



Universal
Services

Northeast Romsey Walking, Wheeling and Cycling Scheme (phase 1) report 2026

Image from Hampshire County Council

Key findings

Key findings



53% of respondents said they would cycle more and 41% said they would walk more if the proposals went ahead. 27% said they would use their car less. The figures for walking more and driving less were significantly higher amongst those that have children aged 0-11 (64% and 46% respectively).



Around three quarters of respondents agreed the overall scheme would improve walking, wheeling and cycling connections across Northeast Romsey and make journeys to school safer.



Over 80% of respondents agreed the proposed parallel crossings would make it easier and safer to cross Cupernham Lane by walking, wheeling and cycling.



Most respondents agreed the proposals to improve the shared use path from Nelson Close to Canal walk (phase 1a) would make walking and cycling more pleasant (72% and 82% respectively) and connect people with the places they want to get to (65%).



Most respondents wanted to see phase 1b (Cupernham Lane junctions with New Road, Mercer Way and Woodley Lane) delivered first and phase 1a (Nelson Close to Canal Walk - widening and formalising the existing shared use path) delivered last.

Introduction

Northeast Romsey Walking, Wheeling and Cycling scheme - background



Background

Hampshire County Council is planning improvements in northeast Romsey to create safer, more attractive routes for walking, wheeling and cycling.

The scheme will create two walking and cycling routes to connect new and existing neighbourhoods with schools, shops, the town centre and railway station through a network of quiet streets, shared-use paths, new links and crossings.

The aim is to provide more travel choices, reduce reliance on cars and support a better-connected community.

The plans will be developed in phases, with phase 1 planned for delivery in 2028. The scheme will contribute to the [Test Valley \(south\) Local Cycling and Walking Infrastructure Plan](#).



The scheme

Phase 1 (contained within this report) includes the following proposals:

- Nelson Close to Canal Walk – widened shared used path improving access towards the railway station and town centre
- Woodley Lane to Mercer Way – new parallel crossing over Cupernham Lane, short sections of shared use path to link Mercer Way and Woodley Lane via the new crossing, improved pedestrian crossings over Woodley Lane, Mercer Way and New Road
- Richmond Lane to Homefield - extension and improvement of existing shared use path along Cupernham Lane. New parallel crossing (which looks like a zebra crossing but where people walking and people cycling can cross the road side by side) over Cupernham Lane. Measures to reduce speeding in Cupernham Lane

Northeast Romsey Walking, Wheeling and Cycling scheme – aims and method



Aims

Hampshire County Council is committed to listening to the views of local residents and stakeholders. The purpose of this engagement exercise was to inform the development plans for Northeast Romsey Walking, Wheeling and Cycling Scheme (phase 1). Specifically, this engagement exercise sought to understand if the scheme proposals will improve:

- walking, wheeling and cycling experience
- safety and ease of crossing Cupernham Lane
- prioritisation of pedestrians over cars
- connectivity for people walking, wheeling and cycling



Method

Hampshire County Council carried out an engagement exercise through use of a feedback form (online and available in other formats). An information pack was produced, which outlined the scheme proposals in order to enable an informed response.

The feedback form was available from 1 June to 12 July 2026.

The views expressed in this report came from responses to an open feedback form, which was available to anyone to complete. There were no quotas or sampling targets, in keeping with the spirit of open engagement. All questions in the survey were optional, and the base therefore changes throughout the report. This is noted on each chart.

Within the report, the term ‘frequent’ user of transport refers to those who travel by this method more than once per week. ‘Regular’ user of transport refers to those who travel by this method more than once a month.

Note: Where percentages do not total 100%, this is due to either rounding or, for sentiment questions, the neutral answers not being displayed on the charts.

Response summary

Survey responses:

 161 responses were submitted via the online feedback form.

Of those who specified:

 160 were individuals

 one was an organisation, group or business

Unstructured responses:

 seven were received via email

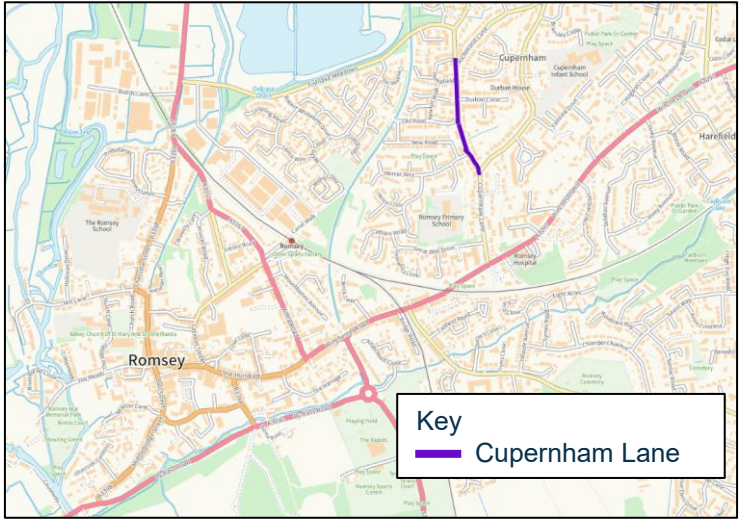
 19 were received via social media comments



