overall assessment of the Enham Arch roundabout would be required to help make this retail location more cohesive for walking trips, particularly between retail destinations, to help connect them more effectively. Potential option 110.2.1 in the cycle route section suggests a toucan crossing or sparrow crossing in the location.

# Walking Route 1.3 Eastern Avenue roundabout to Norman Gate School and Vigo Primary School



# Walking Route 1.3 Eastern Avenue roundabout to Vigo Primary and Norman Gate School Entrance

## Existing conditions

The route starts at the High Street by the Black Swan Yard alleyway and heads to the East Street roundabout underpass where is joins Vigo Road (sloped access either side), by the park. It continues along Vigo Road and ends at Vigo Primary School.

Vigo Road is a residential road subject to a 30mph speed limit. It is a route to school for a number of educational facilities just south of the route.

There are pavements along the route, on both sides, with street lighting present.

Cycle route 100 and 110 cross at the Eastern Avenue roundabout but do not travel along the walking route (Vigo Road).

Black Swan Yard as a direct link from the High Street, appears to have good natural surveillance during the day, and has street lighting,

## Barriers to walking

The underpass for the roundabout is lit, but could be intimidating if walking through at night, which might lead some people to crossing on the carriageway above. Some tactile paving and dropped kerbs are present, but not at all arms.

Vigo Road has little additional space available due to the on-street parking and property boundaries. The pavements are narrow in places, creating some pinch-points.

On-street parking is present for some of Vigo Road, as well as in designated laybys.

Apart from the park area, the route lacks places to stop and rest.

## Potential options

### WR1.3.1

Eastern Avenue roundabout has an underpass and at grade, uncontrolled crossings on all arms but the south arm, which has a toucan crossing. Many of the crossing points are away from the desire lines and pavements are narrow. A comprehensive review of this junction should consider measures to improve a sense of personal safety in the underpass and/or a redesign of the roundabout to better provide for people walking; it is likely that this would require additional controlled crossings. The pavement outside the shops at Swan Court could be widened utilising the layby. This would give more space to people using the existing shared use path and those using the proposed walking route.

### WR1.3.2

Improvements to public realm at the start of Vigo Road could be considered, for example, more trees could be added to provide shade and shelter. A larger and more accessible entrance to the park could be considered, as well as pavement widening along Vigo Road which could be achieved through narrowing the carriageway where practical.

### WR1.3.3

Recognising the limited width of Vigo Road, parking restrictions are already in place. A 20mph speed limit could be considered, along with traffic calming. In some areas, there is on-street parking. This could be rationalised to make more space for walking. In other areas, there are very wide verges alongside narrow pavement – pavements could be widened here. Between the side roads of Recreation Road and Batchelors Barn Road, houses on the southern side are set back, and on an incline. There is a large, grassed area in front of these houses where more street trees could be planted.

### WR1.3.4

Consider implementing some areas for seating along Vigo Road, where space will allow.

### WR1.3.5

Side road junctions along Vigo Road are already tight but could be improved with continuous footways. More north/south crossing points along Vigo Road could be added at junctions with side streets. At a minimum, all proposed and existing side street crossings should have dropped kerbs and tactile paving.

### WR1.3.6

Consider upgrading the Norman Gate School entrance point to a continuous footway and enhancing the area outside the gated entrance; from the damage to the verge, it appears that pavement parking is occurring here.

**WR1.3.1** – Vigo Road crossing by Eastern Avenue roundabout

**WR1.3.2** – Vigo Road junction

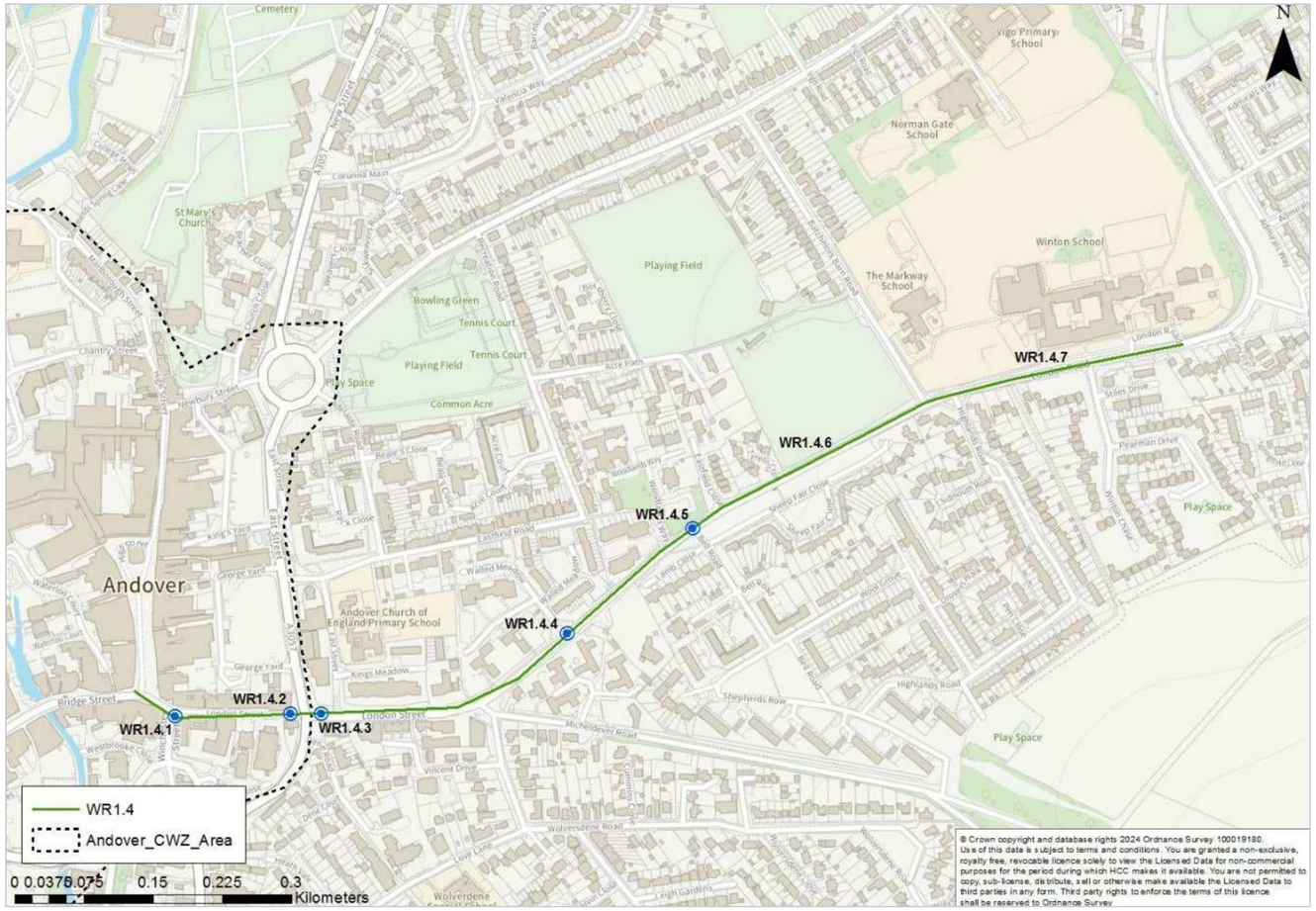
**WR1.3.3** – Vigo Road pavement

**WR1.3.4** – Vigo Road pavement

**WR1.3.5** – Vigo Road and side road access points

**WR1.3.6** – Access to Norman Gate and Vigo Primary Schools via Vigo Road

# Walking Route 1.4 Andover Town Centre to London Road



# Walking Route 1.4 Andover Town Centre to London Road

## Existing conditions

Beginning at the southern side of the town centre at Bridge Street, the route follows the one-way system east on London Road to the East Street signalised crossing, before heading onto London Road towards Winton Academy secondary school.

London Road is a route to school that provides one of the main accesses to the Winton Academy School from the town centre, as well as a route to Vigo and Norman Gate schools, via Batchelors Barn Road.

London Road also provides access to the larger residential areas of Andover to the south-east. It links the town centre to Churchill Way (A3093). This means that London Road carries a large volume of traffic.

Pavements are present along the route, mostly on both sides of the roads mentioned. On London Road there is only a pavement on the northern side between Bell Road and Highlands Road. Street lighting is present throughout.

London Street features as a secondary cycle route that deviates down Micheldever Road where London Road starts.

The section outside Winton Academy forms part of cycle route 200 which enters London Road from Batchelors Barn Road.

## Barriers to walking

Accessing East Street and London Road is made difficult by having to use a narrow ramp to reach the signalised crossing.

London Road has high levels of traffic and, once past the signalised crossing on East Street, there is a lack of crossing facilities until Winton Academy.

Some of the side road junctions lack tactile paving and are wide to negotiate. The pavement on the south side finishes at Bell Road.

Some of the pavement is narrow at point and uneven in places.

Volume and speed of traffic will be the main barriers here.

## Potential options

### WR1.4.1

The junction of Bridge Street and London Street is wide and accommodates a taxi rank. The junction could be redesigned and tightened to provide a better walking environment.

### WR1.4.2

The small ramp from Bridge Street to East Street is uneven and narrow; consider widening the pavement space and realigning the ramp to allow for better continuity with East Street and the crossing. The crossing could be widened.

### WR1.4.3

The junction of London Road and Eastern Avenue could be tightened to reduce traffic speeds. The existing informal crossing has a very narrow refuge space which would be unsuitable for wheelchair users or people with buggies. A more formal crossing should be considered closer to the desire line.

### WR1.4.4

Consider crossing improvements at side road junctions along London Road: continuous footways and junction tightening could be considered first, or tactiles and dropped kerbs as a minimum. Crossing points should be on the desire line.

### WR1.4.5

The pavement along London Street and London Road is narrow and is not present consistently on both sides of the road. The pavement surface is also uneven, consider widening the pavement and resurfacing the areas that are uneven. Hatching and ghost islands could be removed to achieve this , with informal crossings replaced with more formal ones. A 20mph design speed should be considered.

### WR1.4.6

Consider enhancing crossing points across London Road between Wolversdene Road and Winton Chase. This could be in the form of uncontrolled of controlled crossings, at points where desire lines are established. Bus stop access is poor at this location, particularly for those who need to access the southern bus stops from the northern side of the road. Extending the southern footway to the bus stop and adding a crossing point should be considered.

### WR1.4.7

From Batchelors Barn Road, the route is shared use on the northern side outside Winton Academy to the Walworth roundabout junction but is likely to be too narrow to meet current design guidance. The current condition of this shared pavement does not suitably accommodate cycling. There is enough space available with green areas and some carriageway space to widen the facility to properly accommodate this as a shared use path. The space available limits an opportunity to create a fully segregated cycle track – this is cross-referenced with 200.2.7 in cycle route 200.

**WR1.4.1** – Junction of Bridge Street and London Street.

**WR1.4.2** – Access ramp from London Street to Eastern Avenue

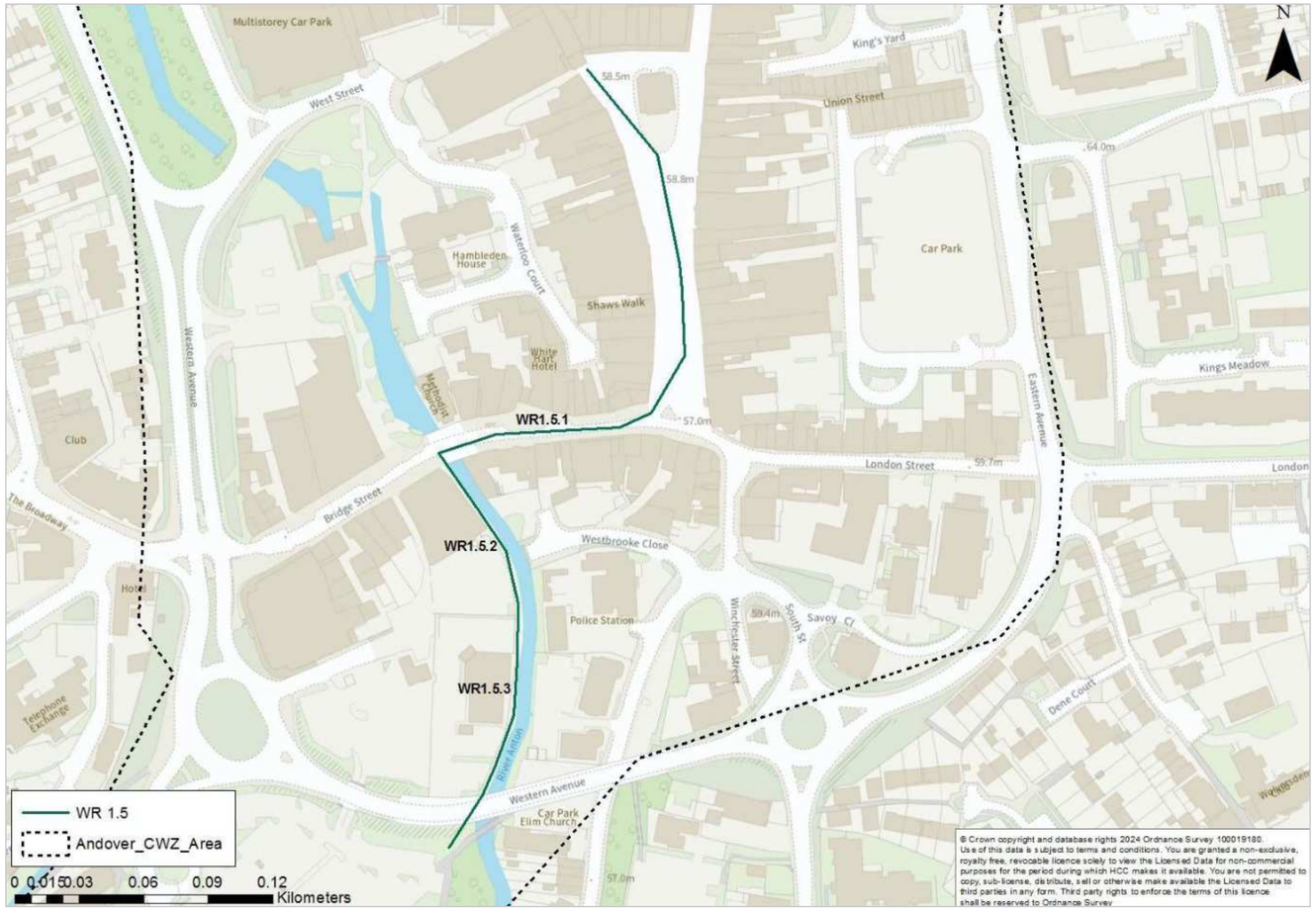
**WR1.4.5** – Junction of London Road and Bell Road

**WR1.4.3** – Junction of Eastern Avenue and London Road

**WR1.4.6 and 1.4.7** – Shared use path outside of Winton Academy

**WR1.4.4** – Junctions of London Road and Walled Meadow

# Walking Route 1.5 Andover Town Centre to Asda Superstore



# Walking Route 1.5 Andover Town Centre to Asda Superstore

## Existing conditions

The route follows the High Street, through the square area, heading south crossing towards Bridge Street and the shared use path that runs west of the River Anton. It heads under Western Avenue (A3057) where is reaches the Asda superstore car park.

The pedestrianised areas in the town centre are well lit and have plenty of seating. Bridge Street has very wide pavements, in parts, and a narrow carriageway, encouraging a low-speed environment.

The path leading out of the town centre is shared with people cycling and is well lit. No part of the route aligns with cycle routes included in the LCWIP.

## Barriers to walking

The shared use path alongside the river is not wide enough to meet current design guidance. Shared use is no longer recommended for areas of high footfall.

Although Bridge Street has a low speed environment, the speed limit is still 30mph, and in some sections, pavement width has been sacrificed for on-street parking.

## Potential options

### WR1.5.1

In the past the Bridge Street area has been orientated much more to prioritise pedestrian use. Consideration, however, should be given to creating a pedestrian crossing facility across Bridge Street as a desire line location. Consider more opportunities for planting, to provide shade and shelter, here.

### WR1.5.2

The shared use path that follows the River Anton is below recommended width in places. Consider widening where possible, and investigating alternative cycle routing options to manage cycle demand. It is recognised that opportunities here are limited.

### WR1.5.3

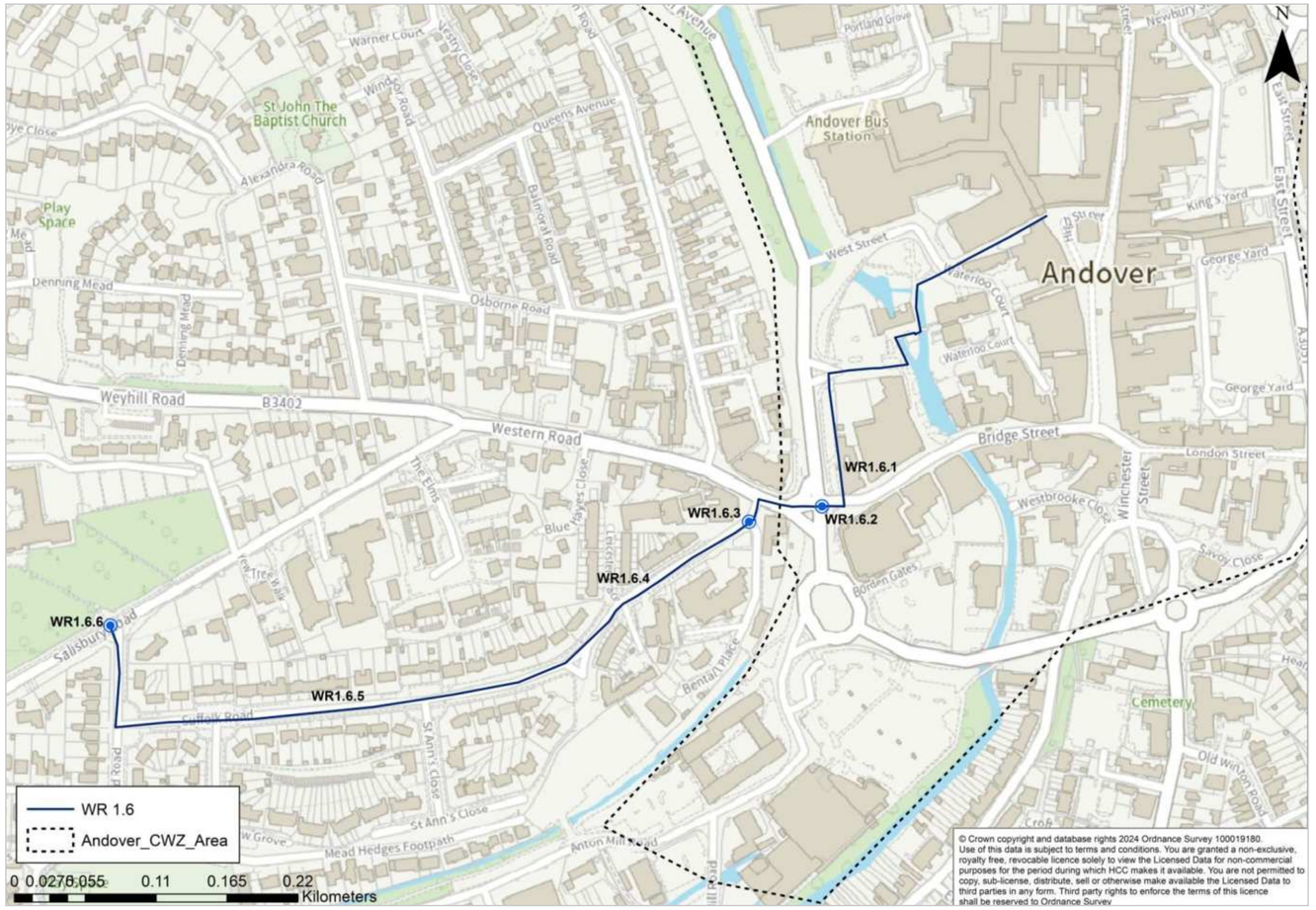
Consider more opportunities for seating and tree planting along the route.


**WR1.5.1** – Bridge Street


**WR1.5.2** – Shared use path beside Iceland from Bridge Street

**WR1.5.3** – Shared use path connecting to Asda Superstore car park

# Walking Route 1.6 Andover Town Centre to Salisbury Road



# Walking Route 1.6 Andover Town Centre to Salisbury Road

## Existing conditions

This route starts at the High Street at The Chantry Centre and heads west towards The Town Mills and Bridge Street, where is crosses Western Avenue (A3057) with a staggered controlled crossing onto Suffolk Road and then ends at Salisbury Road opposite the entrance to Beech Hurst Park.

Once out of the town centre, the route primarily follows residential roads with a 30mph speed limit.

Pavements are present along most of the route, with street lighting throughout; although it is often positioned in front of the pavement, lighting the road, rather than at the back of the pavement.

There are areas of good tree coverage along Suffolk Road.

This route crosses cycle route 200 and 100 at the Western Avenue junction as it heads towards Suffolk Road.

## Barriers to walking

There are a few sections of the pavement on Suffolk Road that are narrow, making passing difficult, especially if in a wheelchair or using a pushchair. Some crossing points, e.g. the junction of Suffolk Road and Suffolk Road (spur) are aware from the desire line.

Proximity to 30mph traffic will also be a barrier.

## Potential options

### WR1.6.1

In the past, the Bridge Street area has been orientated much more to prioritise pedestrian use. Consideration however should be given to creating a pedestrian crossing facility across Bridge Street as a desire line location. Consider more opportunities for planting, to provide shade and shelter, here.

### WR1.6.2

Consider upgrading the controlled crossing over Western Avenue to provide a straight across (and not staggered) crossing, so people can cross in one signal phase.

### WR1.6.3

Consider crossing improvements at side road junctions along Suffolk Road, for example, continuous footways and informal crossings across Suffolk Road itself. Tactiles and dropped kerbs should be considered as a minimum.

Reduce the design speed of Suffolk Road to 20mph with traffic-calming measures.

### WR1.6.4

The section of pavement on the north side of Suffolk Road is narrow, consider widening the pavement into the verge and/or rationalising on-street parking to create more space for walking. Due to level differences, this may require retaining features.

### WR1.6.5

Outside of the town centre area, the route does not have any seating. Consider adding seating in the green spaces along Suffolk Road. This could be through the provision of bus shelters, as well as benches.

### WR1.6.6

The junction of Mead Road and Salisbury Road could be tightened, and a continuous footway considered. A controlled crossing over Salisbury Road would offer an improvement over the existing uncontrolled build out crossing.

**WR1.6.3** – Junction of Suffolk Road and Bentall Place

**WR1.6.1** – Bridge Street

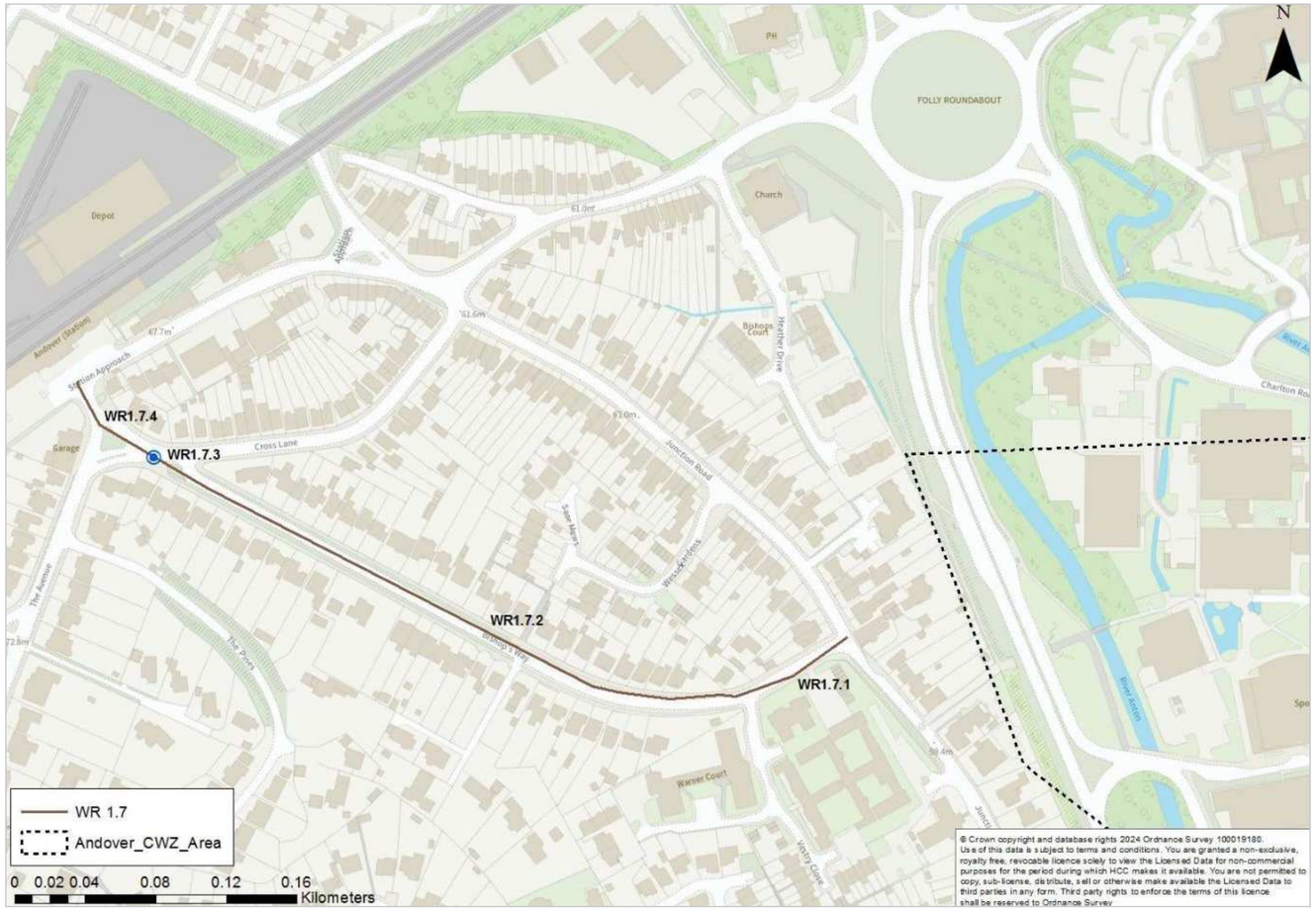
**WR1.6.4** – Suffolk Road

**WR1.6.2** – Crossing over Western Avenue

**WR1.6.5** – Suffolk Road

**WR1.6.6** – Junction of Mead Road and Salisbury Road

# Walking Route 1.7 Junction Road to Andover Railway Station



# Walking Route 1.7 Junction Road to Andover Railway Station

## Existing conditions

The route starts at Junction Road connecting to the CWZ via W1.8) and follows Bishops Way to Cross Lane and ends at Station Approach at the railway station.

