

**Romsey Town Access Plan  
Supplementary Planning Document**

**Draft for Consultation**

**September 2010**

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This supplementary planning document is the subject of public consultation for a period of five weeks running from 17<sup>th</sup> September 2010.

The views of the community are valued and we welcome your comments. These will be taken into careful consideration before the final document is produced

If you would like to comment please send your views using the comments form to:

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Alternatively you can download a comments form from the Council's website [www.testvalley.gov.uk](http://www.testvalley.gov.uk) and return it to [planningpolicy@testvalley.gov.uk](mailto:planningpolicy@testvalley.gov.uk)

Should you require further information please contact the Council's Transport Planner on 01794 527811.

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

# **Romsey Town Access Plan (draft)**

## **1. Introduction**

### **Purpose of the Romsey Town Access Plan**

- 1.1 The Romsey Town Access Plan (TAP) is a strategy which sets out a shared vision for how access to facilities and services within Romsey will be improved. It has been jointly prepared by the Borough and the County Council.
- 1.2 The TAP describes the current accessibility of the town, the transport provision already in place and the relevant policy context.
- 1.3 The barriers or obstacles to access are highlighted and specific schemes or solutions have been identified which will improve and facilitate access for all. From this an action plan outlining issues and measures (section 5) has been developed which will be used to direct funding secured via the County Council's Transport Contributions Policy (TCP), or other sources, in a way that responds to the accessibility needs within the town. The TAP will be used to ensure delivery of accessibility improvements, improved permeability within the town and the successful integration of new development.
- 1.4 The TAP is an evolving document and will be monitored and reviewed on an annual basis.

### **Scope of the Plan**

- 1.5 The TAP covers the built up area of Romsey Town and that part of Romsey Extra immediately adjoining it (see Figure 1). The area of Abbotswood that has planning permission for 800 homes is also included. It does not extend beyond to the surrounding villages to allow the plan to focus on localised issues and improving access to key destinations within the town. It is acknowledged that transport issues by their nature are not necessarily restricted within the boundaries shown. Some highway issues, and potential schemes to overcome them may also extend over the boundary into adjoining areas and may be included within the plan.
- 1.6 Additional development is envisaged within Southern Test Valley and should this be allocated on the edge of Romsey then the new development will also be covered by the Town Access Plan. The boundary will be extended to include it in future reviews.
- 1.7 There is a separate TAP for Andover and a third Access Plan (Test Valley Access Plan) for other settlements and rural areas within Test Valley. (See Figure 2). There may be some overlap between the plans as identified in paragraph 1.5 above.

- 1.8 Romsey has a range of services and facilities to serve local residents within the town. The majority of these are located within the town centre with some local shops, community halls, schools and employment areas spread around the town. There are also bus and railway stations in the town centre which provide public transport to the nearest main centres such as Salisbury, Southampton and Winchester.
- 1.9 The TAP will look at access to all modes of transport and at the accessibility of key destinations from the main residential areas.
- 1.10 The Town Access Plan seeks to:
- Inform an agreed priority list of future transport schemes for which funding can be sought and for which contributions can be collected under the TCP
  - Encourage greater use of more sustainable modes of transport,
  - Improve access to public transport
  - Improve personal safety for all road users and especially pedestrians and cyclists.
  - Reduce severance caused by main roads and railway lines
  - Encourage the development of a town wide network of cycle and pedestrian facilities
  - Encourage healthier and more active lifestyles, and
  - Enhance and protect the character and setting of Romsey.
  - Support enhancements to Romsey urban public realm underpinning the future economic strength of the town

### **Relationship of the Town Access Plan to Other Policies and Plans**

- 1.11 Town Access Plans have their origin in the Local Transport Plan (LTP) 2006 – 2011. The LTP sets out a strategy for addressing accessibility based on the concept of reducing the need to travel, managing the demand for travel and investing where need and demand cannot be satisfied. Improving accessibility is one of the key objectives and there is a commitment to producing a total of 20 Town Access Plan's during the period of the LTP, including this one for Romsey.
- 1.12 The TAP reflects other key strategies both at the County level and the local level. Figure 3 shows the relationship of the TAP to various other documents prepared by Hampshire County Council and Test Valley Borough Council and others.
- 1.13 The County's Corporate Plan and Hampshire Strategic Partnership's Community Strategy have influenced the content of the document as have local aspirations and concerns that have emerged such as those expressed through Test Valley Partnership's Community Plan, the Look at Romsey Project and Romsey 2020.

- 1.14 The TAP is a useful bridge between the high level strategies setting out the general direction of the policies and the development of specific local transport schemes to meet local concerns and needs. It will ensure that local community views are reflected in the decisions made regarding the allocation and commitment of financial resources.

### **The Town Access Plan, Local Development Framework and the Transport Contributions Policy**

- 1.15 The mechanism for securing funding from developers' contributions to implement the TAP is the Transport Contributions Policy adopted by the County Council as Highway Authority. The policy sets out the levels of contributions sought from development based on size. (Appendix 1)
- 1.16 The TAP includes the town and the land at Abbotswood which has approval for 800 new homes. Ensuring that both new and existing communities in Romsey can access key facilities and services provided within the town is essential for the delivery of sustainable and prosperous growth.

## **2. Romsey**

### **Romsey's Development**

- 2.1 The town grew up in the latter part of the 10th Century based around an abbey of nuns with the original settlement built on the valley floor. Subsequently the town has extended northwards along the river valley and eastwards up the valley sides to the level land beyond.
- 2.2 The Abbey, located just to the east of the River Test, is still the dominant building within the settlement and many of the streets in this part of the town retain the old street pattern. The Market Place is located close by and provides the focus for the historic core of the town. There are very few gaps between the buildings along the street frontages leading into the Market Place and the roads are generally restricted in width, and winding in nature with narrow footways. The street patterns and many old buildings in this area are an integral part of the character of the town.
- 2.3 The Market Place itself is a large open area with shops, other commercial businesses and the Town Hall located around it. Originally the location for the town's market a small square with Lord Palmerston's statue is located in the centre which currently acts as a roundabout for traffic movement from the four roads feeding into the space. The smaller Cornmarket adjacent to the Market Place, where traffic has been restricted, now accommodates the market held twice weekly.
- 2.4 The town grew little after the 16th Century until the end of the 19<sup>th</sup> Century. The railway lines were built in 1847 and 1865 on the eastern side of the town with new roads leading to the station. The railway lines were built on embankments which acted as the outer edge to the town until the interwar years when some ribbon development occurred and then substantial building

in the form of new housing estates in the years after 1960. The railway embankments have created a physical barrier to the north and east of the town with restricted access via bridges or tunnels for pedestrians and vehicles. Some of the bridges are low (the Sun Arch and Great Bridge in particular) restricting movements of high vehicles.

- 2.5 The style of the later residential developments varies reflecting the different styles at the time. Some areas are laid out in discrete cul-de-sacs, others were provided with generous footway links between housing areas, and others were built using a Radburn style layout with many footways away from roads and the traffic separated into rear access routes.
- 2.6 Employment in the town has changed over time. Light industrial activity, largely related to agriculture, such as paper making, milling, timber yards and leather processing developed during the later years of the nineteenth century. There was also breweries, a jam factory and boat yard. Gradually many of these businesses closed or relocated and, the former Strongs' brewery, in the centre of the town closed in the late 1980s and now has planning permission to be redeveloped for housing. In later years industrial estates with a variety of new employment uses, have developed on the outskirts of the town. Within the town centre employment is mainly in offices, shops and small businesses.
- 2.7 In addition to the River Test which forms the western edge of the town there are many smaller waterways and braids of the river which flow through the town and have helped to shape the way it has developed. Several main walkways and paths run alongside the banks of these waterways which add considerably to the character of the town.
- 2.8 The large number of older buildings, and remnants of the older street patterns in the centre of the town, add considerably to the character and quality of the historic centre. Retaining this character and the attractiveness of the town to both residents and visitors will need to be taken into account in any future transport proposals.

