

Why are you doing this?

The aim of this scheme is to improve the existing shared use cycle route on the southern side of Bursledon Road between Windhover roundabout and Botley Road on the A3024, improving cycle connectivity in the area. This scheme will enhance the cycling link along the A3024 together with cycle improvements in the locality including crossing improvements and repositioned lighting columns and improved signage for the route.

This scheme will connect Bursledon Road to existing cycle and pedestrian infrastructure (including Southampton City Council's Cycle Network "SCN" route 3). A key aim of this scheme is to encourage people to either walk or cycle as their first choice of local travel.

Is the scheme permanent or temporary and how long will it be in place for?

This scheme is a permanent enhancement, improving accessibility in and around Southampton City area.

What Council Policies or Strategies does this support?

- Department for Transport 'Transport Decarbonisation plan'
 - https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1002285/decarbonising-transport-a-better-greener-britain.pdf
- Department for Transport 'Future of Mobility: Urban Strategy'
 - [Future of mobility: urban strategy \(publishing.service.gov.uk\)](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1002285/future-of-mobility-urban-strategy.pdf)
- Government Gear change: a bold vision for cycling and walking
 - [Cycling and walking plan for England - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/1002285/cycling-and-walking-plan-for-england.pdf)
- Hampshire 2050 Vision
 - <https://documents.hants.gov.uk/transport/HampshireLTPPartALongTermStrategy2011-2031RevisedApril2013.pdf>
- Hampshire Local Transport Plan 2011-2031
 - <https://documents.hants.gov.uk/transport/HampshireLocalTransportPlan-PartBThreeYearImplementationPlan2014-2017-May2014.doc>
- Hampshire Climate Change Strategy
 - <https://www.hants.gov.uk/landplanningandenvironment/environment/climatechange/whatarewedoing/climatechangestrategy>
- HCC Cycling Strategy
 - <http://documents.hants.gov.uk/transport-strategy-documents/HampshireCyclingStrategy.pdf>

Can we spend the money on other needed facilities in the area instead?

Unfortunately not, this scheme is being funded and governed by the [Southampton Transforming Cities Fund](#) investment to bring about improvement to cycleways, footways and road crossings in Hampshire. To help more people to walk and cycle locally and further afield, as well as improving bus travel and connecting different types of transport through mobility hubs in Eastleigh and Southampton Parkway.

What would be the cost of the scheme when finished?

The scheme proposals currently estimate a spend of £640,000

Who are you asking about this scheme and how are you getting their views?

This scheme has been advertised as part of the wider Southampton Transforming Cities Fund programme.

We have delivered postcards to those directly affected by these improvements and as part of a broader consultancy invited views, opinions, and insights with an online response form.

After you have had my comments what happens next and how much notice will you take of comments made in the final design?

As part of the wider stakeholder engagement, for all significant transport investments, Hampshire County Council values network users, residents and local businesses insights, views, and opinions.

Throughout this programme we have engaged with the general public through multiple means such as: - postcards, posters, bus stop advertising and social media. Officers within Hampshire County Council listen to your views, incorporating highlights and demand insights.

Will emergency vehicles be able to retain access during construction?

Yes.

Will the road be resurfaced during the construction?

No.

Will any roads be closed during construction?

No, the scheme proposes night works with a single lane of closure monitored and managed by temporary lights.

How long will construction take and when will it start?

Current programme proposes onsite construction from Spring 2022 for 6 months.

How will it be maintained?

Hampshire County Council shall manage and maintain the Highway.

How will the success of the Bursledon scheme be monitored?

Monitoring and Evaluation will be carried out to establish impact and outcomes during and after completion of any physical works. It is proposed that monitoring of key data sets would be conducted until at least one year after Transforming Cities Fund programme completion. These evaluations can be amended in line with Department of Transport's Transforming Cities Fund Monitoring and Evaluation Framework.

How long have I got to give my comments?

The online response form is open between 8/7/21 - 5/8/21, please contact us directly for enquiries outside of this window. implementation@hants.gov.uk

What is the impact on vehicle journey times?

This scheme proposes an enhanced shared use path only, there will be no impact to kerb line or carriageway.

The pavements and roads in the area require repairs. Will this be included in the project?

Whilst the TCF scheme funding and investment is specifically for improving the cycle route, footways, and road crossings in the Bursledon area. Any maintenance issues encountered directly along the route will be included in the proposals.

Why is the grass verge being reduced to accommodate shared use path, not the carriageway?

The carriageway width is not sufficient for reduction, and we shall not be taking too much grass verge as in some areas, the pavement is beneath the grass. Exact measurements can be shared if you would like to see the widening extent.

Have you considered any possible on road improvements for cyclists that want to continue along carriageway? Advanced stop lines at junctions, cycle markings etc.

Where possible we are encompassing latest Government cycling guidance – for example as we progress through detailed design, we shall be incorporating prioritised Cycle and Pedestrian crossings at both Green lane and the private access road/field further along with clear give way lines for vehicles.

The scheme itself does not interact with either set of lights – Le Marechal Avenue or Botley Road, and so advanced stop lines would be a future consideration outside of this scheme.