The route is a 30mph residential road with pavements on both sides.

It is lit and generally has grass verges between the pavement and carriageway. Parking restrictions are in place, and there are areas of bay parking. There is generally a low traffic flow here.

Bishops Way forms part of cycle route 210 leading form the town centre to the railway station.

## Barriers to walking

The pavement that is available is limited in width and has an uneven surface in parts, due to tree roots.

Proximity to 30mph traffic will also be a barrier. Tactile paving is missing from some crossings.

There is no crossing provision over Cross Lane towards Station Approach, where the road is wide. Seating in this location is somewhat inaccessible.

## Potential options

### WR1.7.1

Crossing provision between Junction Road and Bishops Way should be considered.

### WR1.7.2

The uneven and cracked surface should be improved with possible resurfacing options along Bishops Way.

### WR1.7.3

Consider widening the pavement where possible, using space from the grass verges or rationalising on-street parking to create more space for walking. There are established trees between the pavement and road, which offer shade and shelter, so a pragmatic approach will be needed here. A 20mph speed limit could also be considered.

Cycle route option 210.1.3 suggests 20mph mixed-traffic approach.

### WR1.7.4

Consider enhancing crossing provision on Cross Lane (junction of Bishops Way) with an uncontrolled or controlled crossing depending on traffic flow, to help pedestrian movement to the railway station.

Subject to funding, there is a scheme in design at this location to deliver a parallel crossing on Cross Lane, together with enhancing the corner of Cross Lane and Station Approach, to include landscaping improvements, planting and benches, using existing highway space.

**WR1.7.1** – Bishops Way and Junction Road junction

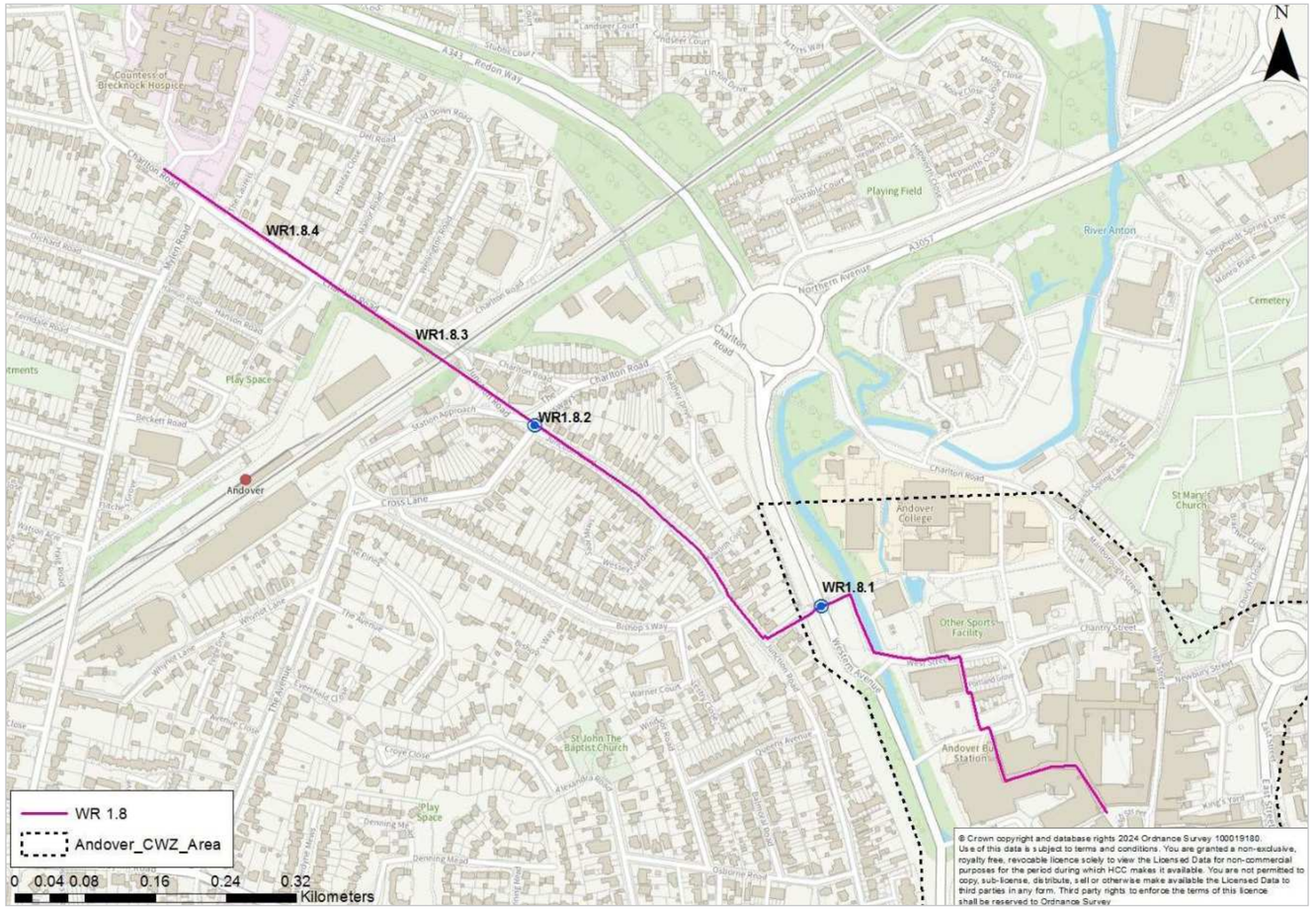
**WR1.7.4a** – Cross Lane from Bishops Way, proposed crossing location

**WR1.7.2** – Bishops Way pavements

**WR1.7.4b** – Planting area considered for redevelopment as part of the Station Approach scheme

**WR1.7.3** – Bishops Way

# Walking Route 1.8 Andover Town Centre to Andover Hospital



# Walking Route 1.8 Andover Town Centre to Andover Hospital

## Existing conditions

The route starts at the High Street and goes through the Chantry Centre to West Street, via the bus station, where it follows an existing shared use path that runs alongside and under Western Avenue (A3057) onto Junction Road. It then routes north to Charlton Road, crossing over the railway line and ending at the hospital.

The shared use path on Western Avenue is wide, with some painted cycle lanes.

The route is consistently lit with pavements present on either side of the roads along the route.

This route follows cycle route 210 as it crosses at the Western Avenue underpass to Junction Road. Some of Junction Road and Charlton Road feature a secondary cycle route.

Because the route goes through the Chantry Centre, at present it would only be available during the Chantry Centre's hours of operation. However, should interventions from the CWZ be implemented, access will be possible at all times. From the bus station the route is lit with good level access, crossings and wayfinding on West Street towards Western Avenue.

## Barriers to walking

The route has a number of narrow pavements that create pinch-points. The surface is also uneven along Charlton Road.

The route has no seating options for stopping and resting.

An underpass is present under Western Avenue (A3057) to aid pedestrian and cycle movement between West Street and Junction Road, but the lack of natural surveillance may be intimidating for some, especially when using it at night.

There is a scheme (subject to funding) to improve the current modal filter on Junction Road, where the shared use path crossing under Western Avenue connects.

## Potential options

### WR1.8.1

The Western Avenue underpass could be improved by installing additional lighting, ensuring adequate drainage and improving general aesthetics.

### WR1.8.2

The Junction Road/Charlton Road junction is a wide bellmouth with no dropped kerb crossing. Consider tightening the junction and installing a continuous footway, or at a minimum, adding dropped kerbs and tactile paving.

### WR1.8.3

The pavements on Charlton Road are narrow with overgrown vegetation, consider cutting the hedge back to maximise pavement entire pavement width, and narrowing the carriageway if space allows.

### WR1.8.4

The route has very little seating for stopping and resting, especially along Charlton Road, look to add seating, where space allows.

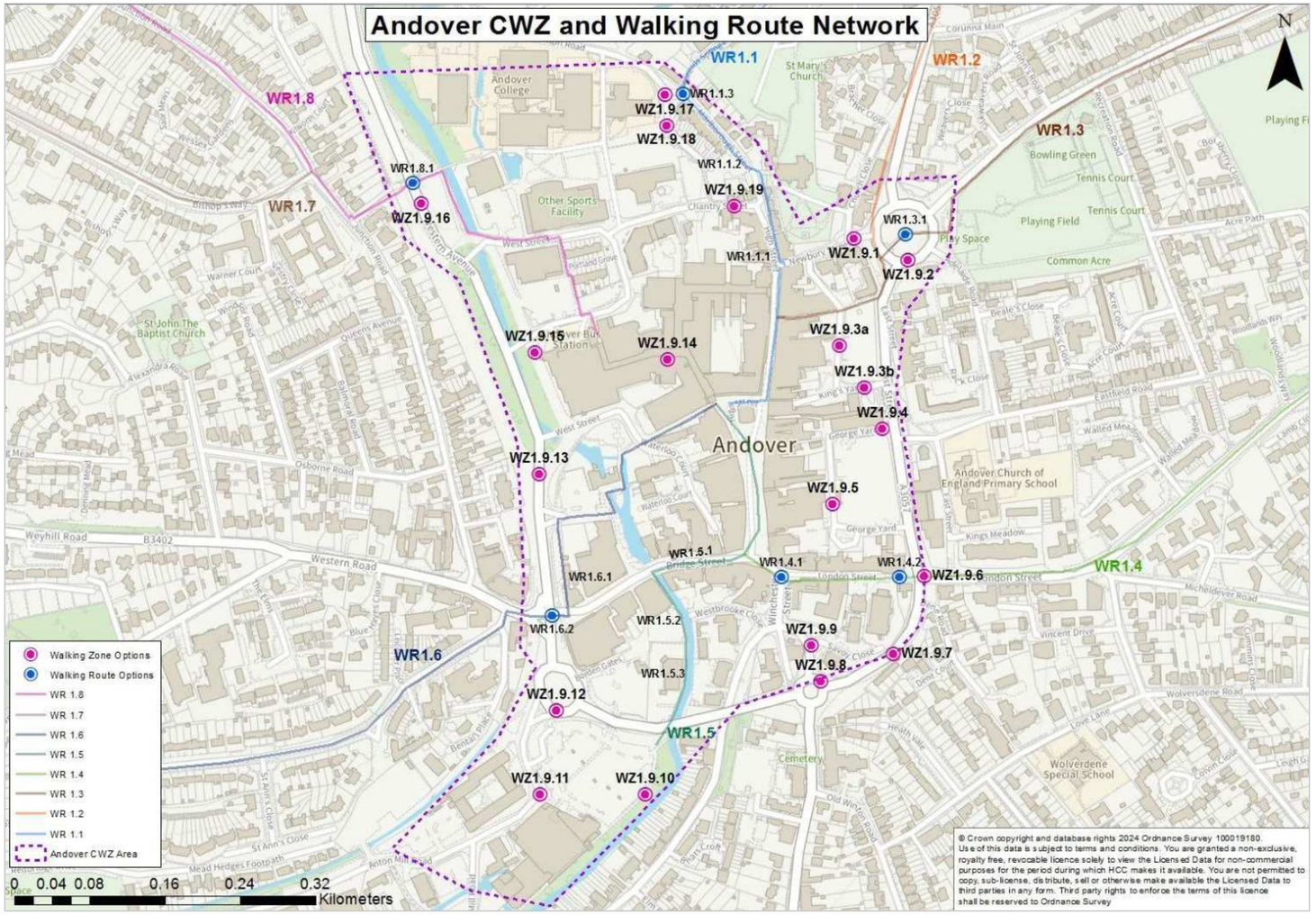
**WR1.8.1** – Photo of Western Avenue Underpass

**WR1.8.3** – Pavements along Charlton Road

**WR1.8.2** – Junction of Cross Lane and Charlton Road

**WR1.8.4** – Charlton Road

# Z1 Core Walking Zone – Andover



# WZ1.9 Andover core walking zone

## Zone description

The walking zone for Andover encompasses the main town centre area shown in the map above.

The centre of the town is designated as the primary shopping area with a large number of active shopping frontages supporting the centre as the main retail destination.

As well as the main retail area the walking zone also includes, Andover College, Andover Leisure Centre, the Bus Station, The Lights theatre venue, Asda Superstore and Odeon cinema, Andover Museum and the Town Mills riverside park area.

The main focus of the town centre is a large public square that connects directly to the main indoor shopping centre and the bus station, a large proportion of this area has been pedestrianised. The shopping centre acts as a barrier to movement from north to south, particularly when closed . The Chantry Centre is open from 9am to 6pm Monday to Saturday and 9am to 4pm on Sunday. The Leisure Centre and Andover College are a short walk to the north, with the Asda superstore and cinema a short walk to the south.

The walking zone area is surrounded by the A3057, a busy ring road, which can often be a barrier for movement in and out of the town centre by active modes.

The walking zone is surrounded by a number of walking routes which connect to destinations such as educational facilities including Rookwood School and Winton Academy, Andover railway station, major ‘out of town’ retail destinations and supermarkets, as well as hospitals and medical facilities.

## Methodology

The Core Walking Zone was chosen on the basis that this area, being the town centre, contained a large number of community facilities.

LCWIP guidance states that: CWZs normally consist of a number of walking trip generators that are located close together – such as town centre of business parks. An approximate five minute walking distance of 400m can be used as a guide to the minimum extent of CWZs. Within CWZs all of the pedestrian infrastructure is deemed to be important.

As outlined above, walking routes were established from the CWZ to key destinations in the wider area. The CWZ options described below include sections of these routes (marked as WR options), as well as potential options in the wider CWZ area (marked as WZ options).

Principles of the Walking Route Assessment Tool (WRAT) and Healthy Streets Check have been used to provide an assessment of the CWZ. The WRAT has not been used to calculate the existing condition of the Core Walking Zone as the tool relate to auditing a route rather than a zone.

**The core principles for consideration in the WRAT are:**

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

**The Core principles for consideration in the Healthy Streets check are:**

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

## WZ1.9 Andover Town Centre

### Existing conditions

Within the CWZ the streets are mostly lit and generally have a good level of natural surveillance, with a number of places to stop and rest. There are some trees and general planting which help to balance the visual impact of traffic and on-street parking in places such as The Town Mills area. There is also access to green spaces such as Town Mills Riverside Park. However, some roads in the zone only have pavements on one side or narrow pavements in sections.

The shopping centre provides shade and shelter from the sun and rain. It has some benches providing people with a place to stop and rest.

A 30mph speed limit covers most of the CWZ area, with many of the streets narrow and one-way, promoting a lower speed environment. Bridge Street has a 20mph zone. In contrast the A3057 ring road is subject to a 40mph speed limit (with 30mph in some sections) and has sections of dual carriageway which can promote higher speeds.

### Barriers to walking

There are sections of narrow pavements and pavements only on one side of the road, creating less space for walking.

There are several large roundabouts within the zone which lack crossing facilities and tactile paving making it difficult for pedestrians to cross the road, particularly those with visual impairments. The large roundabouts along with the A3057 form barriers to movement from the town centre to key destinations such as the Asda and cinema.

The shopping centre also provides a barrier to people walking, particularly from north to south through the town centre, especially when closed.

Several side roads are very wide and therefore motor traffic was observed failing to slow down upon turning. Some side roads also lack crossing facilities.

### Potential options

#### WZ1.9.1

Consider continuous footways along Newbury Street crossing points where they are missing, to give priority to people walking. Where possible widen the pavement along Newbury Street using some of the grassed area to create more space for people walking.

#### WZ1.9.2

Review the Eastern Avenue/Vigo Park roundabout and consider improving crossings on all desire lines e.g. zebras or pedestrian crossings. These will prioritise people walking. The scale of the roundabout is a significant barrier to pedestrians and reconfiguring the junction is proposed in the Andover Town Centre Masterplan (2020) to create less of a barrier particularly between Vigo Park and the town centre. The masterplan proposes extending Vigo Park to improve the connection with Newbury Street and the ‘Anton to Vigo’ green link. This will also create more greenery and trees, creating more shade and shelter and improving air quality and visual interest.

#### WZ1.9.3

Black Swan Yard and Kings Yard have very narrow pavements which could be widened where possible using available carriageway space. The car park entrance and exit require dropped kerbs and tactile paving or continuous footways across to make it easier and safer for people to cross. There is a lack of greenery and trees so explore adding more to provide shade and shelter and visual interest.

#### WZ1.9.4

Review the crossings at George Yard at the junctions with East Street so they are on the desire line to give people walking a shorter distance to walk. Consider removing the guard railing to create more space for walking.

#### WZ1.9.5

Consider widening pavements where possible along George Yard using excess carriageway space. Pavements are missing in sections so consider installing additional pavements that cover both sides of the road.

#### WZ1.9.6

Along Eastern Avenue ensure all side roads have crossing facilities. For example, explore adding tactile paving and moving the crossing to the desire line across London Street. A continuous footway should be considered across Dene Road on the desire line. Tighten the alignment of these junctions to slow motor traffic.

#### WZ1.9.7

Cut back the vegetation along Eastern Avenue to create more walking space. Widen the pavements using excess carriageway space where possible. Some benches could also be added to provide people with a place to stop and rest, as well as some more trees to provide shade and shelter.

#### WZ1.9.8

Consider crossing facilities on the desire lines at all junctions of the Eastern Avenue roundabout to make it easier and safer for people to cross. Consider removing the guard railing to create more space for walking.

#### WZ1.9.9

Several junctions require tightening along South Street to make the distance walked to cross the road shorter and so vehicles slow down upon turning. For example, the junctions with Westbrooke Close, Winchester Street, and Savoy Close. Also consider installing continuous footways across all side roads and crossing points to improve coherence and safety.

#### WZ1.9.10

The footpath to the rear of Asda could have more benches to provide people walking with a place to stop and rest. Ensure there is also adequate street lighting to create a safe walking environment.

#### WZ1.9.11

The Anton Mill Road mini roundabout could be tightened and crossing points improved. Alternatively, a T-junction design should be considered. Explore widening pavements along Anton Mill Road where possible using carriageway space.

### WZ1.9.12
The Bordon Gates roundabout is a barrier to movement and does not have crossing facilities on the desire lines across all junctions. The Andover Town Centre Masterplan suggests replacing the roundabout with a T-junction, improving connections between the cinema, Asda, car park, and the town centre. Ensure crossing facilities with tactile paving are installed across all junctions.

### WZ1.9.13
The footpath along the A3057 is very narrow in sections. Consider widening the footpath and cutting back the vegetation to create more space for walking. More lighting could also be installed covering the footpath, as currently in sections lighting only covers the cycle path.

### WZ1.9.14
The shopping centre acts as a barrier to movement across the town centre, particularly when closed. The Andover Town Centre Masterplan states The Chantry Centre is intended to be redeveloped to remove the large barrier to pedestrian movement across the town centre and create a more integrated street network. This will improve the quality of streets and public spaces. It will also encourage more people to walk to the Leisure Centre and students to walk into the town centre from Andover College. This redevelopment will provide an excellent opportunity to improve the walkability of the town centre, for example, any new buildings could consider including features to provide shade and seating for passing pedestrians in their design.

### WZ1.9.15
Improve or provide areas to sit and rest in the vicinity of the bus station.

### WZ1.9.16
The shared use path along the A3057 is below the minimum width required for this type of facility. Explore full segregation of cycling and walking to make it safer. More benches could be installed to provide people walking with a place to stop and rest.

### WZ1.9.17
Review the Marlborough Street roundabout to consider tightening the alignment and installing raised tables with tactile paving across all arms there are currently no crossing facilities on desire lines. A different junction design could also be considered. Widen pavements where possible using excess carriageway space or the grassed areas. A bench could be added to the grass area to provide people with a place to stop and rest.

### WZ1.9.18
Provide continuous crossings across all side roads and crossing points around Andover College to ensure people can cross safely. For example, across the car park to the front of the sixth form academy building.

### WZ1.9.19
Explore installing more street lighting along Chantry Street so that it covers the pavement to improve perceptions of safety. Cut back the vegetation encroaching onto the pavement. The pavements are narrow here but cannot be widened due to residential boundaries.

### WZ1.9.20
Create a 20mph zone covering all streets inside the A3057 ring road and reduce speeds on the ring road to 30mph, or 20mph where there are higher levels of pedestrian use on the street, to slow motor traffic and create a safer environment for pedestrians.

**WZ1.9.1** – Newbury Street

**WZ1.9.2** – Eastern Avenue/Vigo Park roundabout

**WZ1.9.3a** – Black Swan Yard

**WZ1.9.3b** – Kings Yard

**WZ1.9.4** – George Yard

## WZ1.9 Andover core walking zone

**WZ1.9.5** – George Yard

**WZ1.9.8** – Eastern Avenue roundabout

**WZ1.9.11** – Anton Mill Road mini roundabout

**WZ1.9.14** – Shopping Centre

**WZ1.9.6** – Eastern Avenue

**WZ1.9.9** – South Street

**WZ1.9.12** – Bordon Gates roundabout

**WZ1.9.15** – Bus Station grass area

**WZ1.9.7** – Eastern Avenue

**WZ1.9.10** – Footpath

**WZ1.9.13** – A3057 footpath

**WZ1.9.16** – A3057 shared use path

## WZ1.9 Andover core walking zone

**WZ1.9.17** – Marlborough Street roundabout

**WZ1.9.18** – Andover College car park

**WZ1.9.19** – Chantry Street

# Z2 Core Walking Zone – Stockbridge

# Z2 Stockbridge Core Walking Zone

## Methodology

The CWZ has been considered using a combination of the categories from the Department for Transport's Walking Route Audit Tool (WRAT) and the Healthy Streets framework.

Locations identified for improvement are shown on the overview map and are detailed in the following paragraphs, along with the recommended options.

**The core principles for consideration in the WRAT are:**

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

**The metrics for consideration in the Healthy Streets check are:**

- pedestrians from all walks of life;
- easy to cross;
- shade and shelter;
- places to stop and rest;
- not too noisy;
- people choose to walk, cycle and use public transport;
- people feel safe;
- things to see and do;
- people feel relaxed;
- clean air.

## Zone description

Stockbridge is a small historic town situated on the River Test, in central-eastern Test Valley borough. It is approximately 10km south of Andover, 13km north of Romsey and 13km west of Winchester City.

Stockbridge has a population today of just under 800 people (2021 Census). It is well known for its rich historical setting and been used as a key travel route between Salisbury and Winchester for centuries. There are many pubs and hotels that date back to the 15th century.

Given Stockbridge's charming and historic appeal it is very attractive to both locals and visitors, offering many independent retail opportunities, as well as café, restaurants, pubs and hotels, with access to local walks along the River Test and Public Rights of Way (PRoWs) – The Test Way long-distance route.

Very close to the centre of town, there are routes into the local countryside that are accessible from the High Street, such as the Marshcourt River.

Stockbridge also has a recreation ground, a town hall, two churches, a library, a primary school (Stockbridge Primary) and a secondary school (Danebury School), as well as a GP Surgery. The town hall holds many exhibitions and fairs throughout the year, as well as offering a choice of facilities suitable for a wide range of leisure and community activities.

The High Street runs straight through the centre of Stockbridge, east to west. The High Street is part of the A30 from London to Cornwall, with links to the A303 near Basingstoke (approx. 18km east) and Salisbury in Wiltshire (approx. 23km west). The A303 (Basingstoke to Exeter) is the closest major road to the north of the town centre.

The A30 is very busy which can be a barrier to people wishing to cross. Most of the facilities within Stockbridge are situation along the length of the High Street.

The High Street also has significant on-street unrestricted parking along most of its length. The parking limits the available space on the pavements and can also be a barrier for people wishing to cross. Public car parks away from the High Street are limited. There is a small layby on the A30 together with some spaces at the recreation ground. A National Trust car park is situated 400m south of the eastern end of the High Street, off Trafalgar Way, although this is primarily for access to the Test Way.

The closest rail services to Stockbridge are at Andover railway station, approximately 12km north. There are four main bus services that stop along Stockbridge High Street, serving from Winchester to Salisbury, as well as a direct route from Andover to Stockbridge that runs hourly.

The identified CWZ focuses on the central area of the town, shown on the map above including the High Street and access to the two schools situated at either end of the town.

Within the CWZ the streets are lit and generally have a good level of natural surveillance with some locations to stop and rest, particularly on the High Street.

There are some trees and low-level planters which help to try and balance the visual impact of traffic and large areas of on-street parking. The vast majority of on-street parking is end on, with cars parked at right angles to the pavement. As a result cars will often roll forward to the pavement edge and overhang the pavement, creating less space for pedestrians or those wheeling to get past.

### Z2 Stockbridge Core Walking Zone

At the eastern extent of the CWZ, the roundabout with the A3057 and Winton Hill, forms part of north-south cycle route 100, that features within the cycle section of this LCWIP, which follows along the Test Way (NCN route 246).

The CWZ has a 30mph speed limit. There is only one formal crossing point, a zebra crossing, in the middle of the High Street. There are three uncontrolled crossings points located along the High Street.

The Stockbridge CWZ extends along the A30 (mainly along High Street), leading to an unusually linear shape for a CWZ. This is due to how the town has developed along High Street, with significant destinations situated immediately adjacent to it and by the junctions with the A3057 and Longstock Road.

For the existing and future residents of Stockbridge, it is important that the connections for people walking to, from and around the town meet the needs of the people using them.

There are challenges in achieving this due to the historic nature of the town, and its value to both residents and large numbers of visitors.

There are, however, many opportunities to improve the environment for people walking, wheeling and cycling – the two former are explored in the potential options set out in the audits below.

## WZ2.1 Roman Road, to Winton Hill (A3057), Stockbridge

### Existing conditions

The route starts at Test Valley Secondary School entrance on Roman Road, a no-through access road to a small residential area that leads from Salisbury Hill.

From Salisbury Hill the route heads towards the High Street where it continues straight until the roundabout junction of the A30/A3057, where it crosses to the junction of Old London Road by Stockbridge Primary School.

There is a pavement on the southern side of Roman Road leading to Salisbury Hill, then pavements on both sides as the route heads towards the High Street. An uncontrolled crossing is present in this location, with a small pedestrian refuge island.