### **Demographic Profile**

- 2.9 The current population of Romsey is approximately 17,000. The population has been growing slowly in recent years as new housing developments have taken place but the number of households has been growing at a faster rate reflecting an overall reduction in the numbers of residents in each household. Between 1991 and 2001 the population of Romsey grew by 3% and the number of households by 11% respectively, reflecting a national trend for smaller numbers of people in each household.

- 2.9 The number of households with two or more cars has been increasing and the number with no car decreasing, again in line with national and Hampshire trends (see table 1 below):

Table 1

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

Source: 2001 Census

The 2001 Census (see table 2 below) indicated that there is high car usage for journeys to work, however within the town car usage is significantly lower than for trips in and out of the town. There is a high level of walking within the town and a good level of cycling. Bus usage is low both within and in and out of the town. Train usage is comparable to bus usage for trips in and out. Figures from the Office of Rail regulator indicate that station usage in general at Romsey has risen from 305,054 to 398,418 between 2002/3 and 2007/8.

| Journeys to work |               |               |             |
|------------------|---------------|---------------|-------------|
|                  | Within Romsey | Out of Romsey | Into Romsey |
| Car Driver       | 52            | 80            | 82          |
| Car passenger    | 6             | 7             | N/A         |
| Train            | 1             | 1             | 2           |
| Bus              | 3             | 4             | 5           |
| Taxi             | <1            | <1            | 1           |
| Motorcycle       | <1            | 2             | 1           |
| Bicycle          | 8             | 2             | 1           |
| On foot          | 30            | 3             | 4           |
| Other            | 1             | 0             | 4           |

Source 2001 Census (trips rounded to whole numbers, working at home excluded, <1 less than 1%)

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

### Services and Facilities

- 2.11 There are a wide range of services and facilities provided within the town which can meet many of the needs of the local population.

- 2.12 There are a variety of shops including a small department store, several national multiples and numerous independent retailers. The majority are in the town centre but local shops are also available within the adjoining residential areas. The town centre has both smaller independent foodstores, and Co-op, Aldi, and Waitrose supermarkets.
- 2.13 The town centre has a post office and a number of banks, building societies, estate agents, solicitors, hairdressers, travel agents and other services. There are health facilities including dentists located within the town centre and two doctor's surgeries on the edge of it with a third surgery and the local hospital just outside it. The library and Council Offices are also near to the town centre.
- 2.14 The town's War Memorial Park with bowling club and tennis courts is just to the west of the town centre and the Rapids leisure pool, and sports facilities are just to the south of it. Smaller play areas and open spaces are located throughout the residential areas of the town.
- 2.15 Within the town centre there are numerous restaurants and pubs and others are spread further out on the edge of the town. The Plaza Theatre to the east of the town centre and both the Abbey in the town centre and Broadlands on the edge of it regularly provide venues for concerts and other functions. There are a number of community halls and private clubs catering for a range of local functions in the town.
- 2.16 There are employment areas located on the edge of the town at Budds Lane, Romsey Industrial Estate, Belbins and Abbey Park. There are a number of schools within the town including two secondary schools which are attended by children travelling from outside the town. There is no provision for education post 16 within the town and children travel to a number of colleges in nearby towns and cities.
- 2.17 There is a bus station within the town centre and bus services are available to Salisbury, Southampton, Winchester and Eastleigh and some of the villages en route. There are also limited bus services which serve some of the residential areas within the town. The railway station is located a ten minute walk away from the Market Place. There are regular services to Southampton, Salisbury, Eastleigh with connections to London, West Midlands and the West Country.
- 2.18 The town acts as a centre for a wider rural area and serves a number of nearby villages for secondary education and local services. Many of these have limited public transport and access by car is particularly important for these residents. The town also attracts a number of visitors from further afield for day trips and easy access by car and public transport is important to cater for this. Ensuring that the transport links enable and encourage these trips to be made is important for the vitality and economic viability of the town.

2.19 There are good links to the surrounding countryside via the local Rights of Way network. There are links out from the town to the Test Way which follows the River Test both North and South. There is scope for some of these footpath links or lanes to be improved for cyclists and pedestrians to provide safer and easier access to adjoining rural areas from the town.

## **3.0 Accessibility in Romsey**

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

### **Assessing Accessibility**

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

### **Consultation**

- 3.4 The community of Romsey has been widely consulted on transport issues over recent years. There have been a number of different surveys carried out by variety of local groups which have contained a transport element within them (see paragraphs 3.9 – 3.12). Further consultation has also been undertaken as a part of the preparation of this document in the form of workshops for Councillors and local organisations (see Appendix three for more details). The Local Strategic Partnership Action Groups, which comprise of representatives from a number of organisations who work in the community have also helped to inform the preparation of this document.

### **Accession**

- 3.5 The Department for Transport's computer tool Accession analyses levels of accessibility of different locations. It is based on geographical information systems (GIS) and quantifies accessibility levels. The map based outputs can highlight areas where households may find it difficult to access particular services and facilities and help to identify locations where transport improvements or infrastructure may be needed to improve access to those key facilities and services. The tool has some limitations since it does not take into account costs or other qualitative data and it is important to consider the results in the light of local knowledge about the area.

## **Qualitative Assessment**

- 3.6 A knowledge of the geography of the area, detailed information on local factors and some insight into local residents views, help to identify the range of difficulties and barriers which individuals may encounter in reaching their destinations. Information has been gathered through a range of informal consultations being held with the different departments responsible within the County and Borough Council and through wider consultation.

## **Travel Surveys**

- 3.7 Hampshire County Council commissioned a travel survey in 2003 which provides information about travel behaviour in Romsey (Atkins 2003 Transpol Report). They also keep data on accident records and traffic counts in the area. Further information on travel is available from the Census and Department for Transport 2006 National Travel Survey. There is also monitoring carried out of Travel Plans submitted by businesses which can indicate changes in travel behaviour over time and help identify barriers to the use of particular transport modes.

## **Romsey Movement and Access Review**

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

## **Romsey Railway Station Surveys**

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

## **Romsey Healthcheck (Romsey 2020)**

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

## **Look at Romsey**

- 3.11 Look at Romsey was a study carried out by Romsey and District Society to prepare a Town Design Statement for the town. The work involved questionnaires, surveys, public meetings and exhibitions and information was obtained on various transport issues as part of the process.

## **Community Street Audits**

- 3.12 In the summer of 2009 a series of Community Street Audits (CSA) were undertaken in Romsey. The information obtained on the four walks along main routes into the town centre has been used in the preparation of the TAP. They have helped in identifying the main barriers to access and movement within the town particularly for cyclists and pedestrians. Identifying and understanding the problems encountered on the ground in detail is crucial and the CSA play an important role in this
- 3.13 The CSAs were held on four separate days in June 2009 and were attended by representatives from a range of different local community groups. A series of walkabouts took place and the participants provided comments and photographic evidence of the features of each route which made journeys difficult or unattractive. There were a number of common issues identified across all four routes which included poor maintenance, obstructions to footpaths, inadequate signage and also other factors which were unique to each of the particular routes in question.
- 3.14 The results of these street audits have already led to some changes taking place, such as signposts being moved and crossing points put in place. Further information regarding the outcomes of the CSAs can be found in Appendix 3. It is intended that those people who took part in the CSAs and preparation of the TAP will be regularly informed of the progress of the plan.

## **Current Provision**

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

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

### **Roads and Traffic**

- 3.20 There is some congestion on the town's road network in the morning and evening peak times although it is not significant in terms of delay in journey times relative to other larger settlements. There are limited alternative routes and traffic flows are fairly high which can mean inconsistent journey times when problems do occur, leading to concerns about journey delays from local residents.
- 3.21 The introduction of traffic signals on Alma Road has been generally effective in managing the flows and improving conditions for pedestrians and cyclists crossing the road although there is still some congestion at peak times. Other junctions along Winchester Road such as Plaza Roundabout, Botley Road Roundabout and the junction of Winchester Road and Cupernham Lane can also lead to delays for drivers. As levels of car use increase there is greater pressure for changes to be made to ensure the main routes of the A3090, A3057 and A27 are not too heavily congested. At the same time there is a need to ensure that they do not form a barrier to pedestrians and cyclists accessing the town.
- 3.22 Romsey has a total of six public car parks, providing a total of 620 pay and display spaces in a mixture of short and medium and long term spaces. In addition to this there are 4 car parks used as season ticket only with a total of 56 spaces. There are also a number of private car parking areas and spaces associated with businesses and commercial properties in the town, and parking at the railway station, the Sports Centre and The Rapids on the edge of the town.
- 3.23 Availability of car parking is important to ensure the vitality of the town as a local service centre. All public car parks are pay and display and are managed by the Borough Council. Their use is regularly monitored with a car parking survey carried out three times a year and currently this indicates that at all but the busiest part of the Christmas period there is parking available.

- 3.24 The Council's policy is to allocate short and medium spaces to shoppers closest to the town centre. Those commuting to work, who park all day are accommodated further out. This is achieved through price and duration of stay. Season tickets are allocated to spaces in those furthest from the town centre.
- 3.25 On street car parking is also reviewed regularly within the town and measures put in place to address problems that are identified. Parking permits are used to enable residents to park on street whilst for other drivers there are time restrictions in place. Some other roads have been restricted for access only, limiting parking on street in those areas.

### **Walking**

- 3.26 Walking is the most popular means of travel after the car. Residents choose to walk for a number of reasons but generally to keep fit and because it is convenient.
- 3.27 The provision and condition of footways within the town varies. In the town centre, particularly in the older streets, some of the pavements are very narrow. Greater priority has been given to pedestrians in the main shopping area of The Hundred and Latimer Street in an enhancement scheme which included increasing pavement widths, providing crossing points and reducing vehicle speeds. The upper end of The Hundred, Market Place, Bell Street and Church Street however have not been improved and here the provision for pedestrians is not as good and could be enhanced to make the area safer and more attractive to those who are walking and cycling.
- 3.28 The town benefits from some segregated footways linking the outer residential areas to the town centre. Some of these are located alongside waterways in the town with the opportunity to provide a safe, and pleasant pedestrian environment away from the busier roads. The Tadburn Stream footpath has recently been enhanced with new fencing dropped kerbs and re-surfacing. Other routes, such as along Barge Canal would also benefit from work to upgrade them such as improved surfacing, better lighting and new dropped kerbs/ramps to make them more accessible and attractive. Crossing points are also required in some areas to link residents with key destinations across busy roads. Access through the tunnels under the railways which provide useful pedestrian and cycle links could be enhanced.
- 3.29 The types of footways within the residential areas vary depending on the time when they were built but some of the older estates such as Woodley and parts of Halterworth could benefit from an upgrading of the pedestrian environment. Other routes are in need of provision of acceptable dropped kerbs in appropriate locations.
- 3.30 Maintenance of the footways is also an issue with many routes in need of repair or vegetation clearance, improved drainage and better surfacing.

## **Cycling**

- 3.31 The Borough Council reviewed its Cycle Strategy in 2009. The document seeks to promote cycling within the Borough through the provision of a number of key routes. The proposed network consists of both utility and leisure routes within settlements and linking them along major roads. Some of the routes are purpose-built schemes for cyclists, others are shared paths with pedestrians, and some are on road advisory schemes.
- 3.32 Within Romsey there are a limited number of schemes which have been implemented so far but they do provide important sections of the network; Cupernham Lane via Canal Walk into the centre and from Southampton Road and the Sports Centre to the town centre. The central area with narrow roads makes provision of separate cycle ways difficult and reducing speeds of traffic and altering the priority away from motor vehicles in these areas may be the best way forward. Routes out from Romsey; to the north along the Canal towards Timsbury, to the South along Lee Lane towards Nursling, to the west along the bypass to Wellow and the Forest and east along Winchester Road and Botley Road to North Baddesley are important routes for cyclists that are yet to be implemented and are awaiting funding.
- 3.33 The Strategy also has two other key objectives; to improve the safety of cycling for existing and potential cyclists and to increase the use of cycling as a leisure activity. The Borough Council supports a Bicycle User Group (BUG) to promote cycling and share news and seek views from cyclists within the borough. The group meets twice a year and was established in 2004.

## **Bus**

- 3.34 Romsey bus station acts as a central point for connections to all the services within and out of the town. There are links to most of the main towns and cities nearby, though not to Andover. There is a quality bus partnership (QBP) route into Southampton via North Baddesley. This is a partnership between HCC and Bluestar who provide the service which resulted in improvements to the route. There are regular services to Winchester and to Salisbury with services to the villages along the routes. Within the town there are two circular routes for limited periods of the day which serve the outer residential areas linking them to the town centre. There are also bus services during term times to the colleges in Winchester, Eastleigh and Brockenhurst which provide post 16 education for the town's students. The employment areas on the edge of the town however are not well served by buses, neither is the Sports Centre or the railway station. There are no direct bus services to some key destinations further afield such as Southampton General Hospital.
- 3.35 The bus station is of adequate size for the current level services and is in a good location close to the centre of the town. The facilities it provides for passengers could be improved, with better waiting facilities, improved bus information and better security among the issues to be considered.

## **Rail**

- 3.36 Romsey's rail station is located on the main Portsmouth to Cardiff line. The station is served by three trains an hour to Southampton, and two to Salisbury. A second line connects to the neighbouring towns of Chandlers Ford and Eastleigh and provides a direct link to Southampton Airport. There are connections from Salisbury to London and Exeter, whilst in the other direction, there are connections to London Waterloo and Bournemouth.
- 3.37 The station has seen an increase in passengers using it in recent years. There is currently no access for the disabled to the southbound platform with only steps connecting the main station building to the far platform. Disabled passengers need to travel to another station, such as Southampton which is accessible and then return to Romsey on a train which arrives on the platform which has access. Passengers with heavy luggage, pushchairs or cycles also have to negotiate the stairs to reach the southbound platform which can be difficult and inconvenient. The station building and general environment around the area has been deteriorating and is in need of improvement. There are no bus services connecting to the railway station and the space outside the station forecourt is cramped with insufficient space for drop-off points, buses or easy turning for vehicles.
- 3.38 Some feasibility work has been carried out in consultation with the train operating company (First Great Western) and Network Rail to relocate some of the parking to the derelict stationmaster's garden to allow turning space for mini and midi-buses and drop-off points in the forecourt and also to provide a ramp to the far platform. The public has been consulted on the proposals and the County Council, Borough Council, First Great Western and Network Rail are working together to bring about these improvements.
- 3.39 In the longer term there are other opportunities around the Station where more car parking could be sought and improvements be made to the pedestrian and cycle routes leading to it as well as improvements to the facilities for passengers.

## **Community Transport**

- 3.40 There are a number of community transport services which play an important role for those who have mobility problems. Dial a Ride provides door to door transport for those who find it difficult or impossible to use ordinary bus services or those who live more than 400 metres from a bus stop and serves Romsey and the surrounding parishes. There are other voluntary organisations who provide transport such as Romsey Good Neighbours, Radish (Romsey and District Information and Support at Home) and Test Valley Community Services.
- 3.41 There is also an option for residents in the villages of Stockbridge, Houghton and King Somborne on certain days to use a taxishare service to Romsey town centre, Waitrose or Alma Road Surgery.