Stockbridge High Street is approx. 670m long and has large areas of on-street parking on both sides of the road. The High Street also has two uncontrolled crossing locations and a zebra crossing situated in the middle, close to the town hall.

The route is well lit with street lighting and has some benches.

As the route heads towards the roundabout, on the corner with Trafalgar Way, there is a small section of shared use path linking the NCN 246 heading north, across the western arm of the roundabout, up the A30.

There are uncontrolled crossings over each arm of the roundabout.

### Barriers to walking

Roman Road's access to Danebury School does not prioritise pedestrians despite being the main entrance to the school at peak hours. Roman Road has a narrow pavement at its entrance from Salisbury Hill, that would make it difficult to navigate with a pushchair or wheelchair, if users needed to pass each other.

The pavements on both sides of the High Street are very narrow in places, due to the space given over to car parking. Some car parking bays are over the necessary length. The level of on-street parking also prevents people crossing where they would choose to.

One of the uncontrolled crossings is highlighted by planters on either side, these are subject to a Section 115 licence that is reviewed yearly. All uncontrolled crossings have small pedestrian refuge islands. The lack of controlled crossings, particularly given the high flow of traffic and 30mph speed limit, will be a barrier to some.

The uncontrolled crossing at the A3057 roundabout junction is very wide with a lot of highway space to cover as a pedestrian.

### Potential options

#### WZ2.1.1

Roman Road is subject to a 30mph speed limit. Given its use as an entrance to the Danebury School, it is suggested that a 20mph speed limit is considered here, with pedestrian priority overside road junctions, in the form of continuous footways.

#### WZ2.1.2

Enhance the uncontrolled crossings on Salisbury Hill with either buildouts or larger refuge islands (where space will allow) to help with pedestrian crossing movements.

#### WZ2.1.3

Improve the crossings over Longstock Road and the road south to North Houghton. Seek to tighten these junctions if possible (it is noted that they are used by farm vehicles). Parking restrictions could be implemented on the bridge to prevent pavement parking, generally associated with school pick up and drop off.

#### WZ2.1.4

Enhance the uncontrolled crossings on High Street (near Three Cups Inn) with either buildouts or larger refuge islands (where space will allow) to help with pedestrian crossing movements. Alternatively, if parking is reviewed, there may be potential to narrow the carriageway and have a formal controlled crossing here.

#### WZ2.1.5

Enhance the area around Stockbridge Town Hall with more planting and seating to create a central focal point for the town, this could be achieved by utilising highway space, creating a pinch point for traffic to encourage slower speeds.

#### WZ2.1.6

The current speed limit of the High Street is 30mph, consider reducing the speed to a 20mph limit through the High Street area, with traffic calming if needed.

Gateway features either side of the High Street could be added to enforce the speed limit and alert drivers they are entering a pedestrian priority zone.

#### WZ2.1.7

Consider adding more seating and planting to provide places to stop and rest and shade, and bus shelters could form part of this provision.

#### WZ2.1.8

The existing uncontrolled crossing at this location could be upgraded to a signalised crossing, such as a zebra crossing. Alternatively, if parking is reviewed, there may be potential to narrow the carriageway and have informal or formal crossings without the need for refuges.

#### WZ2.1.9

Review the space allocated to on-street parking and seek opportunities to widen pavements wherever possible to create wider pavement space along sections to allow more space for walking and wheeling.

#### WZ2.1.10

Review the design of the roundabout. Consider tightening the approaches on all arms and replacing the uncontrolled crossings with controlled crossings, e.g. zebras. This would need to be considered alongside measures proposed from cycle route 100, including resurfacing the existing shared use path by the White Hart Inn.

**WZ2.1.1** – Junction of Roman Road

**WZ2.1.4** – Uncontrolled crossing near Three Cups Inn

**WZ2.1.7 & b** – Bus Stops along High Street

**WZ2.1.9b** – On-street parking on south side of High Street

**WZ2.1.2** – Uncontrolled crossing on Salisbury Hill

**WZ2.1.5** – Pedestrian area outside Stockbridge Town Hall

**WZ2.1.8** – Photo of crossing with planters

**WZ2.1.10a** – A3057 arm of the A30 roundabout

**WZ2.1.3** – Longstock Road, High Street, Houghton Road junction

**WZ2.1.6** – High Street

**WZ2.1.9a** – On-street parking on north side of High Street

**WZ2.1.10b** – Crossing Point over Winton Hill arm of A30 roundabout

# Cycle audits: proposed cycle network

## Cycling interventions toolkit

### Fully kerbed segregated cycle track

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

### Pedestrian/cyclist priority street

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

### Contraflow cycle lane

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


### Bent out crossing

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

### Mandatory cycle lane

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

### Stepped segregated cycle track

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

### Dutch style street

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

All images provided by Sustrans unless otherwise noted.

## Cycling interventions toolkit

### Mandatory cycle lane w/light segregation

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

### Off-carriageway cycle track

Cycle facility separated from motor traffic typically through green space.

### 20mph zones

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

Source: Manchester City Council

### CYCLOPS junction

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

### Dutch style roundabout/mini-roundabout

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


### Modal filter

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

Source: LTN 1/20

### Trapezoidal strip

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

All images provided by Sustrans unless otherwise noted.

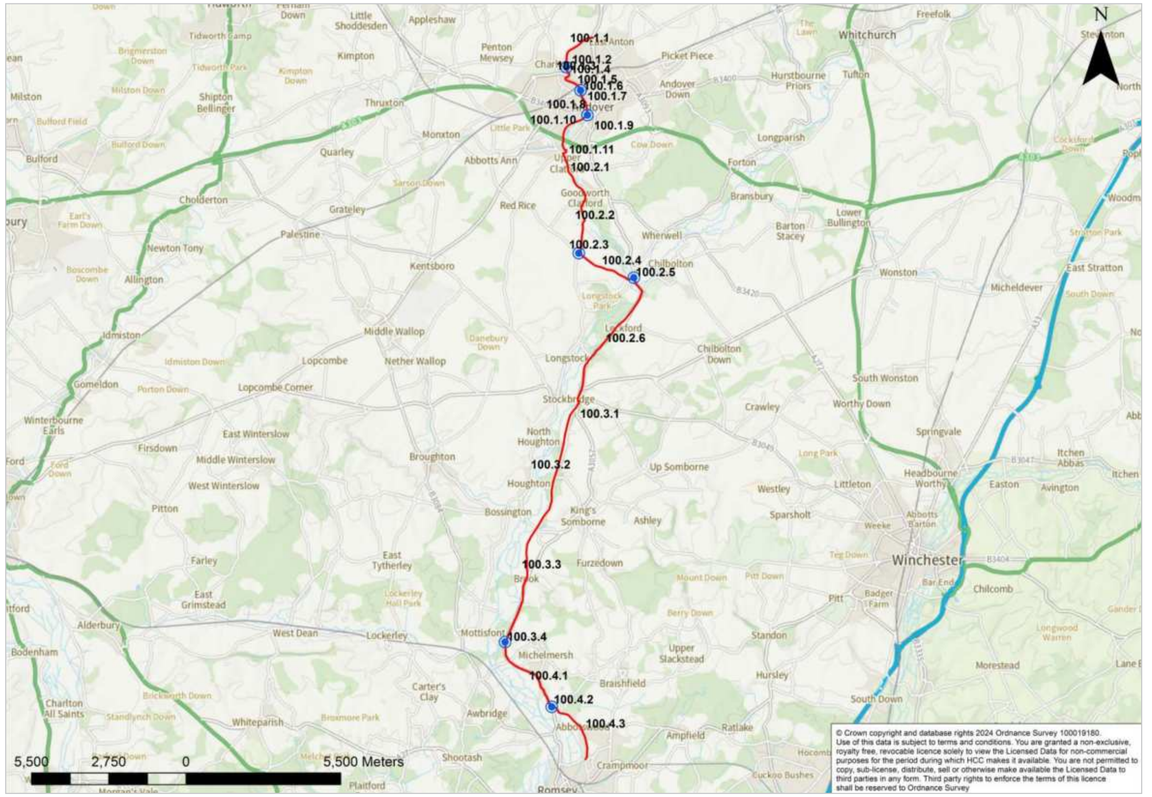
# Route 100: North Andover to Romsey (via Stockbridge)

## Route description

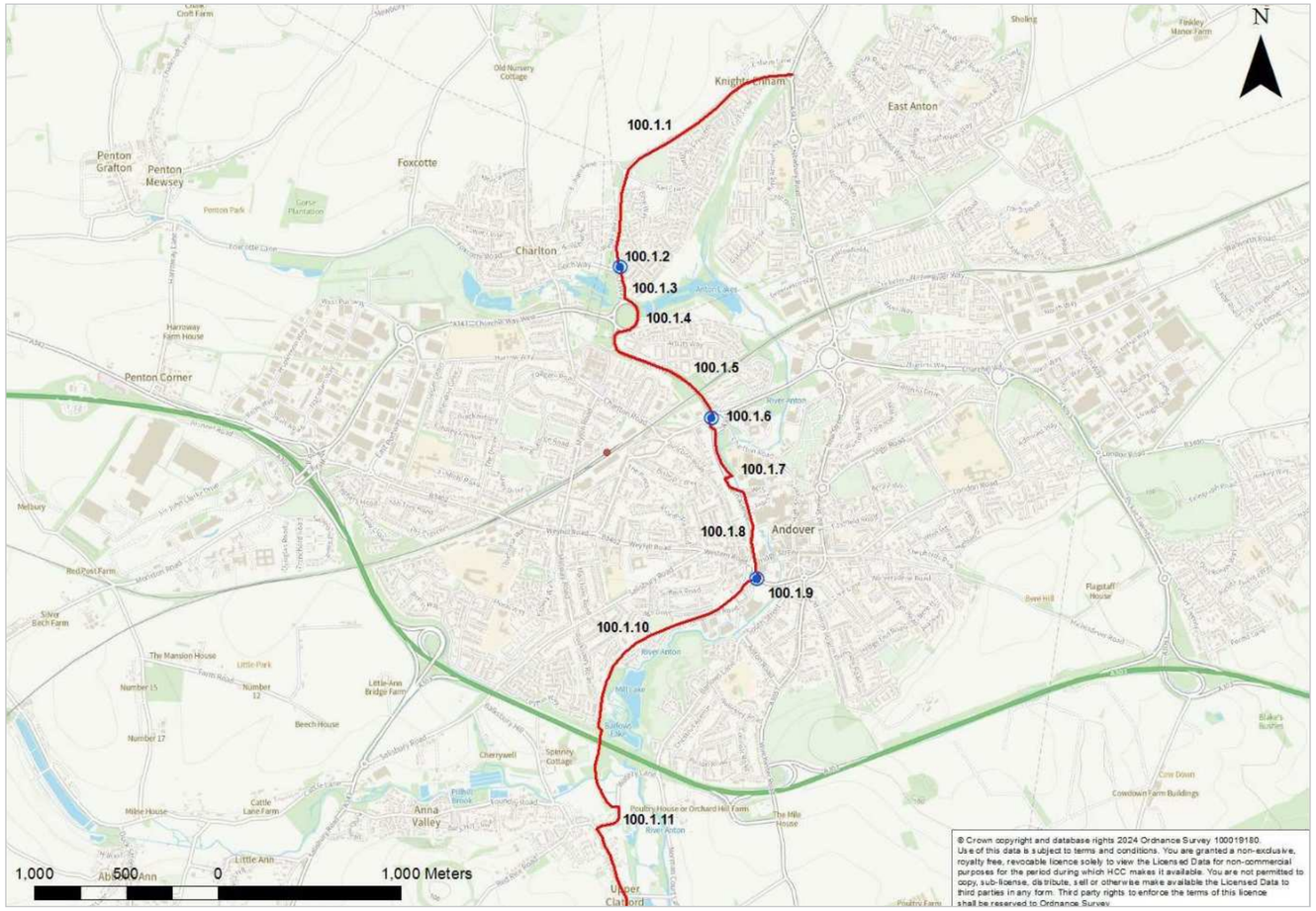
Route 100 begins on Saxon Way in the north of Andover. The route then heads south and onto Redon Way, which is of particular priority as a key link towards Andover town centre, and then Western Avenue. Next, the route follows an off-road shared use path that leads towards Upper Clatford. In Upper Clatford following Longstock Road, route 100 continues south to the Fullerton Road Junction and onto Romsey Road towards Stockbridge. From Stockbridge, the route then moves off-road again along an existing shared use path that rejoins the road network in Stonymarsh on the A3057. The route continues south towards Timsbury and Abbotswood to the junction of the A3057 and Yolkesford Hill. The route ends on Cupernham Lane at the small roundabout with Fishlake Meadows. The route is approximately 31km long, and for much of the route follows the alignment of a former railway.

## Background

This route was supported by local stakeholders. There are four primary bus services that use the route; the services 11, 15, 16 and 68. These buses serve the villages surrounding Andover and also some areas to closer to Romsey. There are no schools directly along this route; however, the villages along this route do have some small primary schools. This route follows the alignment of the National Cycle Network route 246 for most of its extent.



# 100.1 Saxon Way, Andover to Longstock Road, Upper Clatford



## Existing conditions

The first section of route 100 passes through primarily residential and built-up areas through Andover Town and further south in Goodworth Clatford. The speed limits are 30mph, 40mph and 50mph throughout. There is a section of off-road shared use path that connects southern Andover to Upper Clatford.

## Barriers to walking and cycling

There are large sections of road where there is no provision for walking. This is particularly an issue for Saxon Way, which bisects residential areas and creates a barrier for people walking or cycling east-west. Where pavements are available, they are narrow. Most of the route section has no dedicated cycle provision. The shared use path is also narrow, and does not appear to be lit.

Throughout the route section there are large roundabouts that many people would not feel confident to cycle around. The speed limits are also higher than current guidance supports for cycling in mixed traffic. Part of this route follows the A3057, which is a main road with high traffic flows and limited crossing opportunities.

## Potential options

### 100.1.1

There is no existing cycling facility along Saxon Way between the A343 and Goch Way roundabouts; however, there appears to be available width along the eastern side to create a two-way segregated cycle track subject to land availability. A suitable link connecting this facility to the southern side of the Saxon Way underpass and potentially routing cyclists along Enham Lane will need to be explored.

### 100.1.2

Crossing points will be required at the side road arms of the Saxon Way and Goch Way roundabouts. The speed and volume of traffic will likely dictate that controlled crossings are required.

### 100.1.3

The section of Saxon Way between the Goch Way and Charlton roundabouts narrows, with a significant level difference on both sides of the road. There may be scope to continue a segregated cycle track on the eastern side subject to land availability although some additional retaining structure and relocation of the existing crash barrier will be required.

Alternatively, explore using the existing shared use route which runs through Anton Lakes on the eastern side of the roundabout. Explore widening the existing shared use path, improving surfacing on sections and providing lighting.

### 100.1.4

There appears to be scope to continue a segregated cycle track around the eastern side of Charlton roundabout subject to land availability. However, there is a significant level difference which may require a retaining structure which could preclude the continuation of this route here. As identified in 100.1.3, utilising the existing shared use path through Anton Lakes could be explored as a suitable alternative. Due to the speed and volume of traffic, a toucan crossing would be required across the Artist Way arm of the roundabout.

### 100.1.5

There are currently no pedestrian or cycle facilities along the A343 Redon Road; however, there appears to be scope to continue a two-way segregated cycle track on the western side subject to land availability. This will require a toucan crossing at a suitable location to enable users to cross this high-speed road.

### 100.1.6

Explore continuing the cycle facility around the western side of the Folly roundabout. Due to the limited available width on the northern side, a short section of shared use path may be required. A toucan or parallel crossing would be required over the Charlton Road arm along with a suitable facility linking to the existing toucan crossing on the A3057 Western Way.

### 100.1.7

The existing shared use path which runs along the eastern side of Western Avenue between the Folly roundabout and Waterloo Court is below the minimum width required for this type of facility. There appears to be available width to provide a segregated cycle track subject to land availability.

### 100.1.8

There is an existing segregated cycle track which continues from Waterloo Court along the eastern side of Western Avenue until it ends abruptly in advance of the toucan crossing at the Bridge Street signalised junction. There appears to be scope to continue this facility so it connects to the Bridge Street junction, subject to land availability.

### 100.1.9

A review of the Bridge Street signalised junction and Anton Mill Road roundabout should be carried out to improve cycle priority through these junctions and provide route continuity for east and westbound cyclists.

### 100.1.10

On leaving Western Avenue, the shared use path connects to an off-road shared use path called Leyton Path. This runs from the Anton Mill roundabout to Watery Lane through Rooksbury Mill nature reserve, with an additional access from Anton Mill Road. Most of the route is wide and has a bound surface, but there are inconsistent sections which could be upgraded. Lighting should also be reviewed to ensure people can comfortably use this route after dark.

### 100.1.11

The small stretch of Watery Lane is currently a 30mph road with no pavement. It appears to have a low traffic flow. The lane is constrained by properties and treelines. To enable mixed traffic cycling, a 20mph speed limit, potentially with traffic calming, would need to be considered.

## 100.1 Saxon Way, Andover to Longstock Road, Upper Clatford

**100.1.1** – Newbury Road pedestrian crossing

**100.1.4** – Anton Lakes shared use path connected to Saxon Way

**100.1.7** – Shared use path along Western Avenue

**100.1.10** – Access to Leyton Path

**100.1.2** – Saxon Way/Goch Way roundabout

**100.1.5** – Redon Way conditions

**100.1.8** – Shared use path along Western Avenue

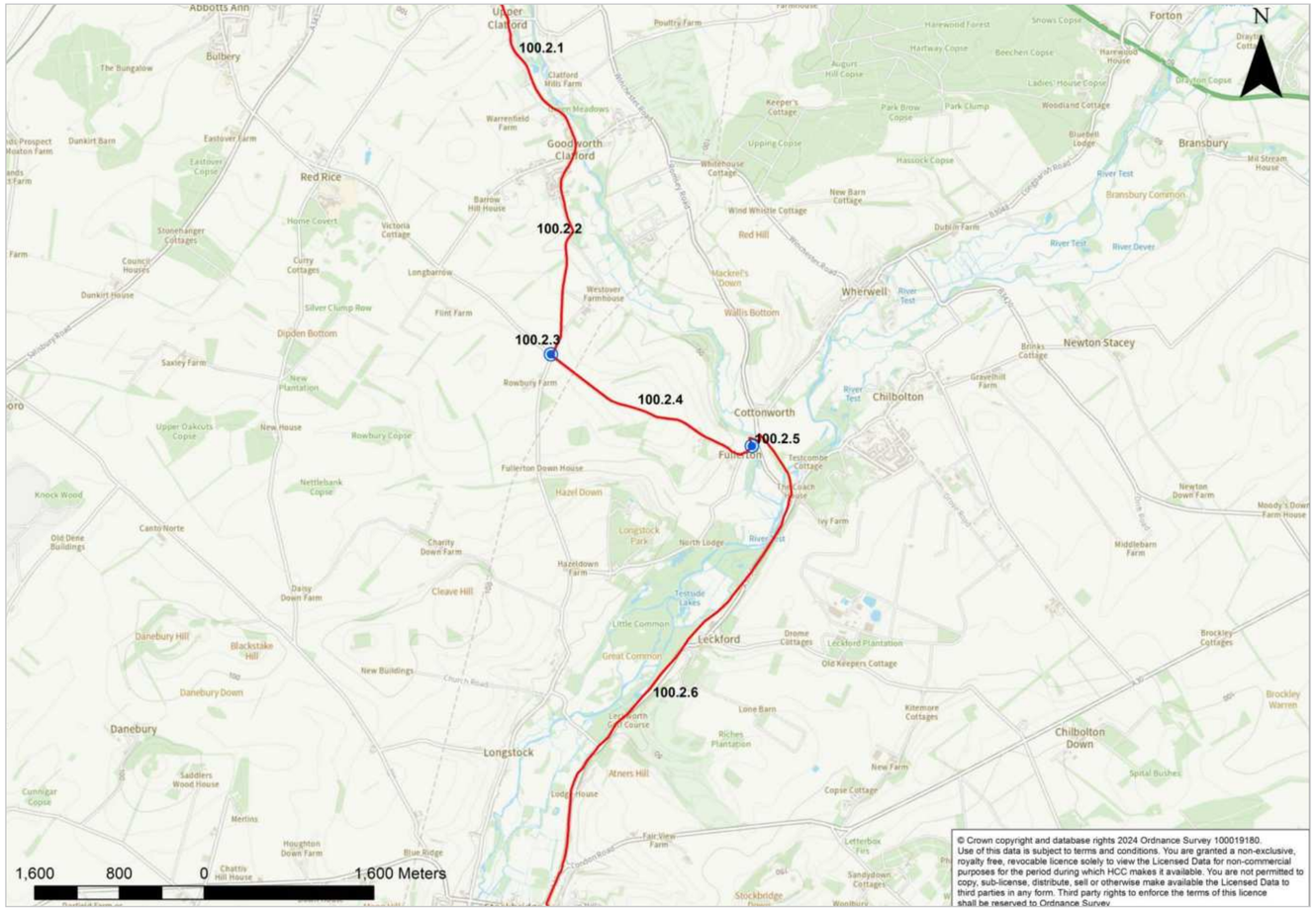
**100.1.11** – End of Leyton Path and Watery Lane

**100.1.3** – Goch Way and Parallel Footway

**100.1.6** – Crossing points and layout of Folly roundabout

**100.1.9** – Shared use path along Western Avenue

# 100.2 Longstock Road, Upper Clatford to Stockbridge



## Existing conditions

The second section of route 100 is very rural with large sections of road with no pavement provision and a national speed limit.

## Barriers to walking and cycling

The rural roads offer no dedicated cycling provision and are also narrow and constrained by the property boundaries on both sides. The lighting through the section is limited in areas, some areas are unlit.

## Potential options

### 100.2.1

Through the villages of Upper Clatford and Goodworth Clatford there is not sufficient space to provide separate cycle facilities. The only suitable option would be to consider a reduction from 30mph to a 20mph, with traffic calming, to allow for cycling in mixed traffic. Depending on flows, modal filters may need to be considered.

### 100.2.2

Longstock Road south from Goodworth Clatford is narrow and has a 60mph speed limit. It is bounded by fields. Land ownership could be reviewed to consider segregated cycle facilities. With the current layout, the only suitable option that would meet national guidance is a reduction of speed to 20mph, probably with traffic calming.

### 100.2.3

The junction of Longstock Road and Fullerton Road is a crossroads, there are no walking or cycling facilities. The option here will depend on the option progressed for 100.2.2.

### 100.2.4

The section of Fullerton Road that connects to Romsey Road is a rural road with a narrow grass verge on both sides. It appears to have low traffic flows. There may be enough space to provide a shared use path, or consider segregated facilities, depending on land availability. Alternatively, the previously described 20mph approach could be continued, or a Quiet Lane approach could be considered.

### 100.2.5

Approximately 30m west of the Fullerton Road/Romsey Road junction, the route diverts from the carriageway along a path under Romsey Road and connects to a footpath parallel to Romsey Road. The entrance to the path is not well signed and could easily be missed. Additional wayfinding should be installed to guide users onto the path. This footpath could be made into a shared use path by improving the path surface and widening the path. Cutting back overhanging and overgrown vegetation would also improve comfort for those using the path.

### 100.2.6

There is an existing off-road shared use path called Test Way that connects to Romsey Road and runs parallel to it until it reaches Stockbridge. It is narrow and has an unbound surface. Test Way appears to have space available to provide a segregated cycle path all the way along the route. Neither the road nor the shared use path are lit, so may also require lighting measures.

**100.2.1** – Upper Clatford

**100.2.4** – Fullerton Road junction

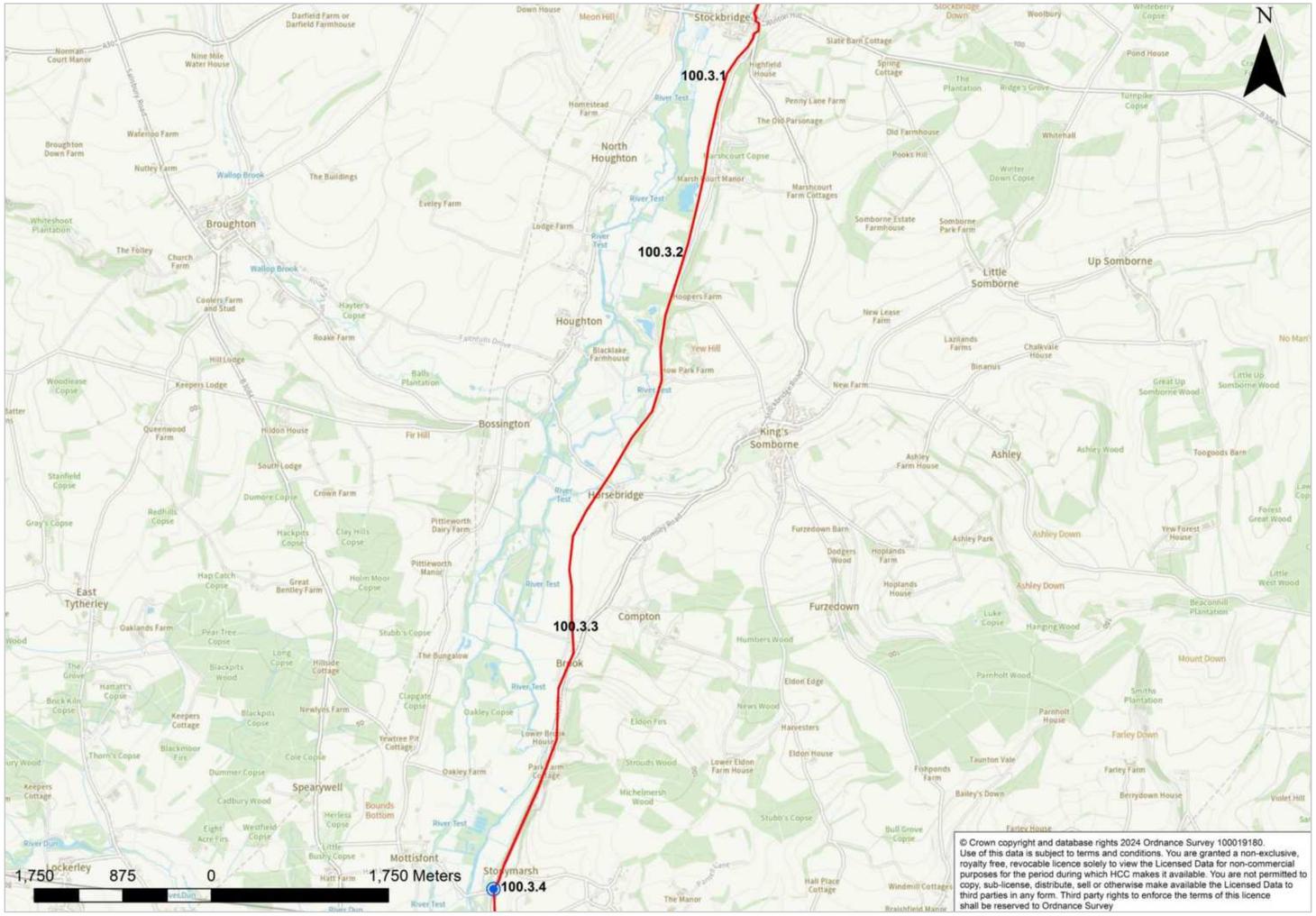
**100.2.2** – Longstock Road

**100.2.5** – Fullerton Road at the entrance to the path under Romsey Road

**100.2.3** – Langstock Road/Fullerton Road junction

**100.2.6** – Test Way

# 100.3 Stockbridge to Stonymarsh



## Existing conditions

The route from Stockbridge to Stonymarsh is currently along an off-road shared use path that runs parallel to, but set back from, the road network behind a treeline. The section begins at the White Hart Inn in Stockbridge and continues south all the way until the small junction of Mottisfont Lane and the A3057.