- 3.42 On Summer Sundays and Bank Holiday Mondays there is a bus provided to link Romsey and Mottisfont and Dunbridge station with Romsey Abbey, Mottisfont Abbey, Kimbridge, Timsbury and Sir Harold Hillier Gardens.

### **Smarter choices**

- 3.43 Smarter travel choices encompass a range of measures that seek to give better information and opportunities, helping people to choose to reduce their car use whilst enhancing the attractiveness of alternatives. Such measures include travel planning (school, workplace and residential) information provision, personalised journey planning, awareness campaigns, car clubs, car sharing and flexible working. The Department for Transport estimates that the potential benefit from such measures is significant and that they compare favourably in terms of cost to other capital schemes. They can therefore help to reduce car traffic and encourage more active travel, thereby supporting the objectives of this plan.
- 3.44 Both the County and Borough Councils promote and encourage the use of healthier and more sustainable modes of travel. The aim is to promote a change in travel patterns and behaviour by securing well designed developments underpinned by robust and effective travel plans. A travel plan seeks to deliver a package of measures to widen travel choice and reduce unnecessary car use by encouraging the use of other modes. All of the schools in Romsey have a travel plan, and four of the larger employers in the town have travel plans. The new residential development at Abbotswood also has a residential travel plan.

### **Freight**

- 3.45 The management of freight around the town can be a particular problem given the location of some of the industrial estates in relation to the restricted heights on some of the town's railway bridges. (the Sun Arch in Winchester Road and the bridge over Greatbridge Road in particular). Following a series of incidents of lorries getting stuck under the bridges new diversion signs and protection measures have been put in place.
- 3.46 There are also problems of obstructions being caused due to loading in some of the narrow street within the town centre. This has been alleviated to some extent by informal negotiations with some retailers to change timing of deliveries.

### **Planned Development**

- 3.47 There is planning approval for an additional 800 homes at Abbotswood on the northern boundary of the town. The new residential area at Abbotswood will contain a local centre including a community hall and shops. There will also be open space provided on the site. The new housing will be linked to existing services and facilities within the town and good transport links will be provided to ensure good accessibility for the new residents particularly by bus and walking and cycling routes. A residential travel plan will help to promote the use of sustainable transport and improved transport infrastructure will be provided.

- 3.48 Planning permission has been granted for residential development on the brewery site close to the centre of the town and it is anticipated that the former Romsey Infant School will also be developed for residential use.
- 3.49 There is a possibility of further residential development in the town and on greenfield sites adjoining the town, to meet future housing needs. Any development would similarly be expected to provide good local services and facilities on the site for future residents and links to existing ones in the town. Travel plans will also be required.

### **Trends**

- 3.50 In addition to the planned development in Romsey there are three key trends which are likely to contribute to future challenges to transport provision.
- Increasing car ownership and increasing car use is forecast to lead to significant growth in traffic with predictions suggesting that traffic may grow nationally by 29% by 2015 and 38% by 2030 compared to 2000 levels, while traffic on Hampshire's local road network is growing at around 1% a year. Whilst the recent rises in petrol costs and the current recession may have an effect on these predictions it is likely that some traffic growth will occur at the national and county levels and this will be reflected in Romsey unless measures are taken to reduce it and provide viable alternatives. Increasing car use can lead to increasing congestion and can lead to reduced road safety, less reliable journey times and associated public health issues.
  - The age profile of the population is likely to change broadly in line with projected trends for Hampshire. An increase of around 50% in the number of people aged 65 or over is expected between 2001 and 2026. This will have implications on patterns and purposes of people's trips and many people may become less able or less willing to drive as they age. It will become increasingly important to ensure that appropriate walking, public and community transport facilities are available.
  - Climate change is likely to lead to a number of changes to weather patterns with potential effects for transport planning. New developments and transport schemes will need to consider what these impacts may be in the future and possibly be designed to account for higher temperatures, episodes of high rainfall and flood risk.

## 4.0 Improving Accessibility in Romsey

- 4.1 The current trends identified and the additional development permitted in Romsey is likely to lead to increases in traffic movements in future years. It could reduce the attractiveness of other forms of travel such as public transport walking and cycling. For example buses will get delayed due to congestion, roads may become more difficult to cross for pedestrians and cyclists will have to negotiate busy traffic. Those without access to a car may find greater difficult in accessing services.
- 4.2 The TAP can be used to identify ways to improve the ease with which people can use public transport, walk and cycle around the town to encourage their usage. This would then provide less congestion and more reliable journey times for those journeys which need to be made by car.
- 4.3 Good accessibility within the town will encourage individuals to walk and cycle more frequently to use facilities nearby, helping to reduce car use and the road congestion associated with this. In practice this means ensuring that paths and cycleways, particularly to local key destinations, are direct, attractive, safe, and that road crossings are in the right position to reduce problems of severance. Improvements to accessibility are particularly important to those vulnerable groups such as the young, elderly and less mobile and those without access to a car. Improving access can provide choice in travel behaviour which will in turn promote and support sustainable travel, ensure inclusiveness, and enhance and maintain vibrant, healthy communities and prosperous places to live and work.
- 4.4 This approach supports a range of policy objectives of both Councils, especially:
- The Borough Council's Community Plan which aims to 'ensure a sustainable, efficient and integrated transport network which is based on the real needs and choices of local people and visitors'
  - The County Council's Local Transport plan objective to Widen Travel choice – 'widening travel choice helps to improve accessibility and tackle congestion by promoting non-car modes.
- 4.5 There are a number of barriers to access which can be identified and are set out in table 3 below. Not all of these are physical and there will be a range of different measures needed if accessibility is to be improved.

Table 3 Barriers to Good Access

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

## **5. Town Access Plan Action Plan – Issues and Measures**

- 5.1 As a result of the various consultations and technical studies that have been carried out a number of schemes have been identified. These have been set out in the tables which follow.
- 5.2 The suggested improvements to the transport infrastructure could be funded from a number of different sources. The main source is likely to be the contributions negotiated in association with new development based on the County Council's Transport Contributions Policy (TCP). In addition schemes may be funded from the Capital programmes of both Councils and where possible through bids for central government funding or grants from other sources. The locations of some of the schemes are shown on Figure 4.
- 5.3 The schemes have been divided into short term which have funding already identified, and longer term, where funding has yet to be identified. Some of the issues identified under the longer term have yet to be considered in detail to identify whether a viable solution is feasible

## **Action Plan - List of Road and Traffic Schemes**

Traffic management can contribute to improving accessibility in a number of ways. It can help to direct and control the movement of road traffic to ensure that drivers can reach their destinations in the quickest and easiest manner. Managing traffic also plays an important role in making non-motorised modes of transport safer and more attractive by ensuring that traffic travels at the most appropriate speeds along the most suitable routes.