## Barriers to walking and cycling

The surfacing along this section varies from an unsurfaced track to paved areas. The section also has large areas with some overgrown trees that restrict the width and height available. There is no direct lighting and it is narrow in parts.

## Potential options

### 100.3.1

Controlled crossings could be installed across the A30/ A3057 roundabout in Stockbridge. Resurfacing the shared use path along this section of the route would improve the experience for people walking and cycling.

### 100.3.2

The treelines and vegetation along the route create areas that are narrow are restrict available height. Maintenance programmes could be reviewed to ensure the route is kept clear all year round. The section should be widened in parts to make sure it meets current guidance.

### 100.3.3

The route is only lit by the street lights along Romsey Road, and due to the established trees, many areas are unlit. Lighting provision should be investigated to aid wayfinding and improve personal safety.

### 100.3.4

Close to Mottisfont Lane in Stonymarsh the route joins the A3057 which is a 50mph road. There is uncontrolled crossing. A controlled crossing should be considered. Mottisfont National Trust property is very close to this junction, improvements to connect the route to this tourist attraction could also support visitor trips.

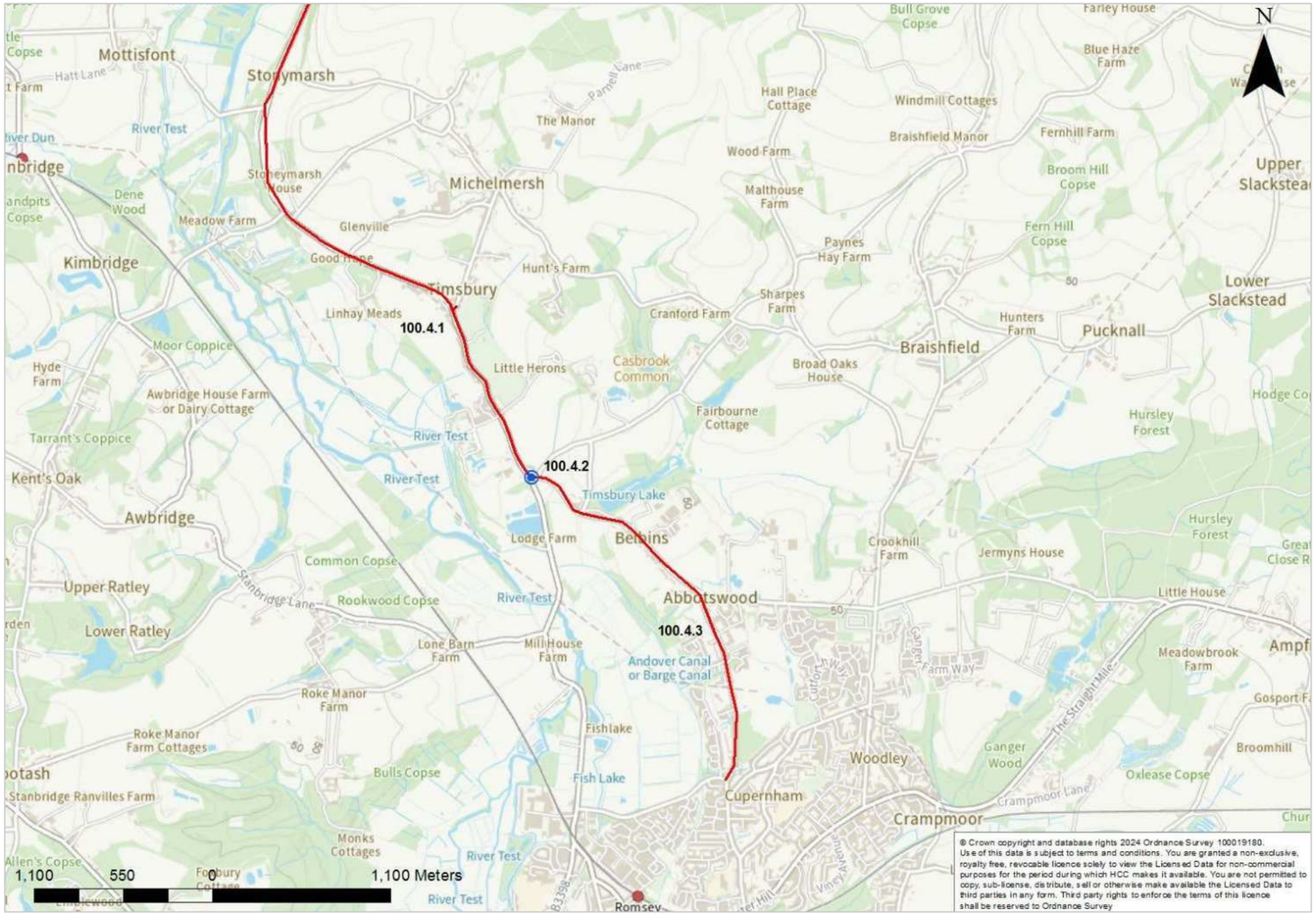
**100.3.1** – Test Way

**100.3.3** – Test Way

**100.3.2** – Test Way

**100.3.4** – A3057 near Mottisfont Lane

# 100.4 Stonymarsh to Cupernham Lane



## Existing conditions

The final section of this route follows a rural road with a 50mph speed limit which reduces to 30mph at the village of Belbins. The route has a footway on one side of the road. It appears to have a high volume of traffic at all hours of the day.

## Barriers to walking and cycling

The pavement that is available is narrow and would not be suitable for sharing with cycling. The high speed of the road also poses a barrier. Within the Romsey area there is adequate streetlighting; however, further north on the A3057 there is no street lighting.

## Potential options

### 100.4.1

There is a shared use path along the A3057 here; however, it is narrow. Consider using the available highway space to create a fully segregated cycle track along this section all the way to the junction with Yokesford Hill. A wider shared use path could be considered as an alternative to a fully segregated cycle track. If there is insufficient width, land ownership could be reviewed as there is a field adjacent to the path.

### 100.4.2

Yokesford Hill has no dedicated pavement or cycling provision; the road begins at 50mph and reduces to 30mph upon entering Belbins. Along this short 50mph section, if there is sufficient space, the shared use path could be continued. If not, a 20mph approach with traffic calming would need to be considered.

### 100.4.3

This last section ends at Cupernham Lane and travels through the village of Belbins. In places, there appears to be space to create a shared use path, but in other areas, the route is bounded by properties or other constraints. A shared use path should be investigated first, but if this is not feasible, a 20mph approach with traffic calming or modal filters should be considered.

**100.4.1** – A3057

**100.4.2** – Yokesford Hill

**100.4.3** – Belbins

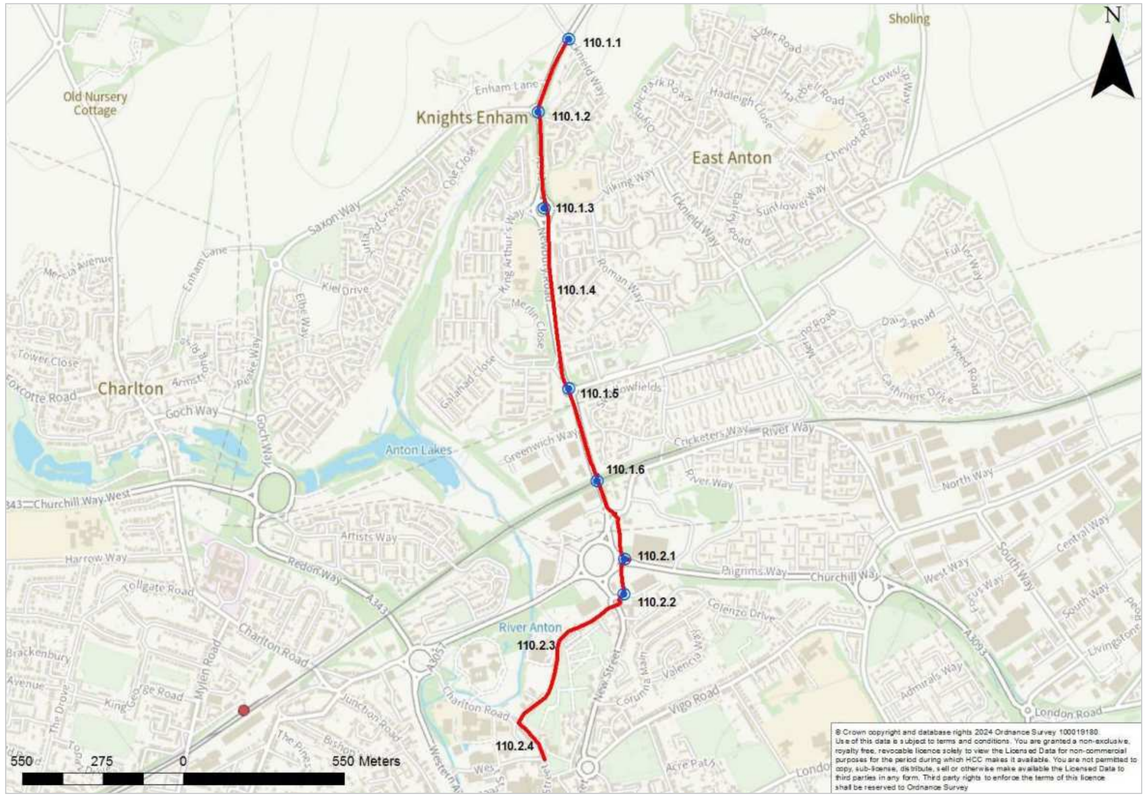
# Route 110: Newbury Road to Eastern Avenue roundabout

## Route description

Route 110 begins at the junction of Newbury Road and Icknield Way and continues south along Newbury Road. It passes over the Saxon Way roundabout and along Newbury Road all the way to the Enham Arch roundabout.. The route then turns southwest along Shepherds Spring Lane and then south again along Marlborough Street. The route is approximately 2.5km long.

## Background

This route was supported by local stakeholders. There are three bus services that use the route, the services 1, 6 and 7. There are five schools along this route, situated within the residential estates on Smannell Road and King Arthurs Way. This route section connects to National Cycle Network route 246 near the railway bridge over Newbury Road.



# 110.1 Newbury Road to Enham Arch roundabout

## Existing conditions

This section of route 110 follows the A343 Newbury Road that leads to the north of Andover, the majority of Newbury Road has 50mph speed limit that reduces to 40mph on the approach to Enham Arch roundabout. The road is well lit and has a constant traffic flow. The route is directly connected the larger housing estates in northern Andover and East Anton.

## Barriers to walking and cycling

Narrow pavements within residential areas are a barrier to people walking, particularly those who have buggies or who use wheelchairs. There is no dedicated cycling provision, so cycling is in high volumes of traffic with a 50mph speed limit and will not be suitable for most users.

The lack of crossing points and high traffic flows and speeds along Newbury Road (A343) separate communities to the west and east, and do not allow for convenient pedestrian or cycle movements across the road. The pedestrian bridge across the A343 by King Arthurs Way provides some connectivity, but is too narrow for people cycling to use, and there is currently no ground-level alternative.

## Potential options

### 110.1.1

The junction of Newbury Road and Icknield Way does not have suitable crossing facilities for people cycling and is missing access points onto the Newbury Road shared use path. Investigate providing a toucan crossing and new access points. Explore widening the existing shared use path or providing a fully segregated cycle track on the western side between Icknield Way and Saxon Way roundabout.

### 110.1.2

The shared use path continues under the Saxon Way arm of the roundabout but away from the desire line of the proposed route. There appears to be scope to continue a shared use path or segregated cycle track on the western side of Newbury Road between the Saxon Way and Roman Way, King Arthurs Way roundabout, subject to land availability. A suitable link connecting this facility to the southern side of the Saxon Way underpass will also need to be explored.

### 110.1.3

The Roman Way, King Arthurs Way and Newbury Road roundabout is large and has minimal provision for pedestrians and no existing cycle infrastructure. Continuing from the measures identified in 110.1.2, investigate providing a controlled crossing in King Arthurs Way and another south of the roundabout, with a continuation of the shared use path or segregated cycle track between them.

### 110.1.4

Newbury Road, between the Roman Way/King Arthurs Way and Smannell Road roundabouts, is a dual carriageway and has no provision for cycling. The remaining length of Newbury Road has large grass verges, so there is potentially space available on either of the dual carriageway to create a fully segregated cycle track for the full length.

### 110.1.5

Investigate installing a parallel or sparrow crossing (depending on flows) on the Smannell Road arm of the roundabout and either widening the existing shared use path on the eastern side of Newbury Road along to Enham Arch or provide a fully segregated cycle track along this section. A controlled crossing should also be considered across the north arm of the roundabout to provide a connection to the King Arthurs Way estate.

### 110.1.6

The pavement under the railway currently has a ‘cyclists dismount’ sign and a narrow pavement. An investigation into the feasibility of providing shuttle working through Enham Arch should be undertaken. After the railway, there is scope to improve the existing toucan crossing over the River Way junction to a sparrow crossing to separate walking and cycling movements. However, this would only be applicable if a segregated facility was pursued. The signal timings of the existing toucan crossing could also be investigated to ensure that people walking and cycling are not waiting longer than necessary.

**110.1.1** – Newbury Road

**110.1.2** – Saxon Way/Newbury Road roundabout

**110.1.3** – Roman Way/King Arthurs Way/Newbury Road roundabout

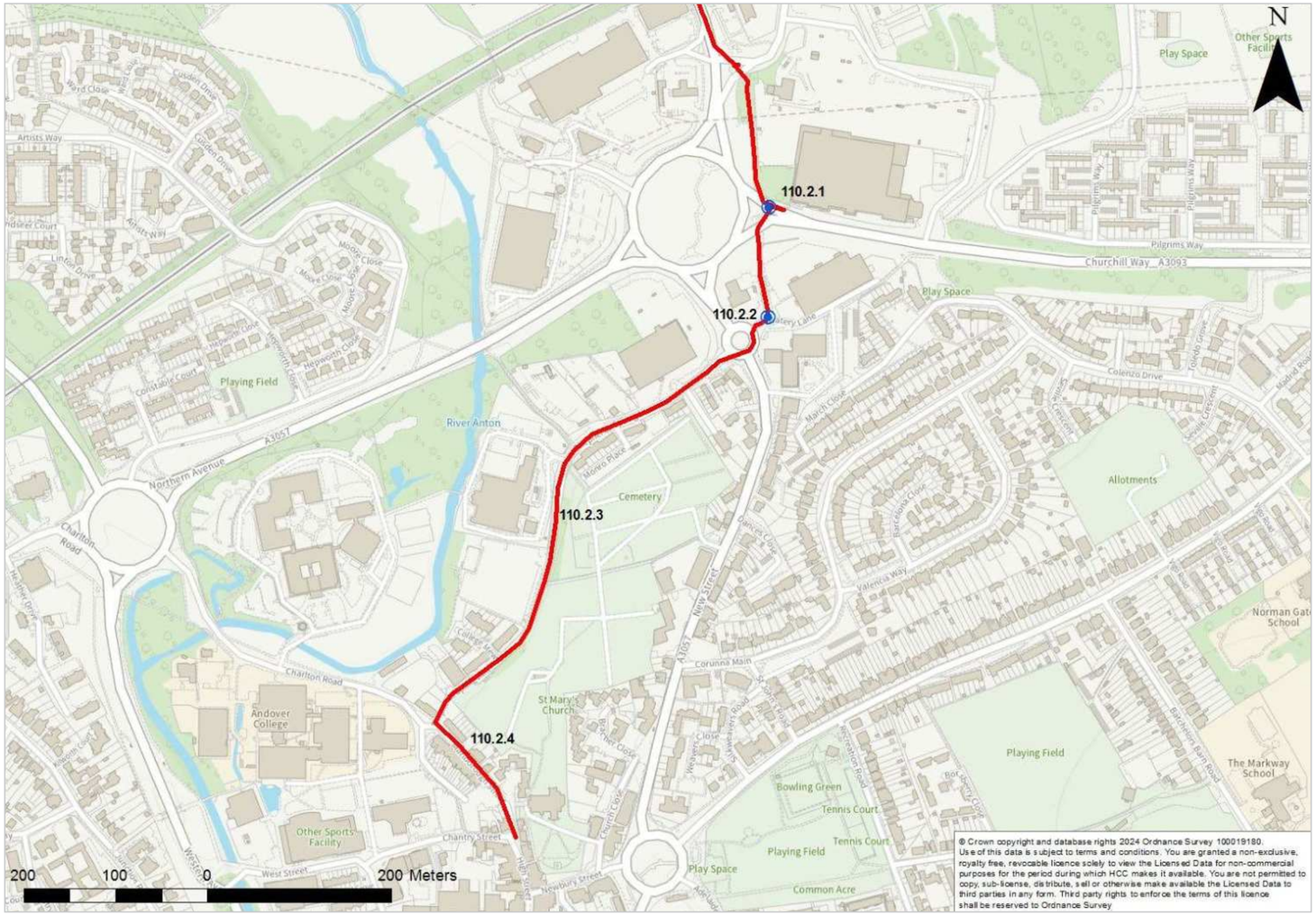
### 110.1 Newbury Road to Enham Arch roundabout

**110.1.4** – Newbury Road

**110.1.5** – Smanell Road/Newbury Road roundabout

**110.1.6** – Newbury Road near railway bridge

# 110.2 Enham Arch roundabout to High Street



## Existing conditions

Beginning at the northern side of Enham Arch roundabout the route heads south towards the small retail park on Watery Lane and Jubliee Way. There are several signalised crossings over each arm of the roundabout. Jubliee Way and Watery Lane are roads with no through route and are only used to access commercial units. Traffic flows and speeds along these roads are low. Shepherds Spring Lane is a no through route, and is only used to access residential and industrial units. Marlborough Street has a 30mph speed limit, with narrow pavements on either side of the road.

## Barriers to walking and cycling

Across the roundabout, the pavement is a shared use path that is narrow and does not suitably accommodate cycling. The New Street section does not have any direct cycling provision as the shared use path is redirected towards Shepherd Spring Lane.

## Potential options

### 110.2.1

There is a small section of pavement on the eastern side of the Enham Arch roundabout; the area is overgrown and narrows the pavement. There is space to widen the existing shared use path to continue a fully segregated cycleway. Additionally, crossing the Churchill Way arm of the roundabout, there is currently a toucan crossing arrangement with an island in the centre of the road. Consider improving the toucan crossing into a sparrow crossing to separate people cycling and walking.

### 110.2.2

Once over the Churchill Way crossing, the shared use path narrows and joins a spur of Watery Lane. A separate cycle track should be created between Churchill Way and Watery Lane, with cyclists continuing on carriageway. After the junction with Watery Lane, the shared use path restarts; this could again be converted to a separate cycle track and footway. Priority across the junction should be considered. A review of the Blacksmiths roundabout should be undertaken to improve route continuity in both directions; for example, crossings of the roundabout arms could be improved by introducing parallel crossings.

### 110.2.3

Where the route meets Shepherds Spring Lane a suitable transition to carriageway should be provided, with on-carriageway cycling along the length of Shepherds Spring Lane. The modal filter partway along should be reconfigured to enable easier cycling, while maintaining the restriction on through motor-vehicle movements.

### 110.2.4

The route continues along Marlborough Street, as a low-traffic 20mph street. The High Street end would need to be made two-way for cycling. Alternative options include a connection through the Marlborough Street car park, or a route through the college site, subject to landowner agreement. Ideally multiple route options should be provided to allow for diversity of destinations around the town centre, and this could be considered as part of the planned redevelopment of this area.

**110.2.1** – Enham Arch roundabout – shared use path

**110.2.3** – Shepherds Spring Lane


**110.2.2** – Blacksmiths Roundabout – Watery Lane arm

**110.2.4** – Marlborough Street

# Route 200: Weyhill Road to Picket Piece

## Route description

The route begins on Weyhill Road at the junction of the small business just west of Reith Way. Continuing along Weyhill Road, the route passes over the Hundred Acre interchange and the East Portway roundabout. At the Weyhill Road/The Drove it turns north before proceeding along residential paths and roads: Amber Gardens, Topaz Drive, Watson Avenue and Watson Acre. At the Watson Acre/Mylen Road junction, route 200 turns south and then east again to pass the Andover railway station. The route then proceeds to and through the town centre along Bishop's Way, Junction Road, West Street, Chantry Street, High Street and Newbury Street. At the Vigo Road roundabout, the route continues west to Adelaide Road and along Acre Path and then onto London Road. Following London Road, the route follows the road onto the Walworth roundabout and then north along Walworth Road. It concludes on Walworth Road where it meets the roundabout that accesses Picket Piece housing estate. The route is approximately 8km long.

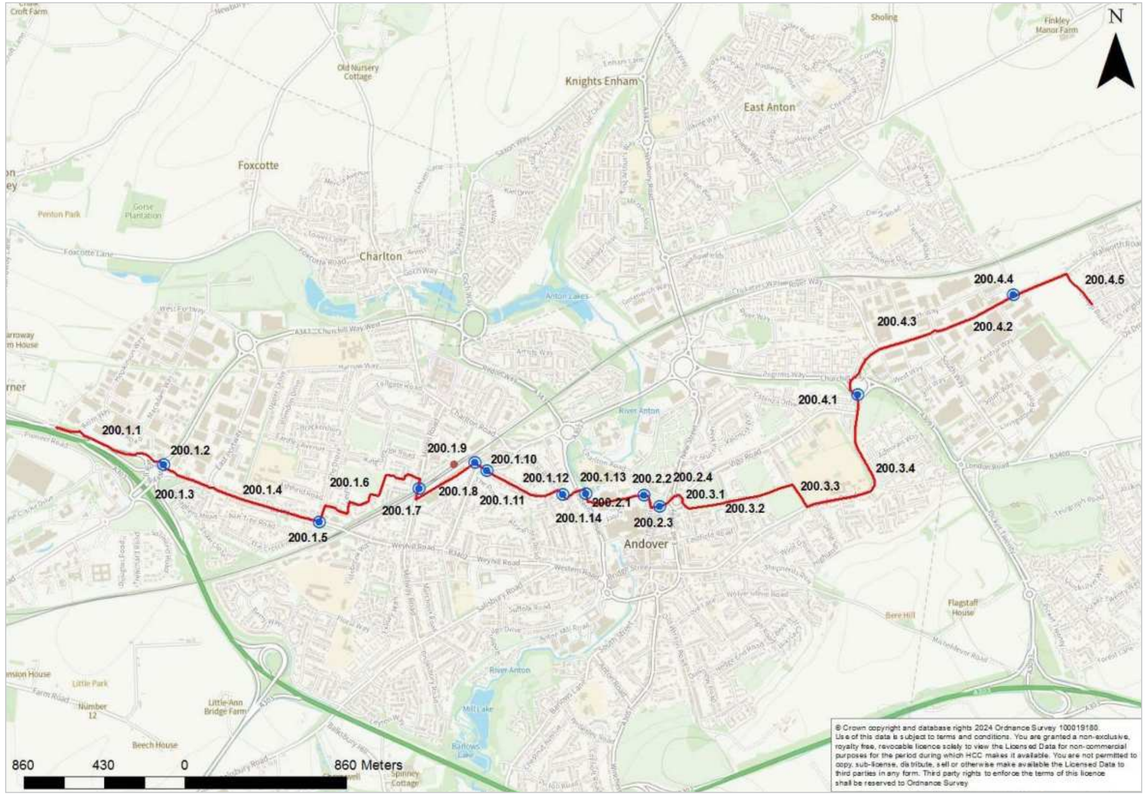
## Background

This route was supported by local stakeholders. There are three bus services that use the route, the services 5, 13 and 76 use route 200. There are five schools along this route, all situated on London Road.