### **Short Term**

|     | <b>Issue</b>  | <b>Proposed Measure</b>   | <b>Status</b>   | <b>Funding</b>   |
|-----|---|---|---|--|
|     | <b>Measures to reduce impact of additional traffic</b>  |   |   |  |
| 1.1 | Measures are required to ensure that the impact of traffic from planned new development is minimised.   | A series of traffic measures are proposed and set out in planning applications and 106 agreements e.g. Abbotswood site. | Completion of schemes dependent on agreed thresholds being reached. | A range of works to be built by developer and schemes funded by developer. |
| 1.2 | Measures need to be taken to ensure that the highway capacity is adequate to accommodate any additional traffic from new development without a detrimental impact on congestion or road safety. | Make improvements to key junctions to accommodate traffic.  | Completion of schemes dependent on agreed thresholds being reached. | A range of works to be built by developer and schemes funded by developer. |
| 1.3 | Queues and long waiting times for vehicles exiting Cupernham Lane onto Winchester Hill – adds to pressure on School Road and Braishfield Road.  | Traffic lights at junction of Winchester Road and Cupernham Lane.   | Work to be done as part of Abbotswood development.                  | Developer to provide.  |

|     |  |   |  |                          |
|-----|--|---|--|--------------------------|
| 1.4 | Difficult right turn at Viney Avenue onto Winchester Road due to volume of traffic.        | Traffic lights in Winchester Road at Cupernham Lane and Braishfield Road may increase gaps in traffic to ease this. Some work undertaken by HCC in meantime in 2009 may assist. | Work to be done as part of Abbotswood development.                     | Developer to provide.    |
| 1.5 | Concern about junction of Braishfield Road and Winchester Road.                            | Traffic lights in Winchester Road at Braishfield Road.  | Work to be carried out as part of Abbotswood development.              | Developer to provide.    |
| 1.6 | Concern about junction of School Road and Winchester Hill.                                 | Traffic management and traffic calming measures to reduce through traffic.  | To be funded by Abbotswood development.                                | Developers contribution. |
| 1.7 | Concern at speeds along Belbins and Sandy Lane and safety of junction with Cupernham Lane. | Alterations at Cupernham junction will help reduce traffic speeds.  | Alterations to be carried out as part of Abbotswood development.       | Developer to provide.    |
| 1.8 | Safety of Braishfield Road, Sandy Lane Jermyns Lane junction.                              | Proposed roundabout will slow traffic and make junction safer.  | New roundabout is being provided as part of development at Abbotswood. | Developer to provide.    |
| 1.9 | Concern about junction of Fishlake Meadows and A3057.                                      | Junction alterations.   | Alterations to be carried out as part of Abbotswood.                   | Developer to provide.    |

## Longer Term

|      | <b>Issue</b>   | <b>Proposed Measure</b>   | <b>Status</b>   | <b>Funding</b>   |
|------|--|---|---|--|
|      | <b>Traffic Speeds</b>  |   |   |  |
| 1.10 | Speed of traffic at Mainstone and lack of crossing point for pedestrians.                | Consider a junction alteration and/or gateway feature and traffic calming to slow and calm traffic and provide for pedestrians.   | No action to date.  | No funding yet identified.   |
| 1.11 | Speed of traffic too fast along Winchester Road.   | Review speed limits on route and potentially reduce speeds to 30mph and introduce measures for cyclists and pedestrians which will assist in reducing speeds (see section 3). | No action to date.  | No funding yet identified.   |
| 1.12 | Problem of rat running along Highwood Lane and potential for more when Abbotswood built. | Consider appropriate traffic calming measures.  | Future measures to be considered as part of Abbotswood development. | Developers contribution.   |
| 1.13 | Traffic entering the town at too fast a speed from north and south.                      | Consider providing gateway features at entrances to Romsey.   | No action to date.  | No funding yet identified.   |
| 1.14 | Speed of cars on hill and narrowness of Richmond Lane- not appropriate for cycle lane.   | Consider as part of cycle strategy implementation.  | No action to date.  | No funding yet identified but may be funded by Abbotswood development. |

|      | <b>Junction Operation and Capacity</b>   |   |  |   |
|------|--|---|--|---|
| 1.15 | Junction of Palmerston and The Hundred difficult to negotiate and concern at operation of junction between Palmerston and Broadwater Road. | Investigate and consider ways to address any issues.  | No action to date.   | No funding yet identified.                                |
| 1.16 | Safety of pedestrians and vehicles exiting former infant school site - especially when turning right.                                      | Will be reviewed when proposals to develop the site are submitted   | No action to date.   | Developer to provide/contribute to any measures required. |
| 1.17 | Safety concerns regarding cars emerging from Botley Road roundabout onto Winchester Road not being seen and over deflection on roundabout. | Improve signage and junction.   | Some work being proposed as part of Abbotswood development.  | Developers contribution.                                  |
| 1.18 | Conflict between cars and pedestrians in Love Lane.  | Previous scheme reduced traffic using route – consider further options to enhance environment for pedestrians and cyclists. | No action to date.   | No funding yet identified.                                |
| 1.19 | Junction of Woodley Lane and Braishfield Road dangerous.   | Consider whether alterations are required as a result of Abbotswood development.  | Measures to be considered as part of Abbotswood development. | Developer to provide.                                     |
| 1.20 | Safety of Lee Lane and A27 junction particularly given increased use by cyclists.  | Reduce use of Lee Lane by motor vehicles and provide crossing for cyclists.   | Initial investigation work undertaken.                       | No funding yet identified.                                |

|      |   |  |   |                            |
|------|---|--|---|----------------------------|
|      | <b>Traffic Congestion</b>   |  |   |                            |
| 1.21 | Congestion caused by cars queuing to access doctor's surgery in Alma Road, and parked cars.                               | Consider options available to reduce congestion in Alma Road and onsite car parking layout.                                | No action to date.  | No funding yet identified. |
| 1.22 | Limited capacity and concern relating to function of the roundabout at the Plaza.   | Consider signals as an alternative.  | No action yet – RMAS recommends future assessment will be needed. | No funding yet identified. |
|      | <b>Improved Signing /Road Marking</b>   |  |   |                            |
| 1.23 | Schoolchildren using one way Whitenap Lane the wrong way. Concern over space for cyclists and pedestrians on narrow road. | Consider issue as part of cycle strategy.  | No action to date.  | No funding yet identified. |
| 1.24 | Church Lane needs to be improved. Increased priority given to pedestrians especially by school.                           | Previous work undertaken in Lane – will consider if further measures can be taken.   | No action to date.  | No funding yet identified. |
| 1.25 | Concern at misuse of markings and lanes at the Ashfield roundabout.   | Consider whether markings and lanes are clearly identified.  | Work due to be carried out.                                       | HCC                        |
| 1.26 | Concern at misuse of markings and lanes at the Luzborough roundabout.   | Consider whether markings and lanes are clearly identified or whether roundabout would benefit from lane/direction arrows. | No action to date.  | No funding yet identified. |

|      |  |  |                    |                            |
|------|--|--|--------------------|----------------------------|
| 1.27 | Vehicles striking low railway bridges causing congestion.  | Several measures already implemented will keep under review and consider any further measures needed.          | No action to date. | No funding yet identified. |
| 1.28 | There is sign clutter around the town and clutter of street furniture in the town centre. Street signs and pedestrian signs especially in Woodley unclear. | Undertake town wide car /lorry direction signage review and pedestrian signage and review of street furniture. | No action to date. | No funding yet identified. |

### **List of parking control and management measures**

The availability, location and cost of parking is critical in determining accessibility by car. Providing good quality and appropriately located parking is important to support services and facilities in the town. There also needs to be appropriate management of the level of parking and routing of traffic to prevent traffic congestion and excessive parking in inappropriate locations such as residential streets. Adequate provision of disabled parking is essential to ensure that those individuals with limited mobility are able to access the services and facilities they desire

### **Short term**

|     | <b>Issue</b>  | <b>Proposed measure</b> | <b>Status</b>   | <b>Funding</b> |
|-----|---|-------------------------|---|----------------|
|     | <b>On Street Parking</b>  |                         |   |                |
| 2.1 | Parking problems in Knatchbull Close with commuter parking on road. | Restricted access.      | Consulted on restricted access proposals – scheme being reviewed. | TVBC           |