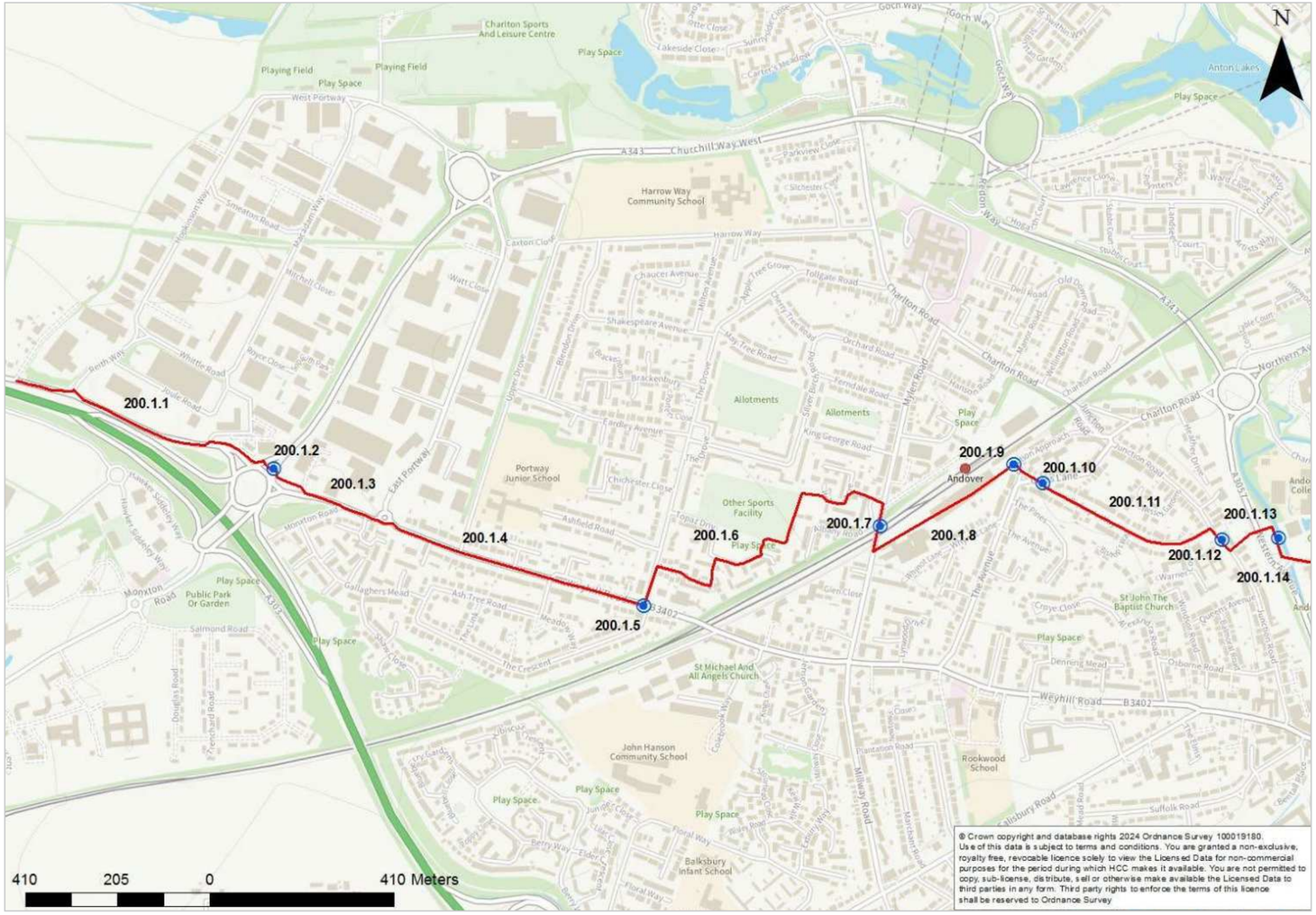
This route section connects to the National Cycle Network route 246 at Western Road.

The original alignment identified for Primary Route 200 followed Weyhill Road and Western Road to the town centre. However, the auditing process identified insufficient space for dedicated cycle infrastructure. Traffic volumes are too high for on-carriageway cycling to be suitable for many people, and there are limited options to restrict motor vehicles on this section. As such, an alternative alignment has been used, with the route diverting into The Drove (200.1.5) and then via Amber Gardens, Topaz Drive, Watson Acre, crossing the railway bridge on Millway Road and into Andover Railway Station car park towards Station Approach. This route, mainly following quiet residential roads and existing off-road paths, is likely to be offer a higher quality route, albeit more indirect.

It will be kept in mind that some people will still need to use the Weyhill Road/Western Avenue and some will prefer the more direct route. Measures to maximise safety for people walking, wheeling and cycling on Weyhill Road/Western Road, such as reducing vehicle speeds, should be considered alongside development of the revised route.



# 200.1 Weyhill Road to West Street



## Existing conditions

Beginning on Weyhill Road, the speed limit is 60mph with long sightlines and wide carriageways. A shared use path is present on the northern side of Weyhill Road from the beginning of the route and is continuous through the Hundred Acre roundabout, with toucan crossings to allow for east-west travel across the southern junction arms. Upon approaching the Hundred Acre roundabout, the road slows to 40mph and then down to 30mph once across the roundabout. To the west of the Weyhill Road/ East Portway junction, the street environment transitions to more residential use, with occasional commercial properties. The shared use path continues from the Hundred Acre roundabout along the south side of the road.

At the Weyhill Road/The Drove junction, route 200 turns north and proceeds along quiet residential streets and shared use paths until the Watson Acre/Mylen Road junction. The route proceeds south across the Mylen Road railway bridge, which has a separate footbridge but no cycle-specific infrastructure.

Route 200 then takes a turn to the west along Station Approach, a road with no through route which serves to provide parking and access to the Andover railway station. Traffic flows and speeds are low along this section.

Once past the station, the route continues westward along Cross Lane and Bishops Way towards the town centre; these are principally residential roads and have 30mph speed limits. Bishop's Way has on-street parking bays along one side for most of its length. There are pavements on both sides of the road, but no cycle-specific infrastructure is present.

Junction Road has a modal filter preventing motor vehicle traffic from using the road as a through route, and people cycling are directed to use the carriageway. The route then proceeds along the Junction Road/West Street shared use path, under Western Avenue, and emerges onto West Street.

## Barriers to walking and cycling

The stretch of the route along Weyhill Road before the Hundred Acre roundabout has a shared use path on one side of the road which is not wide enough to meet current design guidance. Crossing the roundabout onto the second section of Weyhill Road, the road slows to 30mph with a residential setting. Along this stretch of Weyhill Road the shared use path on the southern side of the road has inconsistent width, with some areas likely too narrow to be comfortable for all users.

The shared use path on the south side of Weyhill Road is likely too narrow to allow for people cycling and walking to easily pass each other. Although there are frequent uncontrolled north-south crossings along Weyhill Road, these have narrow refuges that would be unsuitable for most wheelchair users or those with buggies.

The pathway that connects Topaz Drive to Watson Acre has staggered cycle barriers on both ends of the path with no street lighting on the main section through the field.

The Mylen Road railway bridge is narrow and may be uncomfortable for people cycling due to close passing vehicles. The footbridge is also narrow.

## Potential options

### 200.1.1

There is an existing shared use path which runs along the northern side of Weyhill Road from the start of the route at the western extent to the Hundred Acre roundabout. As this is considered to be an interurban section, the shared use path is acceptable; however, it runs adjacent to a high-speed road, so the existing separation margin strip is below the minimum required for this speed of road. There appears to be scope to locally widen the pavement along the full extent for further improve this facility, subject to land availability. This route also crosses the large retail park junction and due to traffic volumes and speeds an appropriate controlled crossing will be required.

### 200.1.2

The existing uncontrolled crossing which crosses the A343 arm of the Hundred Acre roundabout is unsuitable for the current traffic volumes and speeds. Investigate providing a toucan crossing at a suitable location to give priority to cyclists.

### 200.1.3

There are existing shared use paths on both sides of Wehyill Road between the Hundred Acre and the E Portway roundabouts. Consideration should be given to providing a priority crossing over Monxton Road and the entrances to commercial units on the north side to aid cyclists. A parallel crossing to the west of the East Portway roundabout would give cyclists transitioning from north to south and vice versa priority over motorised traffic.

### 200.1.4

The existing shared use path continues along the southern side of Weyhill Road from the E Portway roundabout until it abruptly stops at The Crecent junction. Due to property boundary constraints, there is no scope to provide fully segregated cycle tracks along this section. However, consideration should be given to providing continuous footways across all side roads along the route to give priority and continuity for cyclists. Investigate providing parallel crossings in the vicinity of The Drove and Upper Drove to enable cyclists to access the shared use path from the northern side.

### 200.1.5

Add a parallel or toucan crossing near the junction of The Drove to allow the route to cross over Weyhill Road. A suitable transition to the carriageway on The Drive will be required which may require modification to the junction or use of third party land.

### 200.1.6

The Drove, Amber Gardens, Topaz Drive and Watson Acre should be suitable for cycling on carriageway. A 20mph limit or zone could be introduced. Shared use paths connect Amber Gardens to Topaz Drive and Topaz Drive to Watson Acre. Wayfinding could be improved on this section to mitigate the slightly convoluted nature of the route. There is a full height kerb at the Topaz Drive entrance to the shared use path leading to Watson Acre, a dropped kerb or raised table is needed to allow an effective transition. Chicane barriers on this path also need to be removed.

### 200.1.7
The route uses a short section of Mylen Road and Millway Road to cross the railway line. Measures may be needed to reduce traffic volumes and speeds here to allow for mixed traffic cycling. If and when this bridge, or the adjacent footbridge is replaced, improved facilities for cycling could be considered.

### 200.1.8
Improvements to signing of the route through Andover Station could be made in partnership with South Western Railway/Network Rail.

### 200.1.9
There are no existing cycle facilities at Andover Rail Station and the forecourt is dominated by on-road parking and taxi ranks. A review of Station Approach should be undertaken to reallocate road space for the benefit of people walking and cycling. The existing uncontrolled crossing should be upgraded to a parallel crossing to give priority to people walking and cycling.

### 200.1.10
A review of the Station Approach/Cross Lane/Bishops Way junction should be carried out to simplify the layout. The junction should be reconfigured, and a parallel crossing provided on Cross Lane to connect Bishops Way and give priority to people walking and cycling.
A continuous crossing should also be considered at the Bishops Way junction.

### 200.1.11
Although there appears available width to provide an off-road cycling provision along Bishops Way it would require the removal of a significant number of mature trees. An alternative option could be to investigate reducing the speed limit to 20mph with traffic calming measures and providing a modal filter at the Warner Close junction to reduce the volume of through traffic. Explore changing the Bishops Way/Junction Road priority to improve cycle route continuity.

### 200.1.12
The short section of Junction Road between the Bishops Way junction and the existing modal filter is a low-speed environment with low traffic volume so is considered acceptable for mixed traffic cycling. The 20mph speed limit should be continued along this section of Junction Road for continuity.

### 200.1.13
There is an existing shared use path which links Junction Road with West Street via a lit underpass. Investigate widening this facility where possible and provide segregation by level if feasible.

### 200.1.14
The short section of pavement from the underpass up to the turn with West Street also has a line-segregated pavement for pedestrians and cycling ; however, the space currently available is not suitable to support passing easily, there is potential to use the large grass verges on either side to widen both sides of the pavement to allow for adequate passing space.

**200.1.1** – Weyhill Road junction with access Weyhill Road

**200.1.4** – Shared use path through public park on Topaz Drive

**200.1.2** – Weyhill Road conditions east of Weyhill roundabout

**200.1.5** – Railway Bridge at the junction of Watson Acre and Millway Road

**200.1.3** – Weyhill Road junction with The Drove

**200.1.6** – Route through the railway station car park

## 200.1 Weyhill Road to West Street

**200.1.7** – Andover railway station entrance

**200.1.10** – Junction Road footway

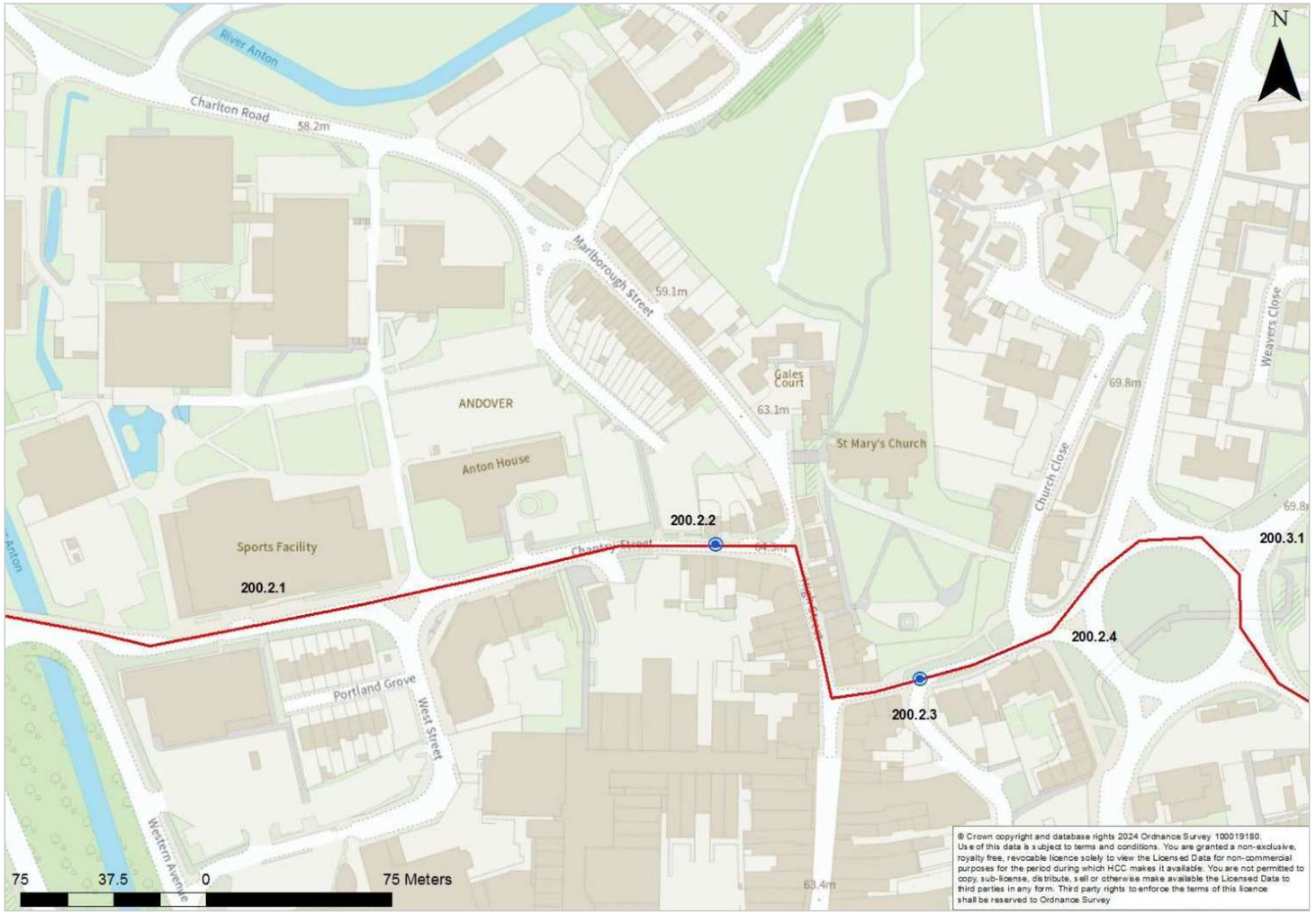
**200.1.8** – Cross Lane/Bishops Way junction

**200.1.11** – Underpass beneath Western Avenue

**200.1.9** – Bishops Way footway

**200.1.12** – Shared use facility along Western Avenue

# 200.2 West Street to Vigo Road Roundabout



## Existing conditions

The route follows along West Street, a one-way street past the leisure centre. It continues eastwards along Chantry Street, which also forms part of the one-way system. The one-way system on Chantry Street has a cycle contraflow that allows cyclists to continue up Chantry Street towards the High Street. High Street is also one way with the continuing cycle contraflow; however, there are several small car parking spaces that tighten the road, narrowing the space available considerably. Newbury Street is a small section of the route that connects onto Eastern Avenue roundabout, it is still one way and has pavements on either side connecting to the roundabout.

## Barriers to walking and cycling

The small section of West Street along the route has a narrow shared use path that passes along the leisure centre and the small business estate. The contraflow on Chantry Street and High Street are narrow and do not adequately allow for cycling while there is oncoming traffic without making use of the pavement sections. Along High Street and also Newbury Street, the pavements are very narrow where the shop frontages are very close together, narrowing the available space. The route has regular traffic use that also affects the space available.

## Potential options

### 200.2.1

There is an existing shared use path which runs along the northern side of West Street which ends abruptly at the junction with Chantry Street. Improve legibility and quality of the shared use route along West Street. Investigate providing parallel crossings at the West Street/Chantry Street junction to give people walking and cycling priority. Lighting columns could be moved to allow people to use the entire width of the pavement.

### 200.2.2

The western end of Chantry Street between West Street and the start of the one-way section is two-way. This is considered to be a low-speed environment with low traffic volume but reallocation of road space to create wider pavements along with a 20mph speed limit and additional traffic calming measures would enhance this space.

The section between the start of the one-way system and the Marlborough Street junction currently permits contra-flow cycling, however, the road width is narrow. This is also considered to be a low-speed environment with low traffic volume so suitable for mixed traffic cycling, however, consideration should be given to reducing the speed limit to 20mph and installing further measures to minimise vehicular traffic movement along this section to improve the current arrangement.

### 200.2.3

The narrow one-way system with contra-flow cycling continues along Chantry Street and Newbury Street. This section is also considered to be a low-speed environment with low traffic volume so suitable for mixed traffic cycling, however, consideration should be given to reducing the speed limit to 20mph and installing further measures to minimise vehicular traffic movement along this section to improve the current arrangement.

### 200.2.4

Modify the junction of Newbury Street/Church Close/ Vigo Road roundabout to create a clear, safe transition to the existing shared path. Improvements could be made to the width and alignment of the shared path and toucan crossing over East Street.

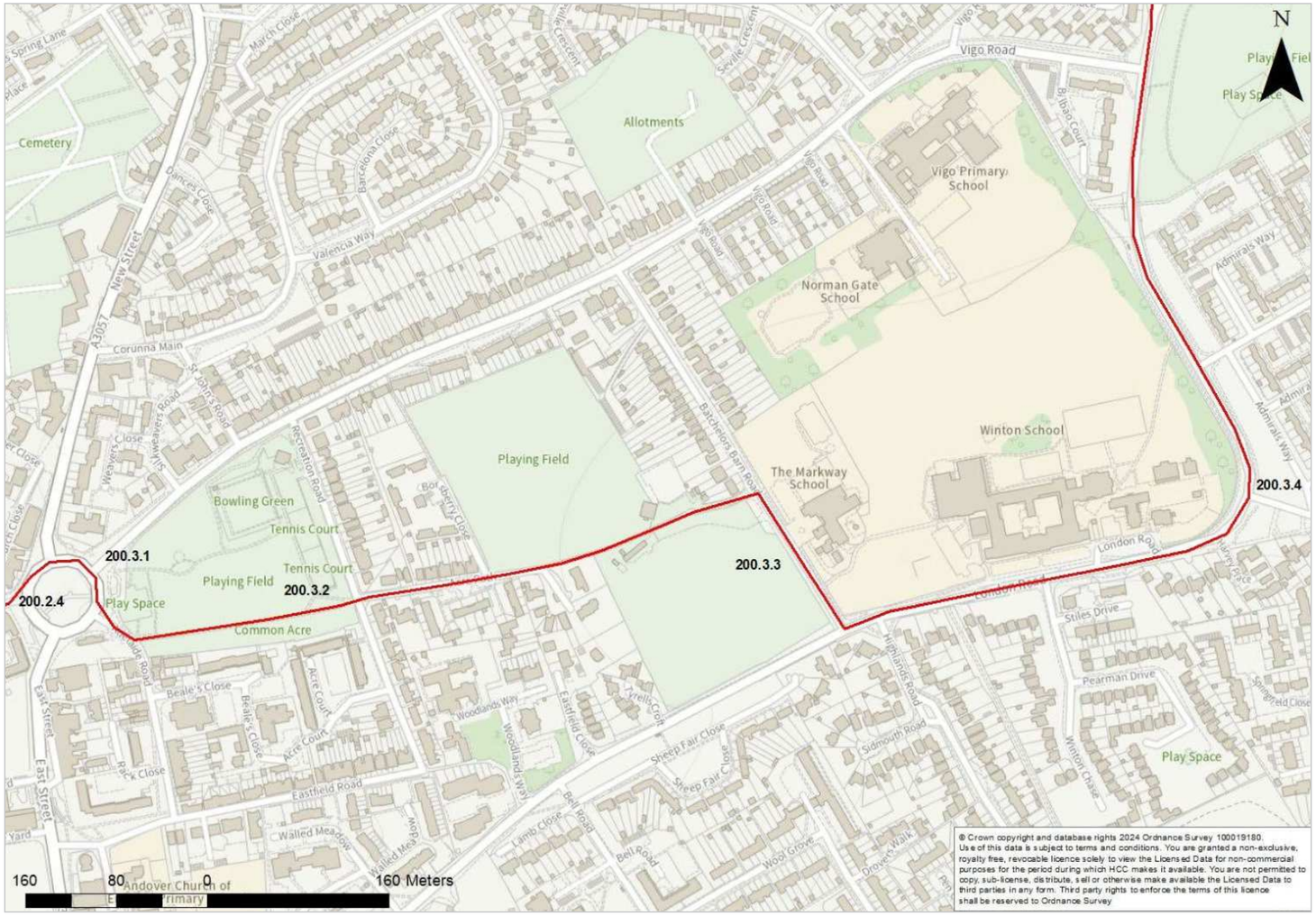
**200.2.1** – Shared use facility along West Street

**200.2.3** – Newbury Street

**200.2.2** – End of one-way system on West Street with a cycle contraflow


**200.2.4** – Newbury Street/Church Close junction

# 200.3 Vigo Road roundabout to Walworth roundabout



## Existing conditions

Heading through Vigo Park along a wide shared use path , this section of route 200 connects to London Road via a small residential section on Acre Path. It then continues along London Road and ends at the Walworth roundabout.

## Barriers to walking and cycling

The barriers at the entrance to Vigo Park currently mean people cycling must dismount to access the park. Acre Path lacks street lighting for much of its length, which may lower safety perceptions for people walking and cycling, particularly in winter months. The current shared use path along London Road is not wide enough to meet current guidance.

## Potential options

### 200.3.1

A review of the Vigo Road roundabout should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. Investigate the potential for providing a Dutch style roundabout at this junction.

### 200.3.2

Investigate providing facilities within The Acre car park to serve the established desire line between the existing Toucan crossing on East Street and the start of Acre Path in Adelaide Road. There appears to be available width along the section of Acre Path within the Vigo recreation ground to provide segregated cycle tracks or widen the shared use path, subject to land availability. The barriers at the park entrance could be redesigned to allow for easier access to and from the park for people cycling. Additionally, measures to improve visibility at the point where the path joins Recreation Road should be investigated. There are currently no cycle facilities along the section of Acre Path between the recreation ground and Batchelors Barn Road. The on-road section is currently a low-speed environment so appropriate for mixed traffic cycling, although a 20 mph speed limit will be required to make it compliant. The existing footpath which continues Acre Path east towards Batchelors Barn Road will need to be widened to create a shared use path link, subject to land availability.

### 200.3.3

There is an existing shared use path on the western side of Batchelors Barn Road which links Acre Path to London Road. There does not appear to be available width to widen this facility or to provide segregated cycle tracks. However, the car park entrance could be resurfaced, and the barriers redesigned to allow for easier and more comfortable trips by bike. The transition onto the existing shared use path could also be made smoother by removing the kerbing. A review of the London Road junction should be undertaken to improve the existing crossing point and to provide additional connectively for on-road cyclists.

### 200.3.4

The existing shared use path continues along the northern side of London Road. After Winton Community Academy the route bends left following along the west side of London Road. After Admiral's Way the current shared use path continues away from the road and joins Vigo Road. Improvements to the vehicle accesses to Winton Community Academy could be made to more clearly prioritise cycle movements across these. The barriers opposite Admirals Way could be removed or redesigned to allow for easier travel across London Road. There appears to be potential to extend the shared use path further along London Road to reach the Walworth Roundabout, with an appropriate crossing over Vigo Road.

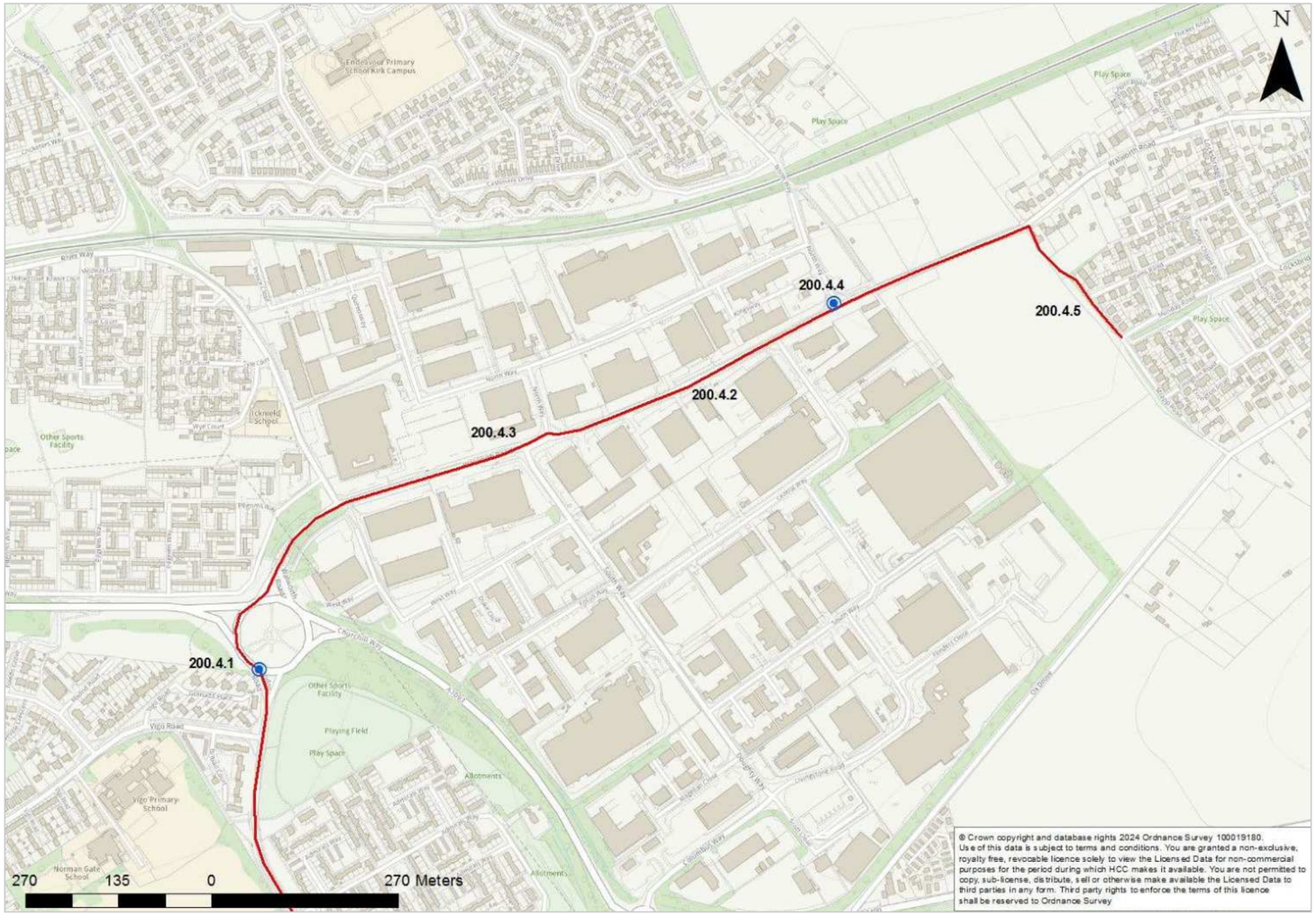
**200.3.1** – Vigo Road roundabout

**200.3.3** – Batchelors Barn Road

**200.3.2** – Acre Path

**200.3.4** – London Road

# 200.4 Walworth roundabout to Picket Piece



## Existing conditions

The final section of this route begins at the Walworth roundabout and continues along Walworth Road, through the Walworth industrial estate and onto the housing estate of Picket Piece. The road has a 40mph limit until the housing estate where the speed drops to 30mph. The are pavements along the whole route that varies in width and suitability. There is a shared use path in places.