## Longer term

|     | <b>Issue</b>  | <b>Proposed Measure</b>  | <b>Status</b>              | <b>Funding</b>         |
|-----|---|--|----------------------------|------------------------|
|     | <b>On Street Parking</b>  |  |                            |                        |
| 2.2 | Problems with on street parked cars in particular roads around the town such as parked cars on Botley Road obstruct pedestrian view making crossing unsafe, parking for school on St. Clements Close and lack of car parking in the Vikings and other residential developments. | Review the on street parking situations regularly to check on any problems and issues arising. | No action to date.         | No funding identified. |
|     | <b>Car Park Provision</b>   |  |                            |                        |
| 2.3 | Lack of sufficient parking in Romsey town centre also perceived lack of parking even when available.  | Consider options to provide more car parking on the edge of the town centre.                   | Will be kept under review. | No funding identified. |
| 2.4 | When car parks full (especially Newton Lane car park) other car parks difficult to access due to one way system.  | Improve signage and car park information.  | No action to date.         | No funding identified. |
| 2.5 | Concern that use of Alma Road car park and Princes Road car park for commuting could add to congestion in Alma Road.  | Consider in next car park review.  | No action to date.         | No funding identified. |

## Schemes for improving walking and cycling

Providing high quality facilities for pedestrians and cyclists will improve accessibility and enable the growth of the area in a way which minimises the impact of additional vehicle trips. It is particularly important that new development ties into the existing infrastructure to encourage sustainable travel patterns. Good facilities will encourage more people to choose walking and cycling and these active travel modes support a range of objectives:

- Improve the accessibility of local services and facilities helping to support the local economy
- Provide a free means of travel which is available to all people of sufficient mobility thus reducing social exclusion
- Can provide an alternative to car use for local journeys and help to tackle congestion and improve safety
- Are emission free and do not contribute to air pollution, climate change or noise.
- Provide exercise and therefore improve people's health and wellbeing, and enable face to face contact which can assist with social cohesion.

### Short Term

|     | <b>Issue</b>  | <b>Proposed Measure</b>  | <b>Status</b>  | <b>Funding</b>   |
|-----|---|--|--|--|
|     | <b>Improve Access to Railway Station</b>  |  |  |  |
| 3.1 | Need to improve pedestrian and cycle access between north and south, in particular to railway station, sports centre and Romsey Primary and Secondary Schools. Need to upgrade paths along waterways. | Provide ramp by Plaza, upgrade footpath surface and provide lighting along Barge Canal.                          | Feasibility work and public consultation carried out.      | Developer contributions and possible safe routes to Schools funding. |
| 3.2 | Need to provide good access to the railway station for pedestrians.   | Upgrade path from Barge Canal to the railway station approach road with improved surface, new ramp and lighting. | Some feasibility work and public consultation carried out. | Developer contributions.   |

|     |  |   |   |                          |
|-----|--|---|---|--------------------------|
|     | <b>Reduce Barriers Caused by Main Roads</b>                                    |   |   |                          |
| 3.3 | Lack of good crossing points for pedestrians and cyclists by Plaza roundabout. | Widen island for pedestrian and cycle crossing on Winchester Road by Plaza. | Feasibility work and public consultation carried out. | Developer contributions. |

### Longer Term

|     | <b>Issue</b>   | <b>Proposed Measure</b>   | <b>Status</b>      | <b>Funding</b>         |
|-----|--|---|--------------------|------------------------|
|     | <b>Improve Pedestrian Access in Town Centre and Routes to it</b>   |   |                    |                        |
| 3.4 | Lack of space for pedestrians with narrow pavements, steep camber in places and lack of suitable crossing points in Market Place, Bell Street and Church Street. | Enhance the environment for pedestrians in the Market Place and Bell Street/Church Street for pedestrians with improved crossing points, more space and greater priority for pedestrians. | No action to date. | No funding identified. |
| 3.5 | Poor surfacing, narrow pavements and lack of dropped kerbs or seating on route along Station Road from railway station to town centre.                           | Resurface with drainage channels in new style suitable for wheelchairs. Provide dropped kerbs and crossing points, and consider options to improve pavement widths.                       | No action to date. | No funding identified. |

|      |   |   |                    |                        |
|------|---|---|--------------------|------------------------|
| 3.6  | Pavements along The Hundred towards Winchester Road, narrow, poorly surfaced, poor sightlines with junctions.   | Consider whether there is potential to increase width of pavements and improve sightlines.                      | No action to date. | No funding identified. |
| 3.7  | Lack of attractive pedestrian routes between bus station and shops.   | Consider possible enhancement of current routes between bus station and The Hundred/ Bell Street.               | No action to date. | No funding identified. |
| 3.8  | Insufficient provision for pedestrians to north of railway bridge on Greatbridge Road.  | Widen footpath from railway bridge northwards and consider providing refuge to cross road opposite 'Inshallah'. | No action to date. | No funding identified. |
| 3.9  | Lack of dropped kerbs, narrow pavements in some areas and poor camber and surfacing along parts of main pedestrian routes into town centre along Winchester Road, Botley Road and Greatbridge Road. | Upgrade the pedestrian routes along these main routes with appropriate dropped kerbs, and improved surfacing.   | No action to date. | No funding identified. |
|      | <b>Improve Main Routes to Schools</b>   |   |                    |                        |
| 3.10 | Need to improve safety and convenience of route for pedestrians behind Cherville Street part of access to Romsey School.  | Consider providing lighting along footpath.   | No action to date. | No funding identified. |

|      |  |   |   |                          |
|------|--|---|---|--------------------------|
| 3.11 | Narrow pavements, poor surfacing and lack of crossing points Duttons Road/Malmesbury Road on route used by large numbers of school children. | Consider widening pavement near railway tunnel in particular, resurfacing and improving drainage and providing dropped kerbs and marked crossing points and possible pedestrian refuge near junction with Duttons Road. | Initial feasibility work carried out on junction. | Developer contributions. |
| 3.12 | Link to industrial estate under railway tunnel in Duttons Road needs upgrading and footpath from there to Fishlake Meadows.                  | Improve path and provide signing,   | No action to date.                                | No funding identified.   |
| 3.13 | Improve pedestrian links through Greatwell Drive to Romsey Primary School and Canal Path as alternatives to Winchester Road.                 | Improve signposting, dropped kerbs and road markings.   | No action to date.                                | No funding identified.   |

|      |  |   |                    |                        |
|------|--|---|--------------------|------------------------|
|      | <b>Reduce Barriers Caused by Main Roads and Railway Lines</b>            |   |                    |                        |
| 3.14 | Safe crossing points provided for pedestrians on Alma Road.              | Consider phasing of controlled pedestrian crossing and provision of pedestrian refuge in Alma Road.   | No action to date. | No funding identified. |
| 3.15 | Conflict of vehicles, cyclists and pedestrians at The Rapids roundabout. | Consider options for safer crossing including possible controlled crossing of Southampton Road – linked to any alterations at Plaza junction. | No action to date. | No funding identified. |

|      |   |  |   |   |
|------|---|--|---|---|
| 3.16 | Controlled pedestrian crossing to Rapids not as efficient as it could be.   | Consider upgrading pedestrian crossing to Puffin crossing to reduce traffic delays.  | No action to date.  | No funding identified.  |
| 3.17 | Poor and unsafe pedestrian environment under Sun Arch with narrow pavements and reduced headroom.   | Provide alternative route and/or improve environment for pedestrians under bridge.   | No action to date.  | No funding identified.  |
| 3.18 | Need to ensure provision is made for pedestrian and cycle links north to south where this is feasible due to barriers of railway lines.   | Provide access through previous Romsey Infant School site both through the subway to the north and potential bridge across the canal to link to Railway Station. | Planning brief prepared.  | Developer contributions – linked to future development of the site. |
| 3.19 | Provision for pedestrians to cross Winchester Road too limited. Need for more especially to reach bus stops and convenience shop and dropped kerbs by Campion Drive   | Traffic lights at Cupernham Lane and Braishfield Road with a pedestrian phase and more safe crossing points along route.   | Traffic lights to be provided with development at Abbotswood but no action as yet on other crossing points. | Developer contributions.  |
| 3.20 | No provision for pedestrians including school children to cross Cupernham Lane. Traffic speeding along road with trucks and vans from Belbins Industrial Estate using the route. Lack of pedestrian space at school entrance. | Provide crossing points just past Woodley Lane and Richmond Lane junctions. Consider option of setting back school gates from pavement.                          | Two crossing points provided.   | HCC   |
| 3.21 | Need to reduce barrier of railway between north and south and link Winchester Road area with Tadburn/Halterworth.   | Consider bridge over railway.  | No action to date.  | No funding identified.  |