## Barriers to walking and cycling

The industrial estate has a 40mph speed limit and a shared use path along some sections; however, the path is not wide enough to meet current design guidance. Through the residential areas, cycling is on carriageway in 30mph traffic, so not suitable for all.

## Potential options

### 200.4.1

There is currently no pedestrian or cycle provision at the Walworth roundabout. A review should be undertaken to explore improvements for pedestrians and cycle routes through the junction. Investigate the potential for providing segregated cycle tracks to provide north/south connectivity. Toucan crossings would be required on the A3090 arms of the roundabout due to the current 40mph speed limit.

### 200.4.2

There is currently no cycle provision along Walworth Road between the Walworth and Locksbridge Road roundabouts apart from a short north/south link at the South Way roundabout. The speed, volume and types of traffic using this road are not suitable for mixed on-road cycling. However, there appears scope to provide a segregated cycle track along the section between the Walworth roundabout and North Way junction, subject to land availability.

### 200.4.3

All of the mini roundabouts and side road junctions should be reviewed along Walworth Road to provide route connectivity and priority for people walking, cycling and wheeling.

### 200.4.4

As part of recent development nearby, the junction of North Way (western arm) and Walworth Road will be improved by the developer. This will include signalising the crossing and providing cycle crossing facilities.

### 200.4.5

Planning permission has been granted for the open land to the south of Walworth Road and west of Picket Piece (known as Plot 90) which includes a shared use link to Strapp Road which will connect the route into the Picket Piece development.

**200.4.1** – Walworth Road roundabout

**200.4.4** – North Way and Walworth Road Junction

**200.4.2** – Walworth Road

**200.4.5** – Walworth Road with proposed site allocation to the right of the photo

**200.4.3** – Walworth Road/River Way roundabout

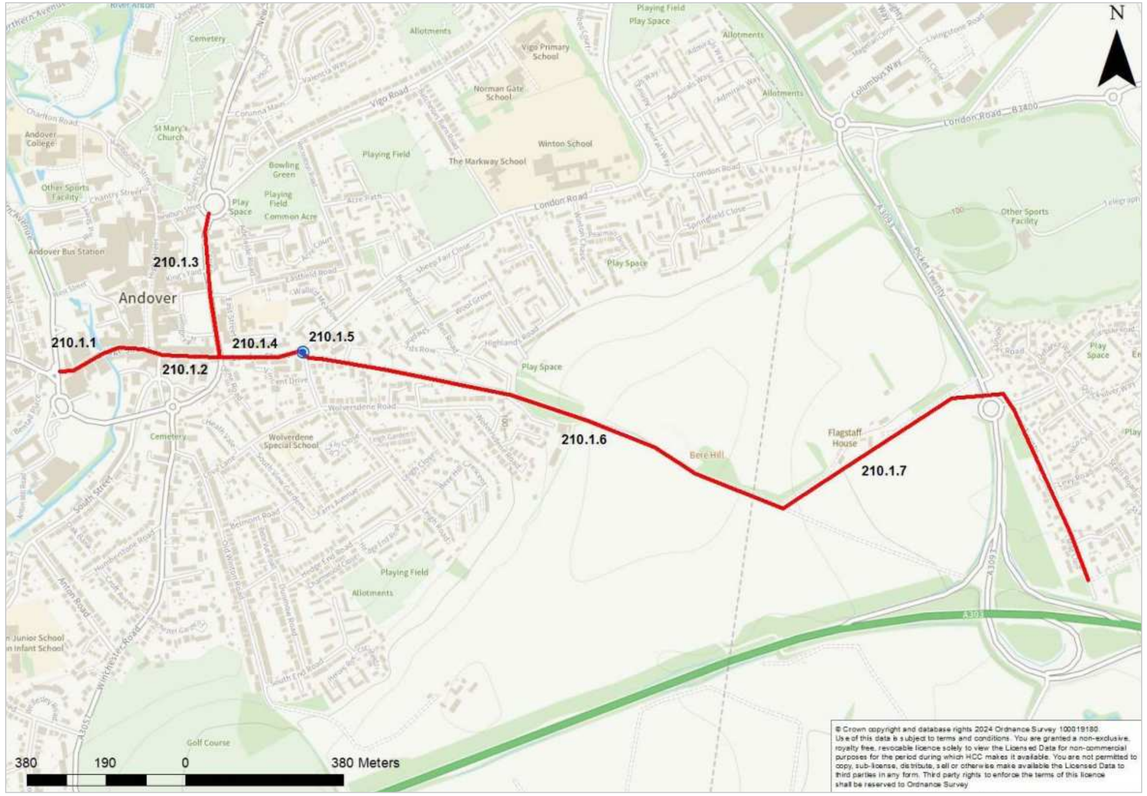
# Route 210: Bridge Street to Picket Twenty

## Route description

The route begins at the junction of Bridge Street and Western Avenue, and continues along Bridge Street and London Street until Eastern Avenue. A spur of this route has been included along East Street from the Vigo Road roundabout until the London Street/East Avenue junction. The remainder of the route continues eastward along London Street and Micheldever Road. The route then follows a shared use path that connects to the roundabout on A3093 and Picket Twenty Way. The final section of the route follows the Picket Twenty access road where it ends at the junction with Forest Lane. The route is approximately 3km long.

## Background

This section of the route was supported by local stakeholders. Bridge Street serves several bus routes, including frequent services for routes 1, 6, 76 and P20. There are no bus services which pass along the rest of the route. This route section does not support nor connect to the existing National Cycle Network.



## Existing conditions

London Street and Micheldever Road are primarily residential roads which facilitate travel to the centre of Andover Town from the southeast of the built-up area. Micheldever Road is a 30mph residential road with on-street parking. This condition changes to a narrow access-only road once past the properties. The road is narrow with no pavements or streetlighting. The unnamed access road is also very narrow. The entire route has very low traffic flow and typically only serves the directly adjoining properties.

## Barriers to walking and cycling

Bridge Street is a busy road in the middle of Andover, with high traffic flows and large vehicles (including buses), which may make people cycling uncomfortable. This is further compounded by the lack of cycle-specific infrastructure, which requires people cycling to share the road with motor vehicle traffic. East Street is also subject to very high traffic flows.

Much of Micheldever Road is without street lighting, which is likely to reduce the perception of safety, particularly during the winter months. There is also limited pedestrian infrastructure, with only a narrow pavement on the north side of the road. East of the Ladies Walk Bridge, there is no pavement. Micheldever Road narrows considerably from this point eastwards.

## Potential options

### 210.1.1

Bridge Street is currently a one-way street, with a low-speed environment and 20mph speed limit. This street will need to be made two-way for people cycling. If flows are low enough, or can be reduced sufficiently, this may be possible on a signs-only basis, though some carriageway widening may be needed. Junction improvements will also be needed at the junction of London Street.

### 210.1.2

The first section of London Street is a pedestrian and cycle zone, though signage could be improved here. The existing puffin crossing over East Street would require upgrade to a toucan crossing, including widening the footway on the east side to allow conversion to shared use.

### 210.1.3

A short spur is needed to provide a connection with route 200. There is an existing shared path alongside the west side of East Street. There does not appear to be width to accommodate a segregated cycle track here, but there is scope to widen the existing shared use path. Priority crossings should be provided at all side roads along this section.

### 210.1.4

There are no existing cycle facilities on the section of London Street between the Eastern Avenue and Micheldever Road junctions. The speed and volume of traffic using this road are not suitable for mixed on-road cycling. Although there appears scope to widen the existing footway on the northern side to provide an off-road shared use path there is a significant level difference which could make this option unfeasible. If this is the case, then a 20mph low speed quiet mixed traffic street would be required, with additional traffic calming and bus gate modal filters to reduce traffic speed and volumes.

### 210.1.5

A review of the London Road/Wolversdene Road junction should be undertaken to explore improvements for pedestrians and cycle route continuity. Investigate reconfiguring the junction and providing a parallel crossing with associated cycle links to improve connectivity and priority through the junction.

### 210.1.6

Micheldever Road is currently a low-speed environment so is considered appropriate for mixed traffic cycling, although a 20 mph speed limit will be required to make this road complaint.

### 210.1.7

The rural narrow section of Micheldever Road and the shared use path both have no direct street lighting options, consider including new street lighting for this section to increase its accessibility in darker weather and hours.

**210.1.1** – Bridge Street


**210.1.2** – London Street

**210.1.3** – East Street

**210.1.4** – London Street

**210.1.6** – Micheldever Road

**210.1.5** – London Street/Wolversdene Road

**210.1.7** – Micheldever Road path

# Route 220: Smannell Road to northern East Anton entrance

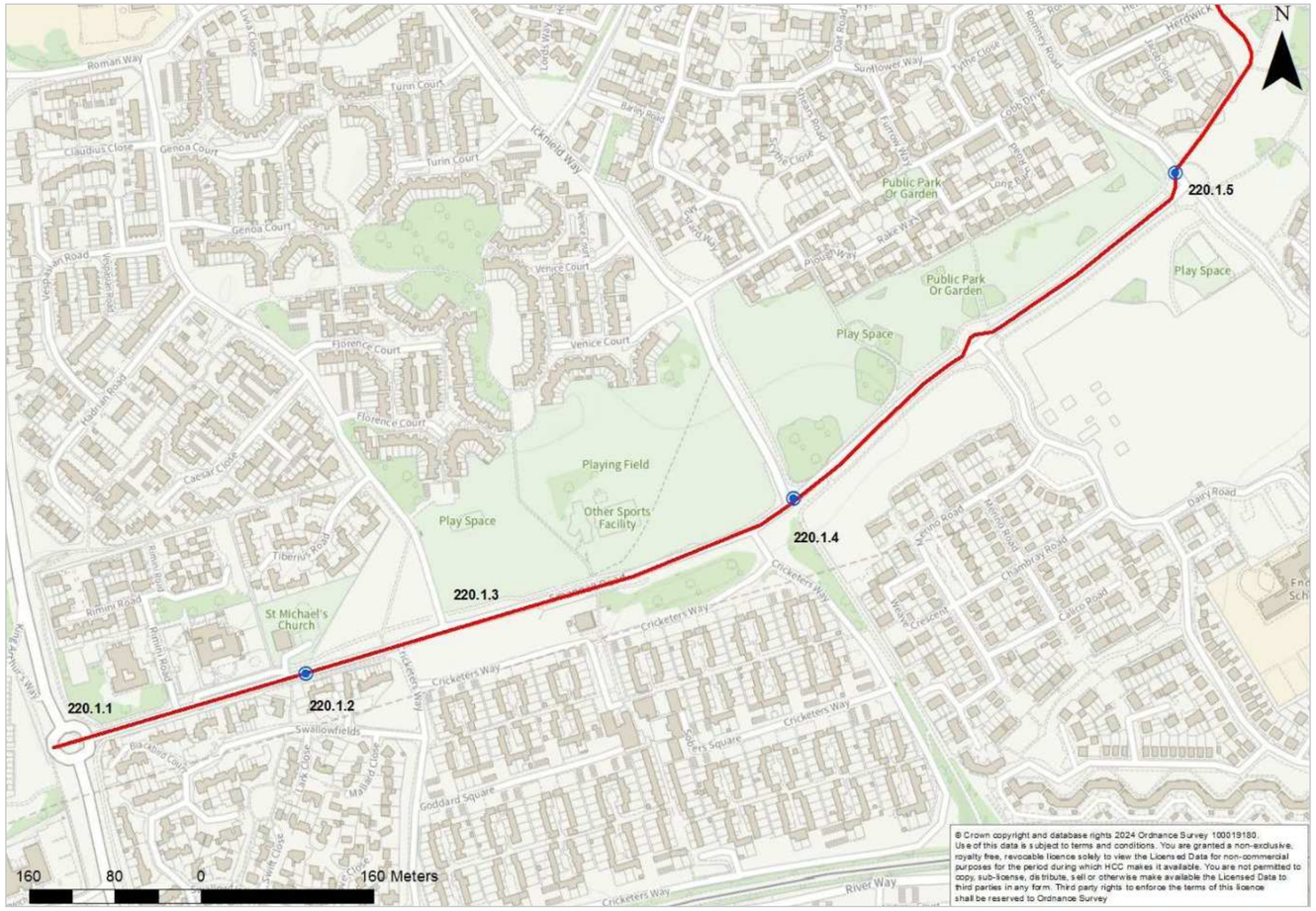
## Route description

Route 220 begins at the roundabout of Smannell Road and Newbury Road. Following along Smannell Road, the route continues over two mini roundabouts and several smaller junctions. There is a signalised crossing just east of Cricketers Way. Continuing east along Smannell Road, the route reaches a larger roundabout that marks the entrance to the southern side of the new housing development in East Anton. Further east, the route goes off-road at the roundabout with Smannell Road and Finkley Farm Road where it follows an established footpath that reconnects with Smannell Road further on. The route then heads left at the Smannell Road and Finkley Road roundabout. The remaining section of the route continues along Smannell Road to the north until it reaches the pedestrian access to the northern entrance to the new housing development.

## Background

This section of the route was supported by local stakeholders. There are two bus services that use the route; the services 6 and 1 use route 220 . The purpose of both these services are to access the housing developments and schools along Smannell Road and create a loop from the bus station to the East Anton area. There are three schools within the area of East Anton. This route follows the National Cycle Network route 246 from the toucan crossing on Smannell Road opposite the Roman Way skate park to the Smannell Road/Herdwick Road roundabout.

# 220.1 Smannell Road to Finkley Farm Road roundabout



## Existing conditions

Smannell Road is a 30mph residential road. Smannell Road has a pavement that continues along the northern side of the road with small sections of pavement on the south side between the Newbury Road roundabout and Cricketers Way junction. The pavement along Smannell Road is relatively wide and currently accommodates a shared use path on the northern side. There is a section of the southern pavement that also has a shared use path, this continues east from the Icknield Way junction into the new housing development. The entire section of the route is well lit and has no areas that lack suitable lighting provisions.

## Barriers to walking and cycling

The shared use path on the southern side of Smannell Road between Newbury Road and St Paul's Church Centre is constrained by signage, overhanging vegetation, street lighting columns and a bus shelter, which may make it more difficult for people walking and cycling to pass each other. The high traffic volumes along Smannell Road may deter people cycling due to the need to cross the road at St Paul's Church Centre to continue travelling on the shared use path. The crossing here is also currently uncontrolled, which may also lead to lower perceptions of safety.

## Potential options

### 220.1.1

There is an existing shared use path on Smannell Road which initially starts on the southern side at the A343 roundabout before switching to the northern side at an uncontrolled crossing adjacent St Paul's Church Centre. This shared use path continues eastward eventually connecting with the Colbred Walk shared use path. There appears to be available width to either widen the shared use path or provide a segregated cycle track along the full extent reallocating road space to the west and utilising verges along the remaining sections. Improved vegetation management would improve conditions for people walking and cycling on the existing infrastructure.

### 220.1.2

The uncontrolled crossing adjacent St Paul's Church Centre should be upgraded to a parallel crossing to give people who walk and cycle priority.

### 220.1.3

A review of the all the mini-roundabouts and side road junctions situated along Smannell Road should be reviewed to incorporate parallel crossings and cycle links to improve north/south connectivity and priority for people walking and cycling

### 220.1.4

The existing crossing point in Icknield Way is well away from the east/west desire line. Investigate reducing the size of the junction to reduce vehicle entry speeds into Icknield Way and provide a parallel crossing closer to the desire line to give priority to people walking and cycling. The uncontrolled north-south crossing just to the east of the Icknield Way/Smannell Road junction could also be upgraded to a parallel crossing, which would improve access to the shared use path heading south, parallel to Cricketers Way.

### 220.1.5

Investigate converting the Smannell Road/Finkley Farm Road roundabout to a Dutch style roundabout to improve north/south connectivity and to give priority to people walking and cycling.

Connections from this roundabout to Fleece Close and Taylor Close could be improved by widening the existing gravel paths, subject to landowner agreement.

**220.1.1** – Smannell Road footway

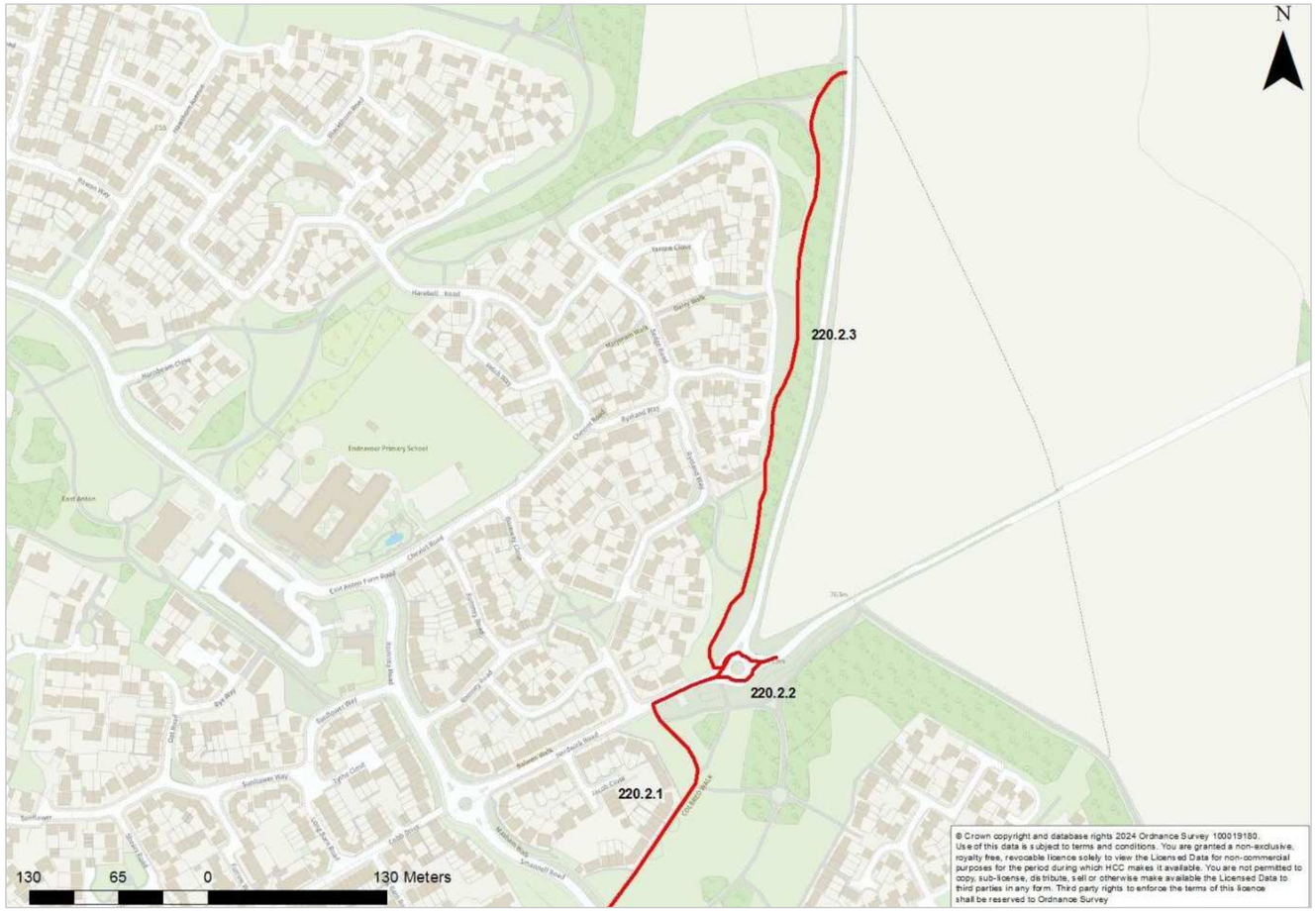
**220.1.3** – Shared use facility on Smannell Road

**220.1.4** – Junction of Icknield Way and Smannell Road

**220.1.2** – Pedestrian crossing on Smannell Road by St Pauls Church

**220.1.5** – Crossing over Smannell Road

# 220.2 Smannell Road Footway to northern East Anton



## Existing conditions

This section of the route begins at the Smannell Road roundabout with Finkley Farm Road, just as the pavement goes off-road along Colbred Walk, which is a shared use path. Further along the route, people cycling rejoin the carriageway before the roundabout with Finkley Road . At the roundabout, the route continues left along Smannell Road where the road has no pavements and has a 60mph speed limit.

## Barriers to walking and cycling

Along the shared use path, the current conditions do not fully support cycling usage with the current width. Once back on Smannell Road, the pavement before the roundabout is narrow and does not support cycling. The final section of Smannell Road has no pavement provision at all and has a 60mph speed limit and therefore is not suitable for any pedestrian or cycle use.

## Potential options

### 220.2.1

There is scope to widen the Colbred Walk shared use path and provide segregation by level, subject to land availability.

### 220.2. 2

Investigate extending the proposed shared use or segregated path to connect to the Smannell Road/ Finkley Road roundabout by utilising the existing gravel path. Provide a parallel crossing across the Smannell Road arm of the roundabout to give priority to people walking and cycling.

### 220.2.3

There are no existing cycle facilities on the rural section of Smannell Road heading north out of East Anton. There appears to be scope to continue a shared use path or segregated cycle track along this section, subject to land availability. Alternatively, there is an existing gravel footway which runs parallel to this road which could be converted, widened and metalled to provide an off-road shared use path or segregated facility which connects to residential areas to the east.

**220.2.1** – Colbred Walk

**220.2.2** – Crossing Point over Smannell Road/Finkley Road

**220.2.3** – Gravel footpath parallel to Smannell Road

# Route 230: London Road junction to The Middleway junction

## Route description

Route 230 begins on the residential section of London Road close to the entrance of Winton Academy. Continuing along London Road, the route goes under the A3093 along a bus route that uses a give-way priority system. Once on the eastern side of the A3093, the route goes off-road following a paved shared use path that runs parallel to London Road for a short section. Upon reaching the end of the off-road section, the route is directed back onto the road where London Road has no pavement and a 50mph speed limit. The route concludes on this road just after the junction with The Middleway.

## Background

This section of the route was supported by local stakeholders. Bus services P20, 10 and 76 use parts of this route. There are five schools along London Road that are directly accessed from the local residential area. This route section does not support nor connect to the existing National Cycle Network. This section of the overall network is a small spur that connects to route 200 which accesses the town centre and also the industrial estates to the north of London Road.

## Existing conditions

The route currently follows a residential road with a 30mph limit that is access-only for cars. There is a bus gate at the end of this section of London Road which connects onto a more rural section of London Road. Along this section there is a shared use path that is off-road and connects to the Picket Twenty housing estate. Travelling further east on London Road beyond the Picket Twenty Way roundabout, there is no foot along the road and the speed also increases to a 50mph limit. There are several businesses and residential entrances on this stretch of London Road.

## Barriers to walking and cycling

Along the residential section of the road, the pavements are narrow and are further constrained by overhanging vegetation and lighting columns. The bus gate goes underneath the A3093 and narrows the space available to fit a suitable pavement. The property boundaries along the rural section of London Road significantly constrain the space available and currently do not facilitate any pavement at all.

## Potential options

### 230.1.1

Although there appears scope to widen the footway and provide a shared use path along the southern side of this residential section of London Road, traffic volumes and speeds should be low enough to support mixed traffic cycling. Investigate reducing the speed limit to 20mph and providing additional traffic calming measures to help maintain a low-speed environment.

### 230.1.2

There is an existing shared use path which links to Picket Twenty via the bus gate and underpass. Consider providing a priority crossing over Picket Twenty and widening the existing shared use path which continues east towards the Picket Twenty Way roundabout to provide segregation by level, subject to land availability.

### 230.1.3

The current shared use path runs around the southern side of the Picket Twenty Way roundabout and utilises an uncontrolled crossing to cross the side road arm. Consider providing a toucan crossing on London Road to the west of the roundabout and provide a shared use path or segregated cycle track on the northern side of the roundabout.

### 230.1.4

There are currently no cycle facilities on the rural section of London Road which has a 50mph speed limit. There appears scope to continue a shared use path or segregated cycle track on the northern side as far as Harewood Farm, subject to land availability.

**230.1.1** – London Road Access Road conditions

**230.1.3** – Picket Twenty roundabout

**230.1.2** – Bus gate and underpass

**230.1.4** – Conditions of London Road beyond Picket twenty roundabout

# Post-Consultation Chapters

# Consultation

**This LCWIP was subject to public consultation from 7 October to 17 November 2024 when this document was still in its draft form.**

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

The consultation used the ViewPoint consultation software, which was accessible via the Hampshire County Council and Test Valley Borough Council websites.

Visitors to the consultation site could:

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

## Completed online survey results

As part of the northern Test Valley LCWIP webpage two online surveys were available; one for walking; and one for cycling. The survey was open to individuals as well as groups and organisations. There were 45 responses to the walking survey and 38 responses to the cycling survey. The number of responses to the consultation was low compared to some recent LCWIPs but consistent with the Southern Test Valley LCWIP (57 respondents). 19 unstructured responses were received from public bodies, local Councillors, local groups and individuals. These comments have been summarised in the following pages.

Respondents were asked to prioritse and rate their agreement with the proposed walking routes and cycle routes on a scale which ranged from -2 (very negative) to +2 (very positive). The map and analysis of this can be found on page pages 127, 128 and 131 below.