|      | <b>Enhance Environment for Pedestrians and Cyclists in Residential Areas</b>   |  |                    |   |
|------|--|--|--------------------|---|
| 3.22 | Need to reduce traffic speeds and through traffic from residential area of Halterworth. Need for dropped kerbs at junctions. | Consider creating pedestrian friendly environment with dropped kerbs for crossing roads and upgraded footpath links.       | No action to date. | No funding identified.                                    |
| 3.23 | Desire line across Botley Road recreation ground to Whitenap Lane.   | Consider new footpath diagonally across recreation ground linking Botley Road with Whitenap Lane                           | No action to date. | No funding identified.                                    |
| 3.24 | No provision for pedestrians to cross Woodley Lane at junction with Cupernham Lane.  | Provide pedestrian crossing point at end of Woodley Lane.  | No action to date. | Abbotswood will provide some as part of links to schools. |
| 3.25 | Lack of signing, poor surfacing and narrow footpaths with no cycle provision in Woodley estate.                              | Improve signing and, surfaces and widen some of main footpath links to provide joint cycle use through the Woodley estate. | No action to date. | No funding identified.                                    |
| 3.26 | No dropped kerbs, disabled space, or cycle parking at local shops in Woodley and poor surfacing.                             | Enhance environment around local shops and make provision for disabled and cycles.   | No action to date. | No funding identified.                                    |

|      |   |  |  |                             |
|------|---|--|--|-----------------------------|
|      | <b>Develop the Cycle Network Focusing on Cycle Strategy</b>   |  |  |                             |
| 3.27 | Lack of cycle storage facilities in the town.   | Provide suitable non-intrusive cycle storage in town centre and other destinations.      | No action to date.                                   | No funding identified.      |
| 3.28 | Barriers between Southampton Road and The Harrage too close to allow access for some cycles – especially those with panniers or trailers. | Alter the barriers location to allow adequate space for access.                          | No action to date.                                   | No funding identified.      |
| 3.29 | Safe route for cyclists along bypass –need better access to town centre for cyclists.   | Shared pedestrian and cycle route along edge of bypass in cycle strategy.                | No action to date.                                   | No funding identified.      |
| 3.30 | More cycle routes need to link residential areas with town centre and linking out to adjoining villages.                                  | Implement cycle routes within the cycle strategy.  | Preliminary investigation work on some of the routes | Some funding identified.    |
|      | <b>Improve Leisure Routes</b>   |  |  |                             |
| 3.31 | Limited access to countryside for people with reduced mobility.   | Improve access along the Canal to provide a greenway for improved access to countryside. | Initial feasibility work.                            | Partial funding identified. |
| 3.32 | Limited footpath access to river for leisure walking.   | Open up gate in private ownership between Mill Stream Rise and Rivermead Close.          | No action to date.                                   | No funding identified.      |

## List of Public and Community Transport Schemes/Measures

Public and community transport plays a key role in providing access, particularly for those people who do not have access to a car or who have limited mobility. Good public transport provision gives people an alternative choice to car ownership and car journeys. This can reduce levels of car use and ensure that people do not suffer from social exclusion because they are unable to own or drive a car.

### Short Term

|     | <b>Issue</b>   | <b>Proposed Measure</b>  | <b>Status</b>   | <b>Funding</b>  |
|-----|--|--|---|---|
|     | <b>Improve Access to Railway Station</b>   |  |   |   |
| 4.1 | No access for the disabled to southbound platform at railway station.  | Provide a ramped access to the southbound platform.  | Feasibility work and public consultation carried out.   | Developer contributions and Dft Access For All funding. |
| 4.2 | Inadequate disabled parking, dropped kerbs and need to improve pedestrian routes in immediate vicinity of station. | Provide additional disabled parking and dropped kerbs. Improve surface and lighting under tunnel along Canal Walk.   | Work carried out as part of project to improve pedestrian access on Canal Walk. Disabled bays to be provided once ramp is in place. | Developer contributions.                                |
| 4.3 | No room for dropping off by car or space for buses to turn around at front of railway station.                     | Move car parking from the forecourt immediately in front of the station to the stationmaster's garden and provide dropping off bays and bus stop and turning area. | Feasibility work and public consultation carried out.   | Developer contributions and Dft Access For All funding. |

|     |   |  |   |                          |
|-----|---|--|---|--------------------------|
| 4.4 | Lack of appropriate signage, to railway station and other destinations in vicinity. | Provide new signs to railway station, and other destinations in vicinity, and erect sign to clarify access under the tunnel. | Work to be carried out as part of project to improve pedestrian access on Canal Walk. | Developer contributions. |
| 4.5 | Cycle parking needed at railway station.  | Provide additional cycle parking.  | No action as yet.   | Developer contributions. |

### Longer Term

|     | <b>Issue</b>  | <b>Proposed Measure</b>   | <b>Status</b>  | <b>Funding</b>  |
|-----|---|---|--|---|
|     | <b>Improve Access to Railway Station</b>  |   |  |   |
| 4.6 | Station facilities are fairly old with limited space for passengers queuing to buy tickets and lack of provision for the disabled. Need to enhance area around station. | Combine waiting area with ticket office to provide more space and add disabled toilets (will remove current waiting room and toilets from centre of stationmasters house to enable separate use). | Drawings prepared and LBC granted – ongoing discussions with network rail and First Great Western. | Could be linked to scheme to change use of currently empty stationmaster's house. |
| 4.7 | More parking needed at the railway station.   | Investigate further parking opportunities in layby off station approach.  | Initial discussion with Network Rail and First Great Western – no scheme as yet.                   | No funding yet identified.  |
| 4.8 | No bus service linking to the railway station to provided integrated transport.   | Encourage bus service providers to stop close to the station or use midi bus to serve station forecourt.  | No action as yet.  | No funding yet identified.  |

|      | <b>Improve Bus Station and Bus Services</b>   |   |   |                            |
|------|---|---|---|----------------------------|
| 4.9  | Environment and facilities by the bus station need enhancement. More seating needed, better shelter from weather and improved security.   | Upgrade the buildings, public facilities and general environment at the bus station.  | No action as yet.                       | No funding yet identified. |
| 4.10 | Some areas of the town are not served by bus and no circular town route to link areas– (e.g. Waitrose, some employment areas, Sports Centre and need to have drop off on same side as Romsey Hospital). Would like link to Paultons Park. More reliable more frequent services. Buses park/layover at the bus station and could potentially do more routes. | Consider provision of a circular bus route around the town and links to other key destinations. Possibly provision for cars parked on the outskirts of town | No action as yet.                       | No funding yet identified. |
| 4.11 | No direct bus to Southampton hospital.  | Consider providing access by bus to the hospital.   | No action as yet.                       | No funding yet identified. |
| 4.12 | No direct fast bus service to Southampton.  | Already have QBP. Although not a fast or direct route – could investigate further   | No action as yet.                       | No funding yet identified. |
| 4.13 | New development areas to be served by bus.  | Extend existing routes or provide additional service through any large new development areas.   | Initial discussions – no scheme as yet. | No funding yet identified. |
| 4.14 | Lack of real time information at bus stops, raised kerbs needed at some stops for easy access. (Winchester Road).   | Improve access and information at bus stops.  | No action as yet.                       | No funding yet identified. |

|      |   |                  |                   |                            |
|------|---|------------------|-------------------|----------------------------|
| 4.15 | Congestion caused by traffic on school run. | Consider ways of | No action as yet. | No funding yet identified. |
|------|---|------------------|-------------------|----------------------------|

|  |  |   |  |  |
|--|--|---|--|--|
|  |  | improving alternative travel choices for children e.g. possible provision of a minibus for those children travelling from outlying areas. |  |  |
|--|--|---|--|--|

### **Schemes for delivering new smarter choices initiatives**

Encouraging the use of public transport and active travel such as walking or cycling have been shown to be a cost effective way of managing traffic levels and impacting on travel patterns within a town. Evidence from sustainable travel towns project in Darlington, Peterborough and Worcester indicates that a combined intensive package of smarter choices can have a significant impact on travel patterns in a town.