## Demographics

Demographic data refers to the voluntary information collected about the characteristics of the population that responded to the online survey (completed by 58 people/ groups or organisations).

This data helps us understand who responded and the audiences that we need to reach out to in the future.

Of the respondents 91% identified as ‘White British’ with 2% ‘mixed/multiple ethnic groups’, 0% ‘Asian/ Asian British’ and 0% ‘Black/African/Caribbean/Black British’. This data when compared with the 2021 Census data for Test Valley is largely representative of the demographics of Test Valley borough residents. 7% of respondents chose ‘prefer not to say, and so we do not know to what extent some ethnicities are either under or overrepresented.

The split between the male/female respondents showed respondents identifying as female were underrepresented when compared to the Census data for Test valley, with 48% of respondents identifying as male and 46% female. The age profile of the respondents to the consultation shows that younger (under 24) and older (75+) age groups were underrepresented, whilst the groups between 25-65 year olds were overrepresented.

The majority of respondents lived within the northern Test Valley area (84%). 18% of respondents reported a physical or mental health condition/illness or disability, and of those 60% said it affected their mobility.

Over half of respondents had no children or young people living in their household.

The demographic information gathered means that in future we need to ensure we engage with older and younger people and more females, and Asian and Black people.

## Northern Test Valley walking profile

Within the survey people could identify barriers to walking in their local area. Respondents could select more than one barrier. The most common barriers are identified in the table below. The top three barriers included lack of footways/pavements, busy roads, and poor-quality pavements.

### Walking barriers

| | |
|---|---|
| Lack of footways/pavements | 64% |
| Busy roads | 59% |
| Poor quality pavements | 59% |
| Lack of suitable crossing points | 48% |
| Personal safety | 46% |
| Poor ground conditions | 43% |
| Lack of waymarking/signposts | 23% |
| Lack of places to stop and rest | 23% |
| Lack of confidence | 7% |
| Something else | 7% |

The majority of respondents (89%) walked at least once a week, with the main reason for using this mode of travel being for exercise/health purposes. 44% of respondents indicated they would walk more if the proposed CWZs and walking routes were developed.

### Walking journey purpose

| | |
|---|---|
| For a healthier lifestyle | 78% |
| To access shopping facilities | 65% |
| Leisure or social | 63% |
| Personal business | 47% |
| Visiting friends/family | 47% |
| To access leisure facilities | 45% |
| To access public transport services | 39% |
| To attend medical appointments | 39% |
| School or place of education | 26% |
| Commuting/business travel | 20% |
| Other | 2% |

When asked which walking routes should be prioritised, 57% of respondents selected WR1.8 Andover Town Centre to Andover Hospital.

When asked for any further comments about the development of CWZs and walking routes, respondents most frequently commented on suggestions for alternative walking routes (61%). Andover and Stockbridge were the most frequently mentioned areas which are already covered by the walking routes and CWZs. Other areas mentioned included Grateley, The Wallops and Enham Alamein.

## Northern Test valley cycling profile

With respondents being able to choose more than one barrier, the most often identified barriers to cycling locally were concerns about busy roads, lack of safe/suitable cycling routes and road safety. Approximately 78% felt that developing the proposed routes would lead them to cycle more.

### Cycling barriers

| | |
|---|---|
| Busy roads | 82% |
| Lack of safe/suitable cycle routes | 82% |
| Road safety | 76% |
| Poor quality cycling routes | 71% |
| Lack of safe places to store bike when out and about | 53% |
| Lack of suitable crossing points | 42% |
| Personal safety | 40% |
| Not enough information on possible routes | 34% |
| Lack of confidence | 13% |
| Other | 5% |

### Cycling journey purpose

Around 57% of respondents to the survey cycled at least once a week. 91% cycled for health/exercise reasons and two thirds did so for leisure/social purposes.

| | |
|---|---|
| For a healthier lifestyle | 91% |
| Leisure or social | 66% |
| To access leisure facilities | 46% |
| Commuting/business travel | 37% |
| To access shopping facilities | 37% |
| Personal business | 31% |
| To attend medical appointments | 29% |
| Visiting friends/family | 26% |
| To access public transport services | 23% |
| School or place of education | 20% |
| Other | 0% |

64% of respondents felt the proposed primary routes include places people want to get to. When asked which routes should be prioritised, the route most frequently selected was route 100 North Andover to Romsey.

When asked whether the proposed primary network should include any additional areas, respondents most frequently suggested Andover which is already covered by several secondary and local routes. These areas included links to the Walworth and Portway industrial estates, Picket Pieceand, Weyhill and the residential areas to the south-east of the town centre.

Other suggested routes included connections to Test Way, Grateley, Charlton, Stockbridge, general routes to schools and under the A303. These comments will be taken into consideration as part of the future LCWIP development and review.

When asked for any further comments about the development of cycle facilities respondents most frequently commented on improving and maintaining existing cycle routes.

## Briefing sessions

Prior to the launch of the consultation period, officers from Hampshire County Council and Test Valley Borough Council held two online briefing sessions, one for County and Borough Councillors and one for stakeholders, to explain about the upcoming consultation, how people could get involved and provide feedback.

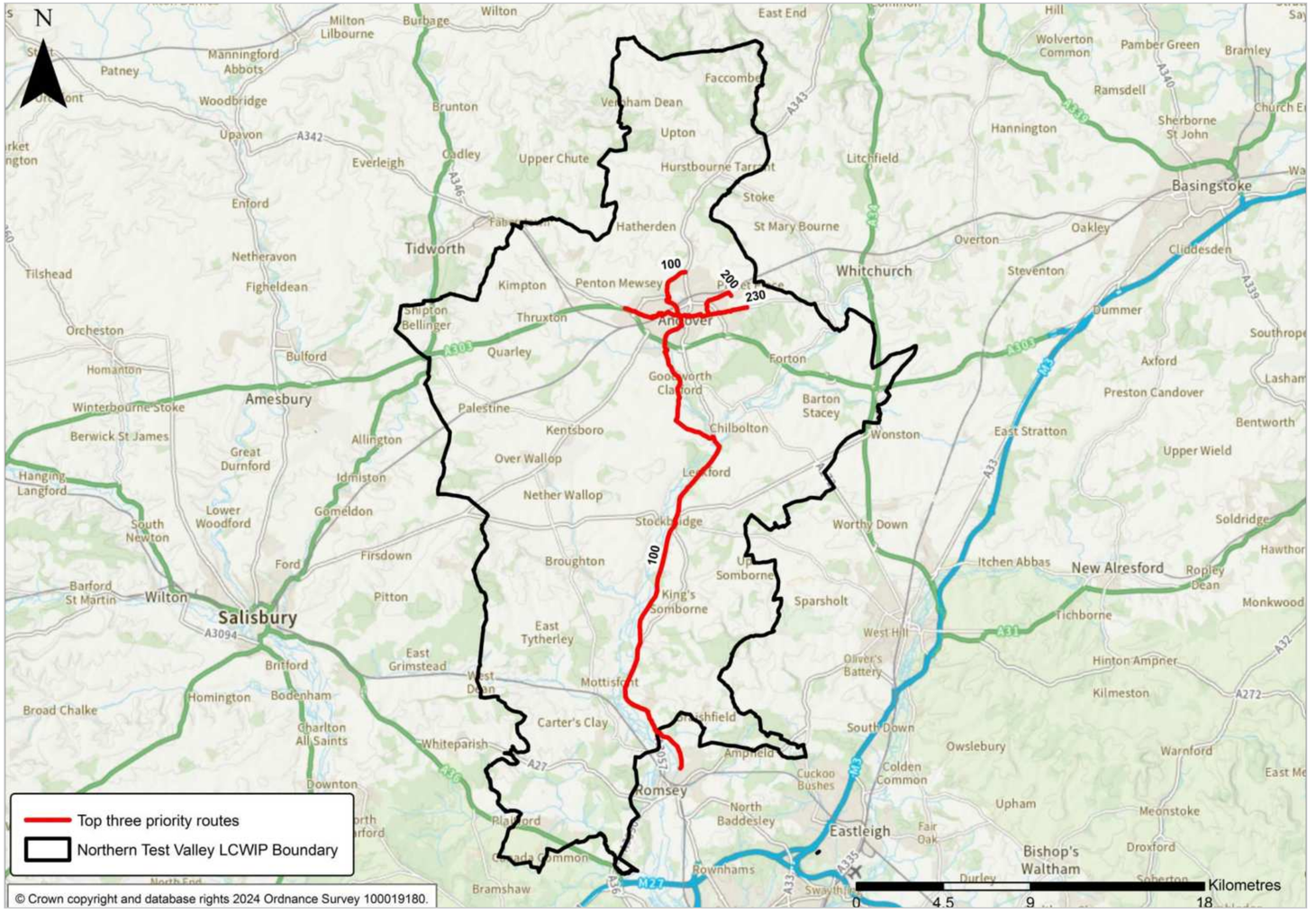
The purpose of these briefings was to give information on the process and answer any questions and to provide them with the tools to assist other people to be able to engage with and respond to the consultation. At the sessions, Councillors and stakeholders were encouraged to promote the consultation as well as providing their own comments and feedback via the consultation process.

## Test Valley (north) Borough Cycling Profile

The survey asked respondents to prioritise their top three primary cycle routes within northern Test Valley borough. The top three priority routes from the respondent results were:

1. Route 100 North Andover to Romsey (via Stockbridge)
2. Route 200 Weyhill to Picket Piece, Andover
3. Route 230 London Road junction to The Middleway junction, Andover

These route preferences have fed into wider prioritisation metrics within the prioritisation section of this LCWIP and will also be considered as and when funding becomes available to progress schemes.

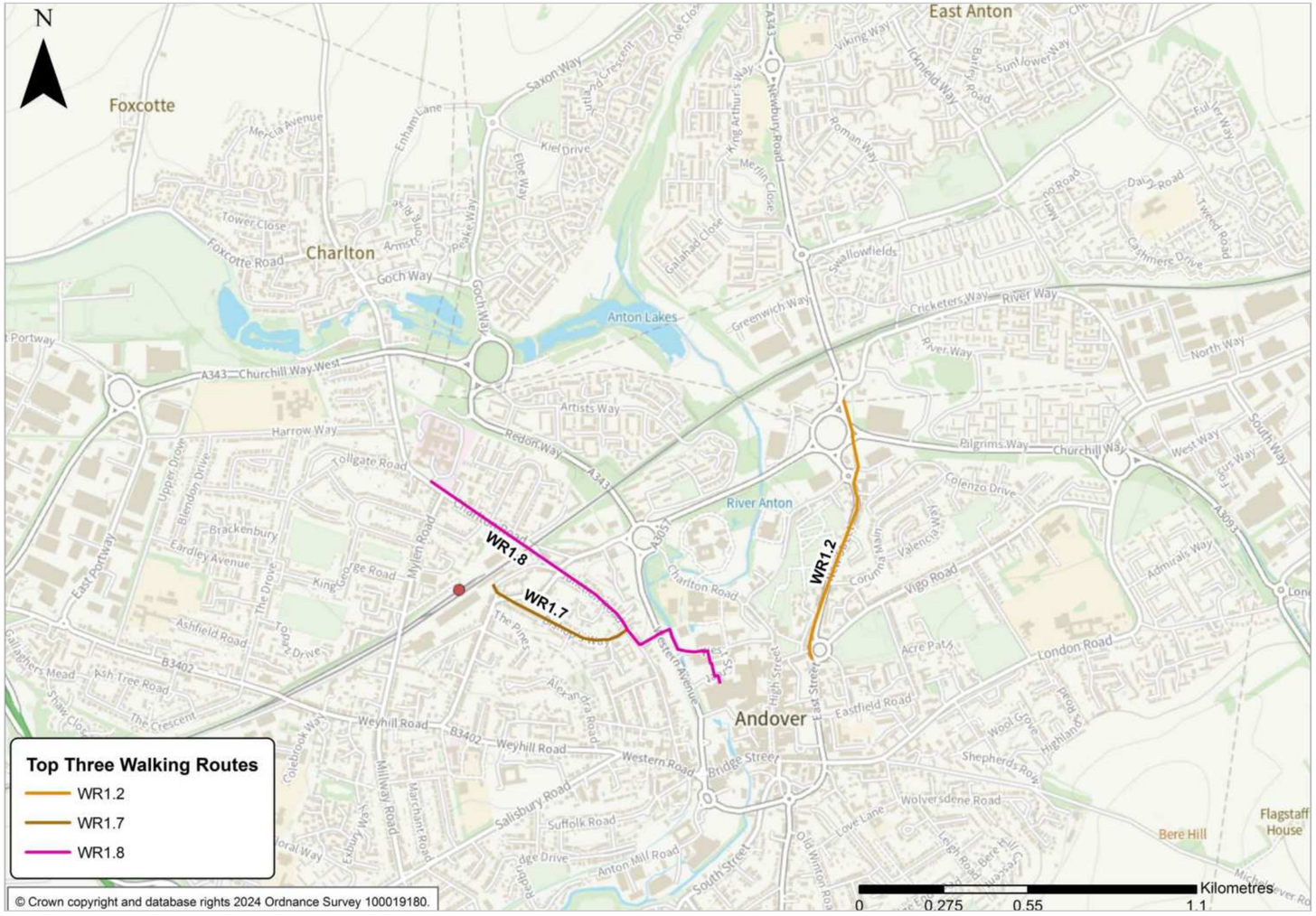


## Test Valley (north) Borough Walking Profile

The survey asked respondents to prioritise their top three walking routes for Andover. The top three priority routes from the respondent results were:

1. WR 1.8 – Andover Town Centre to Andover Hospital
2. WR 1.7 – Junction Road to Andover Railway Station
3. WR 1.2 – Andover Town Centre to Enham Arch Retail Park Railway Underpass

These route preferences have fed into wider prioritisation metrics within the prioritisation section of this LCWIP and will also be considered as and when funding becomes available to progress schemes.



## Interactive map

The interactive map gave people the opportunity to have their say on the proposed LCWIP network and walking zones, routes, and potential options, and to share their experiences of travelling through those areas.

There were 70 responses submitted on the map. By dropping pins on the map, participants could explain how they felt about a specific location and what cycling and walking related improvements they'd like to see there. Respondents were able to drop a pin anywhere (within the borough boundary) not just on the proposed cycle network and walking zones and routes.

The results can be seen within the maps on the following pages.

This information will be useful to a point in helping to shape the future LCWIP cycle network, walking zones and routes, as well as providing designers with user experience at an early stage of scheme development, once a scheme secures funding to progress.

## Responses

19 unstructured responses were received from public bodies, local Councillors, local groups and individuals. This feedback has been analysed and, where appropriate, has been incorporated into the document

A range of general themes emerged from the consultation responses including:

- Ensuring the network is accessible for all users
- Improving and maintaining existing routes
- A number of detailed comments relating to specific potential options and route alignments have been suggested. This information will be used as and when funding is available to progress sections of the network or CWZs and routes, as part of the feasibility work.

Whilst accessibility issues were not reported in large numbers, they affect some people disproportionately. The comments related to accessibility are summarised below:

- Designing walking and cycling infrastructure for inclusion i.e. for wheelchair users and those with visual impairments.
- Cycling infrastructure should be designed for all bike types, e.g. adapted, recumbent or cargo bikes, tandems or tricycles.
- Routes need to be maintained, particularly for those using mobility aids.
- Cars parking on both sides of Trafalgar Way (Stockbridge) blocks pedestrian access, causing pedestrians, including the elderly and children going to school, to walk in the road. It was suggested that putting a pavement on the west side of Trafalgar Way would alleviate this.
- Stockbridge is difficult for wheelchair users to navigate due to uneven and narrow pavements. It is also poorly lit, which discourages the elderly and disabled residents from going out in the dark.

## Summary of responses by area

### Andover

Andover received a good number of comments on the LCWIP walking and cycling proposals, for the town as whole.

There were several comments suggesting other areas for walking and cycling routes within and around Andover. These included more walking route connections from the town centre to the southeast residential areas of Andover, as well as to the east of Andover connecting to the Walworth Industrial Estate.

Comments received suggested that some surrounding villages could have better cycle connections to Andover, such as Weyhill, Anna Valley, Hurstbourne Priors and Lugershall (Wiltshire) MOD site.

Several comments shared the need to widen pavements on many roads in Andover and along several routes to schools. This was often accompanied by text relating to perceived traffic speeds being high, with concerns over pupil safety as users of these routes.

Overgrown vegetation and maintaining existing cycle paths and footways were flagged as issues in Andover and surrounding connecting routes, such as towards Harewood Forest. This was mentioned on specific routes such as the B3048.

Difficulties with crossing the road in key places such as London Road, and poor surface quality of pavements were highlighted as a priority to many who commented.

Some comments mentioned the need to provide better walking access to Picket Piece and surrounding villages such as Enham, with improvements requested to existing footpaths. General comments on this included the need to improve pavement widths, vegetation maintenance, and lighting, particularly to schools, and other amenities such as business and retail parks.

Some suggestions were made to improve the connectivity of routes, including to the north of the railway station, where requests were made for more zebra crossings around the Mylen Road area, and on the Goch Way and Charlton roundabout to Artists Way.

### Stockbridge

Connectivity within Stockbridge was an issue raised from the consultation, specifically mentioning access from Test Way and Trafalgar Way to the High Street, and to and from the two main schools.

Stockbridge High Street was mentioned as having uneven surfaces, street clutter and being poorly lit. The on-street parking was cited by some as dominating the High Street, with too much space allocated to parking creating narrow points along the pavement because of cars 'overhanging' into already narrow pavement space.

Pavement parking was also raised as a specific issue in Stockbridge, creating less space for people walking on the already narrow pavements. The River Test bridge was highlighted as a location this issue often occurs.

There were also some suggestions that more cycle parking facilities were needed in Stockbridge.

## Other general comments

There was a comment suggesting that Andover and Stockbridge have been over-represented in the northern Test Valley LCWIP, with more inclusion needed from other places such as Grateley, The Wallops, and Enham.

The main concerns were regarding Test Way (part of route 100) having poor quality surface and overgrown vegetation which negatively impacted cycling experiences. The majority of cyclists' comments have mentioned that they feel too close to traffic and would prefer segregated and off-road facilities.

## Test Valley Borough Council

The strategic planning team at Test Valley Borough Council provided feedback on the draft LCWIP via the consultation process which has been reviewed and incorporated into the document. This included a more comprehensive reference to the policy framework of Test Valley Borough Council and including a key section of the B3402 from Andover Town Centre in either a walking or cycling route.

It is important to ensure that there are strong links between the LCWIP and the Draft Local Plan (and supporting evidence studies) to ensure that development sites prioritise walking and cycling.

## How was the feedback used?

All consultation feedback was used to:

- Identify areas where changes to the network were needed or where elements of the report text needed to be changed, added to or strengthened;
- as a metric for the 'Policy' theme to inform the overall prioritisation of routes within the borough;
- Feed into the prioritisation of potential options in this LCWIP to take forward to feasibility design. As part of the prioritisation methodology outlined within the prioritisation section.

In the future consultation feedback will be used to:

- Demonstrate public support for funding opportunities, via consultation results and feedback;
- Inform officers of local views and knowledge at feasibility and design stages of any improvements where funding has been secured to develop a scheme.

# Sentiment map of the northern Test Valley LCWIP network

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

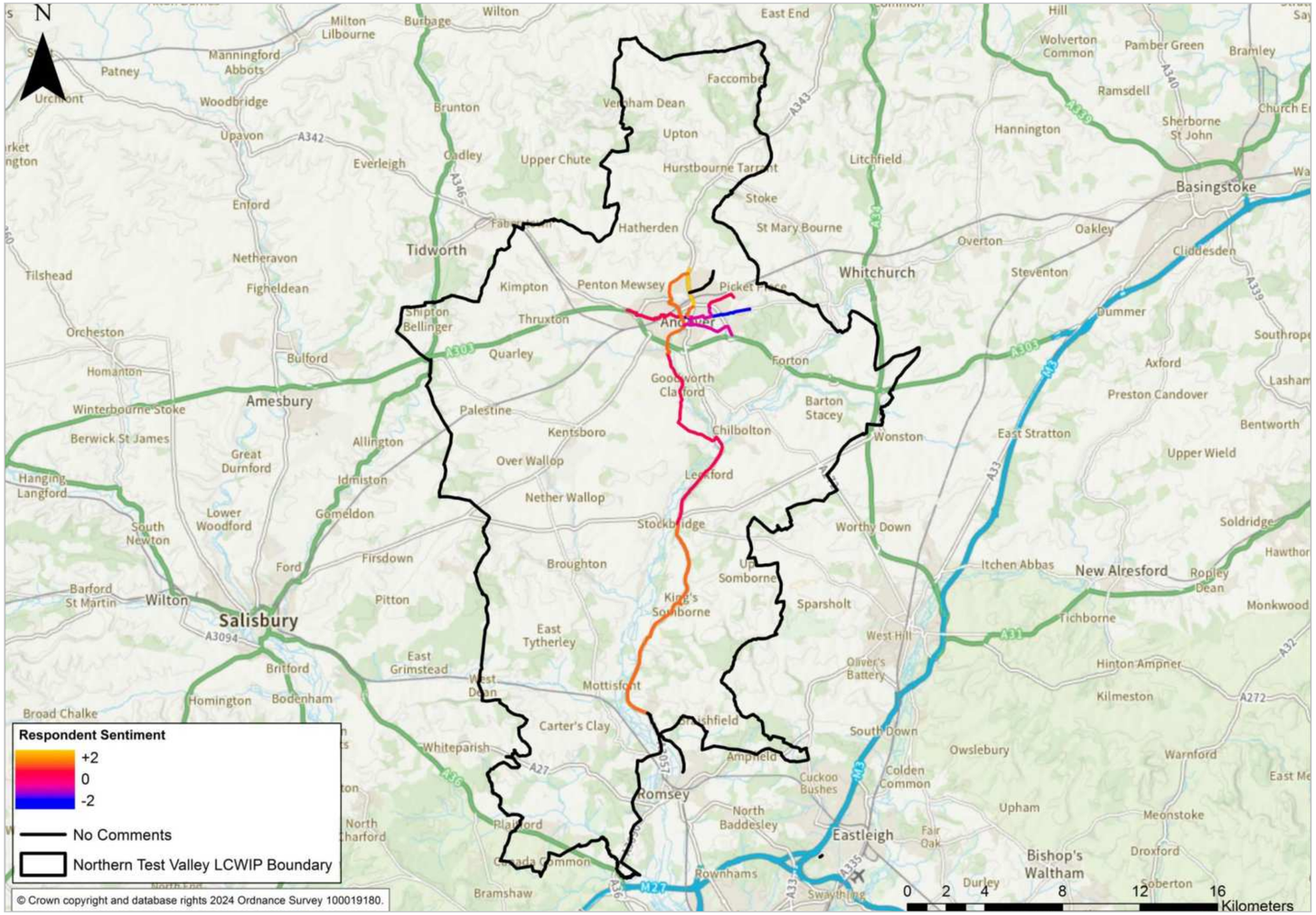
The map on the right illustrates the average response over each route, or route subsection for primary routes, to the question ‘How does it make you feel when you’re here?’ The routes are colour coded to indicate an average value for each route subsection on a scale from minus two, ‘very negative’ (blue), to plus two, ‘very positive’ (orange).

It can be seen from this map which sections of route are felt to be better in their existing layout and design than others.

The section of primary route which received the most positive feedback was route 110.1 from Newbury Road to Enham Arch roundabout. The primary route which received the most negative feedback was route 230 to London Road junction to The Middleway junction, Andover.

This information will help inform the overall prioritisation of routes within the borough, as it is used as a metric for the ‘Policy’ theme. Those routes which, on average, had a more negative view from respondents are prioritised higher.

As the consultation had a fairly low response rate, this data should be treated with caution.



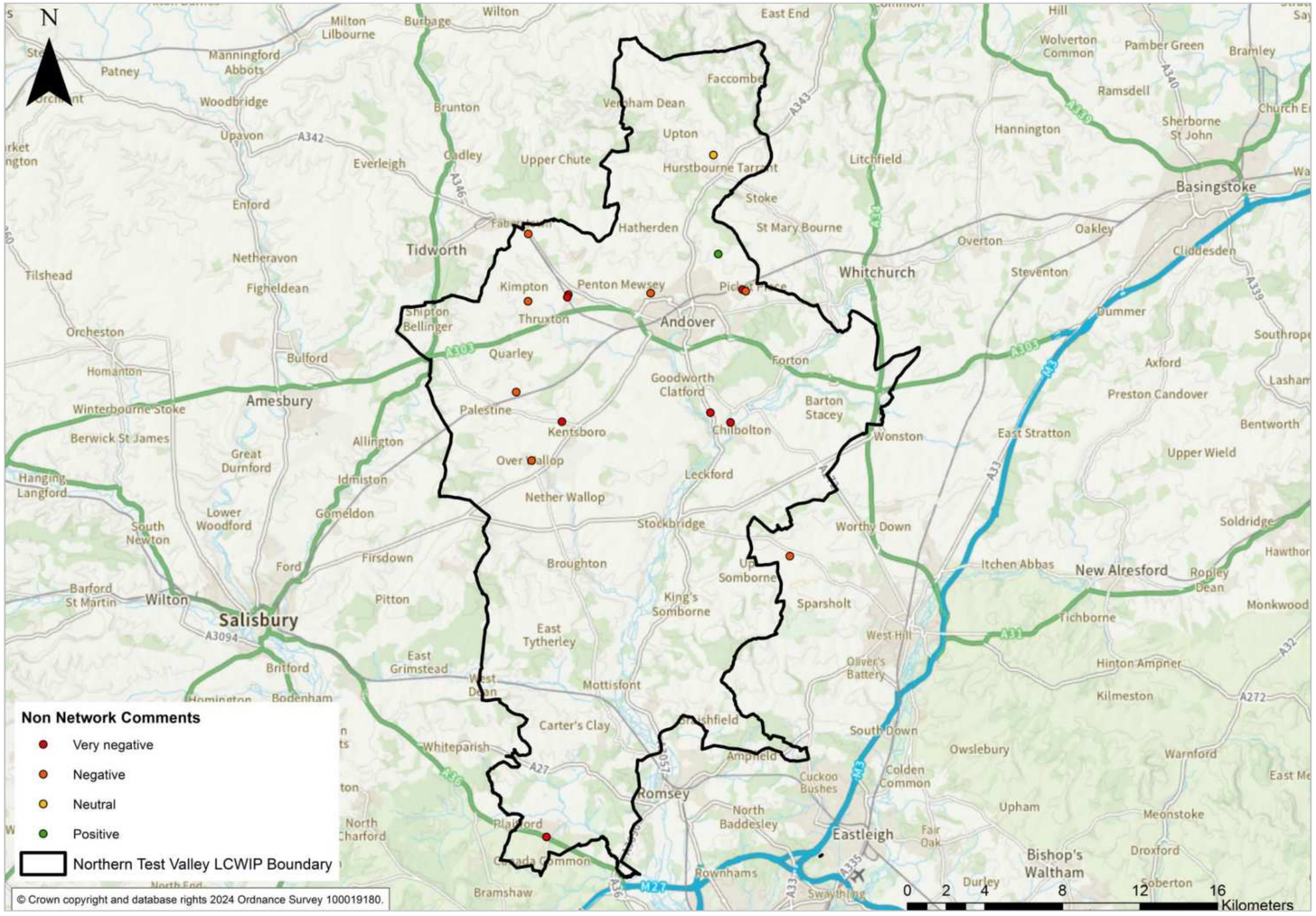
# Off network comments map

The consultation enabled respondents to leave comments both on and off the proposed cycle routes and walking route and zones.