### **Short term**

|     | <b>Issue</b>   | <b>Proposed Measure</b>  | <b>Status</b>     | <b>Funding</b>           |
|-----|--|--|-------------------|--------------------------|
| 5.1 | Delivery of smarter choices measures could help to reduce car traffic and increase public transport patronage and use of active modes. | Encourage development of workplace travel plans for existing employment sites.                                 | Being progressed. | Developer funding.       |
|     |  | Monitor implementation of travel plans and provide support in their implementation.                            | Ongoing.          | Developer funding.       |
|     |  | Continue to promote events to encourage changes to travel habits such as Bike Week and National Liftshare Day. | Being progressed. | Developer contributions. |
|     |  | Provide walking and cycling maps for Romsey.   | Maps printed.     | TVBC                     |

## **6 Next Steps and Review of TAP**

### **How this document will be used**

- 6.1 The document will be used by Development Management and Highway Officers from both Councils to inform the allocation of funds sought from developers via the Transport contributions Policy. The document will also be used by developers in assessing the anticipated level of financial contribution sought by the authorities when mitigating development and what those funds will provide.
- 6.2 Following public consultation the TAP will be adopted by the Councils and will be used to inform decisions on where funding should be sought and which schemes should be implemented. Further public consultation on individual schemes will take place.

### **Responsibility for the implementation of TAP Action Plan Measures**

- 6.3 The TAP is a jointly prepared and adopted document by the Councils and as such the responsibility for its implementation will be shared.

### **Likely and possible sources of funding for schemes**

- 6.4 The plan is largely reliant upon developer contributions obtained through the Transport Contributions Policy. The Plan will serve as a key document in the negotiation between developers, the Highway Authority and Planning Authority.
- 6.5 There may be the opportunity to direct other sources of funding towards the access plan as the pooling of funds may enable the delivery of schemes. This may include LTP funds, capital funds from TVBC or HCC or other key stakeholders investing in the town such as the Department for Transport and Public Transport operators. Further sources of funding may be available in the form of grants or matched funding for particular schemes.

### **How implementation of this TAP will be monitored and reviewed**

- 6.6 The TAP will be monitored jointly on an annual basis. The progress of the Plan and those schemes implemented will be reported to Council Members. Outstanding issues will be reviewed and new priorities added as necessary and account will be taken of
- Revisions to policy context at a local level
  - New information on transport/access issues in Romsey
  - The impact of new development ; and
  - Changes to the transport network

## Transport Contributions Policy

### Transport Contributions Policy

A new approach to calculating Transport Contributions in Hampshire

September 2007

| <b>C3 - Residential</b>     | <b>Cost per trip (£)</b> | <b>Household Occupancy</b> | <b>Multi-modal trips (per dwelling)</b> | <b>Cost per dwelling (£)</b> |
|-----------------------------|--------------------------|----------------------------|---|------------------------------|
| 1 bed dwelling              | 535                      | 1.3                        | 3.7                                     | 1980                         |
| 2-3 bed dwelling            | 535                      | 2.42                       | 7.0                                     | 3745                         |
| 4+ bed dwelling             | 535                      | 3.5                        | 10.2                                    | 5457                         |
| <b>B- employment</b>        | <b>Cost per trip (£)</b> |                            | <b>Multi-modal Trips (per 100sqm)</b>   | <b>Cost per 100 sqm (£)</b>  |
| B1 Business                 | 230                      |                            | 18.7                                    | 4301                         |
| B2 General Industry         | 230                      |                            | 7.5                                     | 1725                         |
| B8 Warehouse & Distribution | 230                      |                            | 9.4                                     | 2162                         |

## Community Engagement

### 1. Involvement of Transport Action Group (TAG) part of the Test Valley Local Strategic Partnership (LSP)

This representative group of transport users and providers has been involved in the development of the TAP and with the identification of transport issues. TAG members have attended meetings and participated in the TAP process helping to identify and prioritise key transport issues for the Borough.

### 2. Involvement of other local Romsey groups

Surveys and work undertaken by a variety of local interest groups in Romsey have helped to inform the Romsey Town Access Plan.

Look at Romsey was a study carried out by Romsey and District Society in 2006 to prepare a Town Design Statement for the town. The work involved questionnaires, surveys, public meetings and exhibitions and information was obtained on various transport issues as part of the process.

Romsey 2020 was formed to prepare a Romsey Healthcheck as part of the Market Towns Initiative. The group also carried out surveys and held a public exhibition which gathered public feedback on transport within the town. A separate youth project obtained information from young people living in the town in relation to transport.

The Three Rivers Rail Partnership carried out a survey of passengers at Romsey Railway station and Romsey Arthritis Care Group carried out an MP (Member of Parliament) shadowing day looking at access issues at Romsey station.

### 3. Workshops

Two workshops have been held to help inform the preparation of the Town Access Plan.

A workshop was held with local elected members from the Borough and County Council to discuss the main transport issues to be addressed by the Town Access Plan and to consider some potential solutions.

Local groups in Romsey with an interest in transport in Romsey were invited to participate in a later workshop to discuss issues and potential solutions. Representatives from Romsey Disability Forum, STOIC, CTC and other local cycle groups, TVCS, Romsey Primary School, Three Rivers Rail Partnership, Romsey and District Society and Friends of the Earth attended the workshop. There was further discussion on the TAP at a separate meeting with Romsey Retailers.

#### **4. Community Consultation**

Exhibitions and meetings were held as part of the preparation work on the Core Strategy and transport issues raised during this process have been included in the preparation of the TAP.

There was public consultation during the preparation of the revised Cycle Strategy and again feedback from this has been used in preparing the TAP.

#### **5. Access to Romsey Railway station working group**

A working group consisting of representatives of Hampshire County Council, Test Valley Borough Council, Network Rail, and First Great Western has been investigating ways to improve access to the railway station by all modes of transport. Public consultation was undertaken on the proposed scheme

#### **6. Community Street Audits**

The information gathered during the community street audits highlighted the following common themes as being barriers to accessibility:-

|   |
|---|
| A general lack of maintenance (e.g. uneven surfaces, holes, poor repairs, raised kerbs raised manhole covers) |
| Obstruction of footpaths by other street furniture (e.g. litter bins, bollards)                               |
| Inadequate signage (either not visible, confusing or wrong location).   |
| Missing dropped kerbs (no dropped kerbs on desire lines)  |
| Missing desire lines (missing links or no permanent surface)  |
| Narrow footpaths (not wide enough)  |
| Illegally parked vehicles (making footpaths too narrow for all users)   |
| Lack of tactile paving & poor visibility  |
| Confusion between pedestrians and vehicles; who has priority?   |
| Lighting (not sufficient or missing in some localities).  |
| Vegetation management; (overhanging paths/signs).   |
| Lack of places to sit on journeys into the town centre.   |

Figure 1: Areas Covered by Romsey Town Access Plan