This map shows where comments were received for locations off the proposed walking and cycling network, with the colour of the points reflecting the answer to the question “How do you feel about this location?”

This map will be used to help focus the development of further cycle routes and walking zones and routes not currently covered by the LCWIP network within the borough, as the network is reviewed in the future, in line with the LCWIP guidance – approximately every five years, or as local circumstances change with levels of development.

It is noted that there are small clusters of comments particularly in and around Picket Piece and Weyhill.



# Prioritisation

One of the key outputs of an LCWIP is a prioritised list of infrastructure improvements for future investment.

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

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

The scoring matrix in this LCWIP is unweighted. However, weighting can be added to reflect the criteria set out in a funding opportunity. For example, in bidding for funds, we may give certain criteria a higher weighting to see which schemes would align best with the funding criteria. Alternatively, if development funding becomes available, schemes local to the site are most likely to meet the requirements of the National Planning Policy Framework (NPPF) and Local Plan and could be given a higher weighting.

## Methodology

The LCWIP technical guidance suggests a prioritisation methodology based on four key themes, these are:

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

For each theme, we have identified a number of metrics. We have used these metrics to score each route (cycle and walking) and walking zone.

### Effectiveness

- Propensity to Cycle Tool commute and school trips – forecast increase in walking and cycling trips government target for equality.
- Population – number of people who could directly benefit (400 metre buffer from the routes/zone).
- Existing data on pedestrian and cycle road casualties (last five years).
- Air Quality Impact – is the route/zone in or near an Air Quality Management Area?
- Integration with other highway schemes (planned or in progress).

### Policy

- Delivery against policy objectives, such as improvements to health and inclusion – these include:
- Respondents route priorities
- Average life expectancy (of the borough/district);
- Social Isolation Index;
- Presence of Obesity: Year 6 Children (%).
- Importance of the intervention for particular user groups – these include:
    - Indices of Multiple Deprivation Score;
    - Living Environment Deprivation Domain: Outdoors Living Environment Sub-score;
    - Levels of car ownership per household (average % over subsection);
    - Education establishments (Infant, Primary and Secondary Schools, Further education) within 400m.
    - Health establishments (i.e. health centres etc. within 400m).
    - Top priority routes outlined via survey responses.
    - Average respondent sentiment, from public consultation, to – “How does it make you feel when you are here?”

### Economic

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

### Deliverability

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

For this LCWIP each cycle route has been divided into its subsections (100.1, 100.2 etc…). This allows for improvement options to be grouped together which will help in the deliverability of the potential options, in terms of both cost and phasing. The walking routes being relatively short have each been left as a whole route as they appear in the audit (WR1.1, WR1.2 etc…).

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

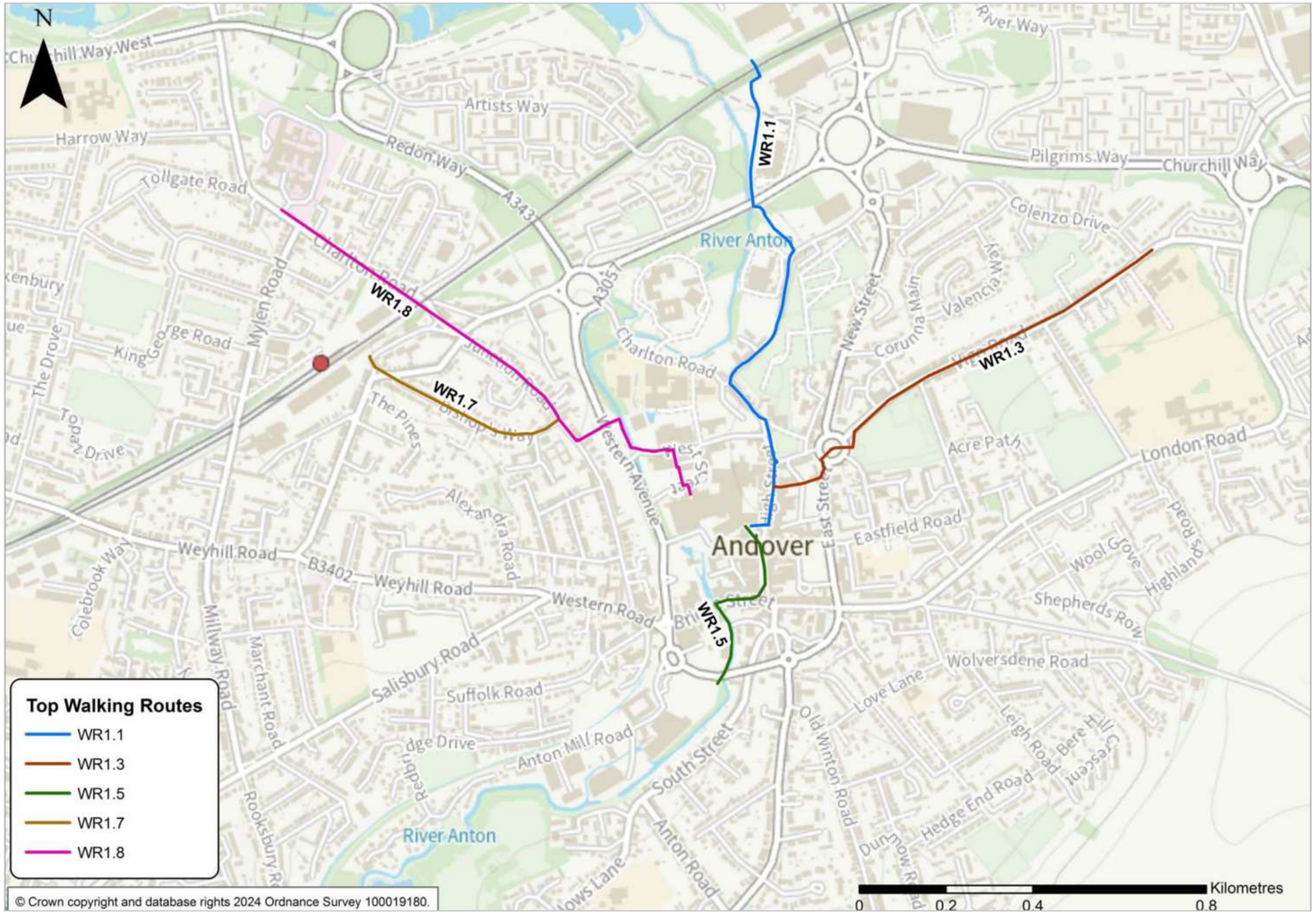
The top five ranked areas within the northern Test Valley area are shown in the following tables and maps.

## Walking routes – Top five routes Andover

The map on this page shows the walking routes that had the highest combined scores across the metrics of the prioritisation process. The potential interventions for each route are set out in the walking route audit chapter.

The two top ranked routes WR1.7 and WR1.8 share similar scoring to the outcomes of the public consultation priorities; route W1.8 was ranked as the highest priority and WR1.7 was second.

| Priority Ranking | Route |
|---|---|
| 1 | WR1.7 – Junction Road to Andover Railway Station |
| 2 | WR1.8 – Andover Town Centre to Andover Hospital |
| 3 | WR1. – Andover Town Centre to Enham Arch Retail Park Railway Underpass |
| 4 | WR1.5 – Andover Town Centre to Asda Superstore |
| 5 | WR1.3 – Eastern Avenue roundabout to Norman Gate School Entrance |



## Cycling network – Top route sections

The table on this page shows the top 6 route subsections with the highest combined scores across the metrics of the prioritisation process as set out in the methodology section. The map details the priority sections for Andover.

Route 200 appeared as one of the highest priorities from the consultation and also through the combined metrics. Some routes scored strongly in terms of public support but had lower combined scores when taking into account all of the metrics from the prioritisation process. Route section 100.4 appeared in the top five cycle routes, from the prioritisation exercise, however the majority of this section sits within the southern Test Valley area and follows the alignment of NCN 24. This section will be considered alongside the southern Test valley LCWIP and considered in a future review of the southern Test Valley LCWIP. As such, the 6th highest ranked route has also been included in the priority table.

In practice, prioritisation and delivery will be influenced by the funding available both locally and nationally. If appropriate funding streams are available for routes outside of the top 5, for example developer contributions, these can still be pursued.

It is also recognised that Andover has a significant existing cycle network with some notable gaps between sections. Alongside the overall prioritisation, which applies to all Hampshire LCWIPs equally, filling these gaps will be an additional criteria in northern Test Valley.

| Priority Ranking | Route section | Location |
|---|---|---|
| 1 | 200.3 | Vigo Road roundabout to Walworth roundabout |
| 2 | 200.2 | West Street to Vigo Road Roundabout |
| 3 | 220.2 | Smannell Road Footway to northern East Anton |
| 4 | 100.4 | Stonymarsh to Cupernham Lane |
| 5 | 210.1 | Bridge Street to Picket Twenty |
| 6 | 200.4 | Walworth roundabout to Picket Piece |

# Funding and next steps

## How will schemes be funded?

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

To date, government funding for active travel has been awarded to local authorities based upon competitive bids, such as the levelling up fund, capability fund and active travel fund, in addition to the annual Local Transport Plan allocations made by government to local transport authorities. In the future other government funding opportunities may be announced. Most bids for government funding need a local financial contribution and allocations of funding from government are often based on demonstrating past successful delivery of schemes that support government walking and cycling objectives.

Other funding sources include direct delivery of works by developers via Section 278 Agreements and/or financial contributions secured by Section 106 Agreements. It is likely that some local Test Valley Borough Council funding may be required to potentially help boost bids for any Hampshire County Council government funding received in the future. This would be discussed with relevant officers at Test Valley council, should this need arise.

It is important that the limited local resources that are available are used to best effect, for example in securing large amounts of government funding, but also in meeting local priorities, for example where a modest intervention is able to unlock local access within a community. It is also the case that local priorities may provide a slightly broader focus, for example by improving health and wellbeing outcomes for local residents, where this is a priority, and investing in rural communities where it might prove difficult to meet value for money criteria based upon the numbers of people to benefit.

It is important to note that the evidence base for LCWIPs has generally been the existing pattern of development and committed development i.e. adopted local plans and sites with planning permission and therefore does not take into account demand from new development i.e. those sites without planning permission or emerging updated local plans. It will be necessary for developers, in bringing forward their proposals to ensure that the new communities or employment zones proposed can be fully connected into the wider community with high-quality walking and cycling routes for people to access local facilities. Equally, existing residents should be able to access local facilities provided by new development such as jobs, education and retail opportunities. It will therefore be necessary that financial contributions and/or delivery of improvements are secured towards the schemes via Section 106 agreements where development generates additional demand on the highway and transport network or the development would not otherwise be accessible safely and conveniently by people walking, wheeling and cycling.

All potential options identified in this LCWIP are conceptual only at this stage and therefore all costings are high level and approximate, based on similar schemes elsewhere.

Schemes prioritised for implementation will be subject to a full design process, including appropriate community engagement.

## Next steps

The northern Test Valley LCWIP will be used by Hampshire County Council and Test Valley Borough Council to support the case for further stages of design, assessment and stakeholder engagement and to support applications for funding to progress improvements for the routes identified.

The LCWIP is intended to facilitate a long-term approach to developing active travel proposals, therefore all of the corridors identified within the network maps are recommended for further consideration at an appropriate time.

Hampshire County Council plans to work closely with Test Valley Borough Council in helping to deliver the outcomes of the LCWIP.

It is envisaged that the LCWIP will need to be reviewed approximately every five years, in line with Government guidance. The scope of future reviews will need to reflect progress made with implementation and any significant changes in local circumstances.

# Appendices

# Appendix A

### Recommended measures

In the walking zone and cycle route descriptions in section two, a number of technical solutions have been identified — some of these are discussed in more detail below.

### Parallel crossings

Parallel crossings are like zebra crossings but with a cycle lane running parallel with the zebra markings. Hampshire already has a few of these, with more planned.

### 20mph speed limits

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

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

Chaucer Road, Cantebury

Camp Road, Bordon

The HCC Executive Lead Member for Transport and Environment Strategy has commissioned a review of the current policy for 20 mph speed restrictions in Hampshire. At the time of writing, this is being carried out by The Economy, Transport and Environment Select Committee. A task and finish group has been formed — effectively a working party — to support the review.

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

### Point closures

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

Point closures are a new name for something that has been around for a very long time. Within any local neighbourhood, including plenty within Hampshire there will be alleyways and cul-de-sacs with cut throughs to the main road for walking and cycling.

Rockingham Way, Portchester – modal filter

# Appendix B

## Design principles

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

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

## Local Transport Note 1/20

This national guidance provides a basis for those standards based on five core design principles and 22 summary principles, as follows:

## Core design principles

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

There are five core design outcomes for cycle routes:

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

## Summary principles

1. Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.

2. Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.

3. Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.

4. Side street routes, if closed to through traffic to avoid rat-running, can be an alternative to segregated facilities or closures on main roads – but only if they are truly direct.

5. Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles. Our aim is that thousands of cyclists a day will use many of these schemes.

6. Consideration of the opportunities to improve provision for cycling will be an expectation of any future local highway schemes funded by Government.

7. Largely cosmetic interventions which bring few or no benefits for cycling or walking will not be funded from any cycling or walking budget.

8. Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.

9. Cycle parking must be included in substantial schemes, particularly in city centres, trip generators and (securely) in areas with flats where people cannot store their bikes at home. Parking should be provided in sufficient amounts at the places where people actually want to go.

10. Schemes must be legible and understandable.

11. Schemes must be clearly and comprehensively signposted and labelled.

12. Major ‘iconic’ items, such as overbridges must form part of wider, properly thought-through schemes.

13. As important as building a route itself is maintaining it properly afterwards.

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

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

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

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

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

19. Schemes must be easy and comfortable to ride.

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

21. Schemes must be consistent.

22. When to break these principles.

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

# Guidance

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

**Figure 4.1:** Appropriate protection from motor traffic on highways

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

Provision suitable for most people

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

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

## Notes

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

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

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

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

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

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

**Table 5-2:** Cycle lane and track widths

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

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

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

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

**Table 7-2:** Minimum acceptable lane widths

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

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

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

**Table 10-2:** Crossing design suitability

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

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

Provision suitable for most people

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

**Notes**

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

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

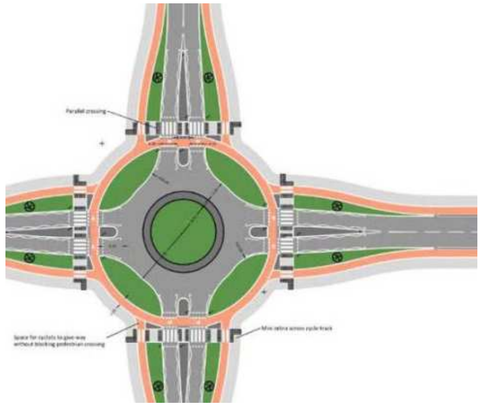


**Figure 10.39:** Carriageway-level cycle track used with ‘hold the left’ traffic staging

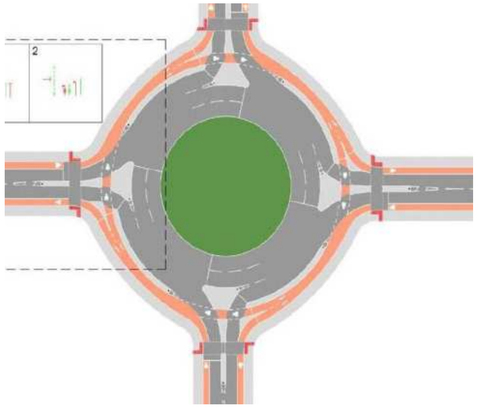


**Table 11-1:** Suggested minimum cycle parking capacity for different types of land use

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

## Cycle dimensions and cycle design vehicle:

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

**Figure 5.2 typical dimensions of cycles**

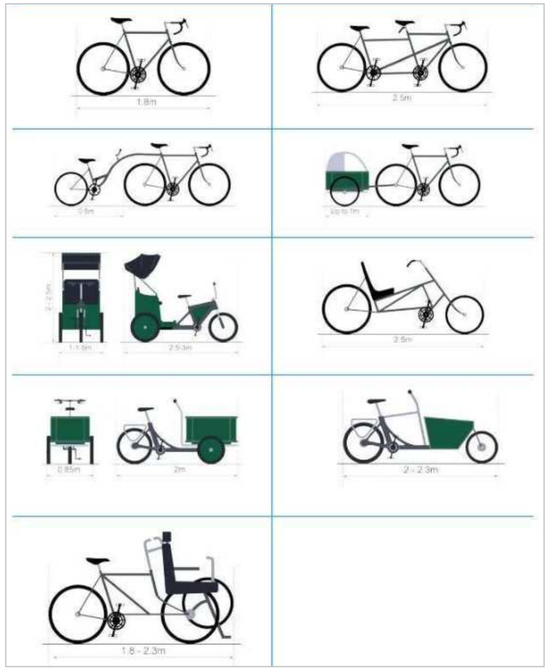



**Table 5-1:** Size and minimum turning circles of cycles

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

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

## Manual for streets

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

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

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

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

**6.3.4** Not all disability relates to difficulties with mobility. People with sensory or cognitive impairment are often less obviously disabled, so it is important to ensure that their needs are not overlooked. Legible design, i.e. design which makes it easier for people to work out where they are and where they are going, is especially helpful to disabled people. Not only does it minimise the length of journeys by avoiding wrong turns, for some it may make journeys possible to accomplish in the first place.

**6.3.8** The specific conditions in a street will determine what form of crossing is most relevant. All crossings should be provided with tactile paving. Further advice on the assessment and design of pedestrian crossings is contained in Traffic Signal Manual Chapter 6 December 2019.[2]

1 Manual for Streets 3 has not been published at the time of the publication of this LCWIP.
2 Traffic Signal Manual Chapter 6 December 2019.

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

- **Uncontrolled crossings** – these can be created by dropping kerbs at intervals along a link. As with other types of crossing, these should be matched to the pedestrian desire lines. If the crossing pattern is fairly random and there is an appreciable amount of pedestrian activity, a minimum frequency of 100m is recommended1. Dropped kerbs should be marked with appropriate tactile paving and aligned with those on the other side of the carriageway.

- **Informal crossings** – these can be created through careful use of paving materials and street furniture to indicate a crossing place which encourages slow-moving traffic to give way to pedestrians.

- **Pedestrian refuges and kerb build-outs** – these can be used separately or in combination. They effectively narrow the carriageway and so reduce the crossing distance. However, they can create pinch-points for cyclists if the remaining gap is still wide enough for motor vehicles to squeeze past them.

- **Zebra crossings** – of the formal crossing types, these involve the minimum delay for pedestrians when used in the right situation.

- **Signalised crossings** – there are four types: Pelican, Puffin, Toucan and equestrian crossings. The Pelican crossing was the first to be introduced. Puffin crossings, which have nearside pedestrian signals and a variable crossing time, are replacing Pelican crossings. They use pedestrian detectors to match the length of the crossing period to the time pedestrians take to cross. Toucan and equestrian crossings operate in a similar manner to Puffin crossings except that cyclists can also use Toucan crossings, while equestrian crossings have a separate crossing for horse riders. Signalised crossings are preferred by blind or partially-sighted people.

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

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

**6.3.14** Larger radii can be used without interrupting the pedestrian desire line if the footway is built out at the corners. If larger radii encourage drivers to make the turn more quickly, speeds will need to be controlled in some way, such as through using a speed table at the junction.

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

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

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

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

**Table 4.1** the hierarchies of provisions for pedestrians and cyclists

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

## On-street parking – positive and negative effects

### Positive effects

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

### Negative effects

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

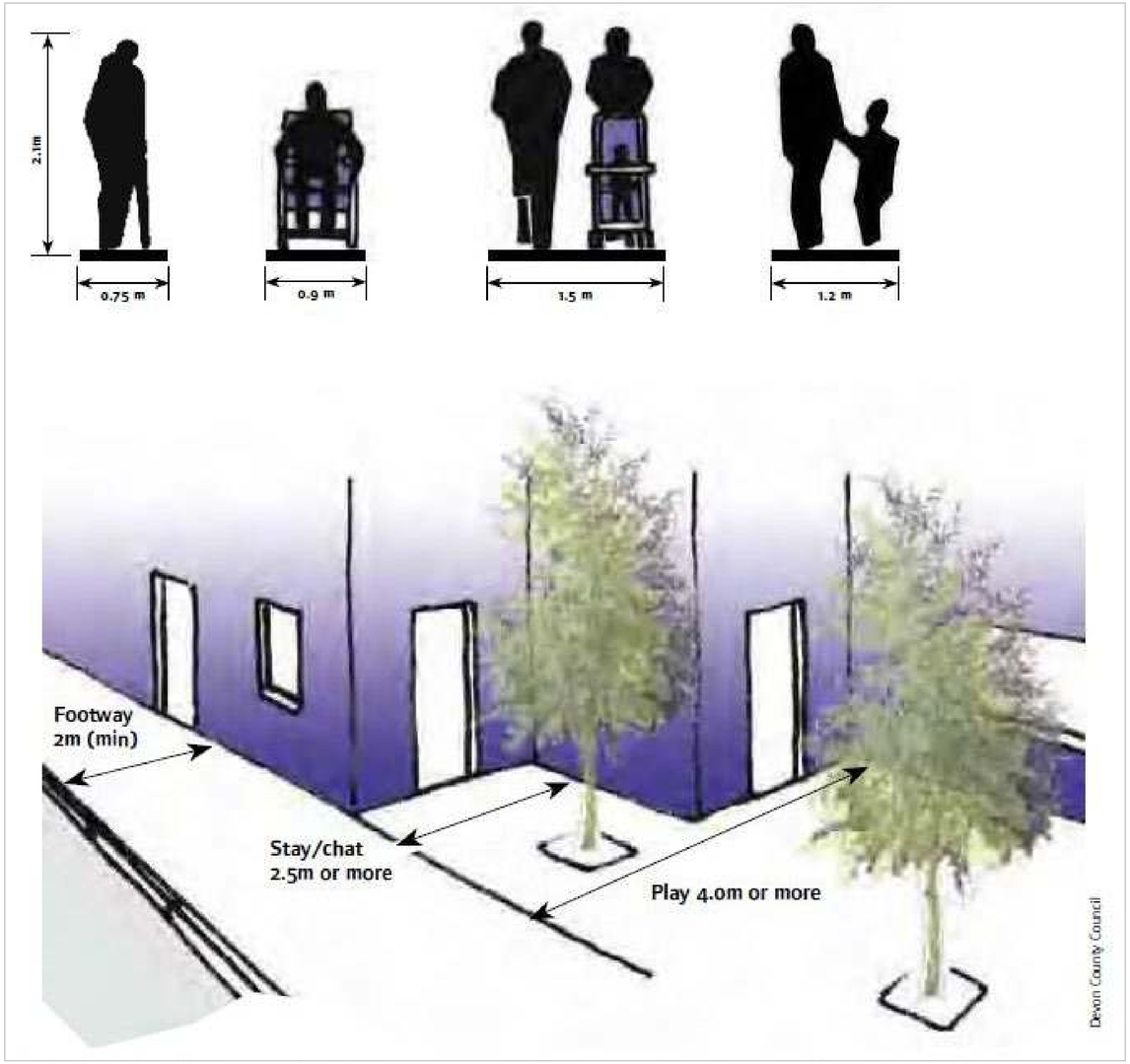
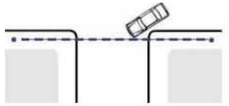
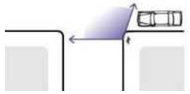



**Figure 6.8** the footway and pedestrian areas provide for a range of functions which can include browsing, pausing, socialising and play.

### Small radius (e.g 1m)

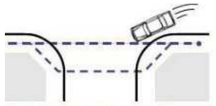


- Pedestrian desire line (---) is maintained.
- Vehicles turn slowly (10-15mph).

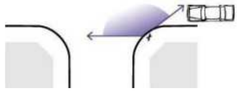


- Pedestrian does not have to look further behind to check for turning vehicles.
- Pedestrian can easily establish priority because vehicles turn slowly.

### Large radius (e.g 7m)



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



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

**Figure 6.3** the effects of corner radii on pedestrians

# Healthy streets design check

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

## What is Healthy streets?

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

## The 10 Healthy streets indicators

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

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

## 1 Everyone feels welcome

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

## 2 Easy to cross

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

## 3 Shade and shelter

Shade and shelter can come in many forms – trees, awnings, colonnades – and they are needed to ensure that everyone can use the street whatever the weather. In sunny weather we all need protection from the sun, in hot weather certain groups of people struggle to maintain a healthy body temperature, in rain and high winds we all welcome somewhere to shelter. To ensure our streets are inclusive of everyone and welcoming to walk and cycle in no matter the weather we must pay close attention to shade and shelter.

## 4 Places to stop and rest

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

## 5 Not too noisy

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

## 6 People choose to walk and cycle

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

## 7 People feel safe

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

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

## 8 Things to see and do

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

## 9 People feel relaxed

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

## 10 Clean air

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

# Test Valley (north) Local Cycling and Walking Infrastructure Plan

January 2025

Hampshire County Council