The online information pack was viewed 461 times, with 139 visitors reading it in-depth

Respondent location (base: 160)

In Romsey: 146
Outside of Romsey: 12
Prefer not to say: 3



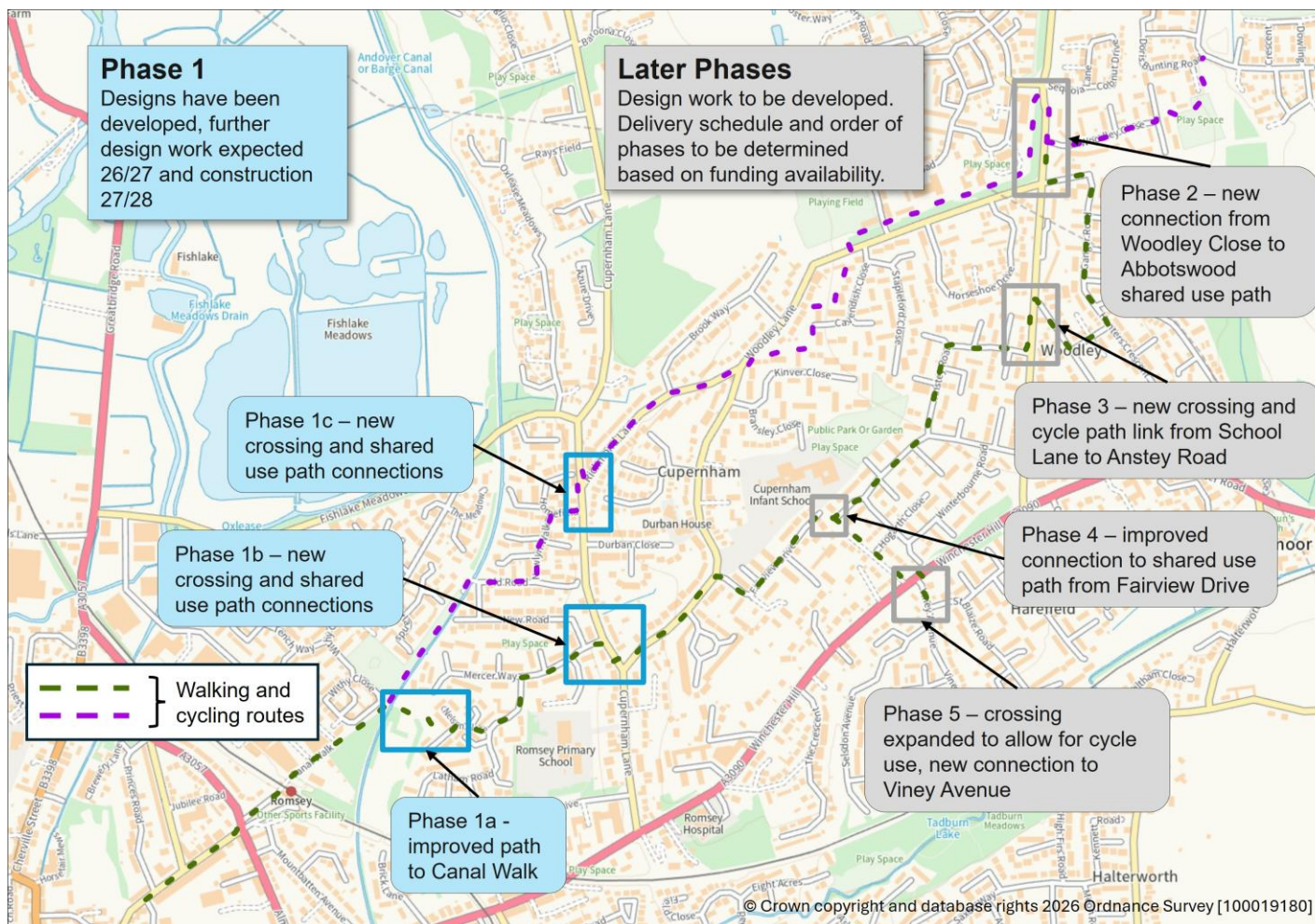
Mode of transport used once a week or more...

Private motorised Vehicle  78%

On foot  55%

Bicycle  29%

Wheelchair/ mobility scooter  1%

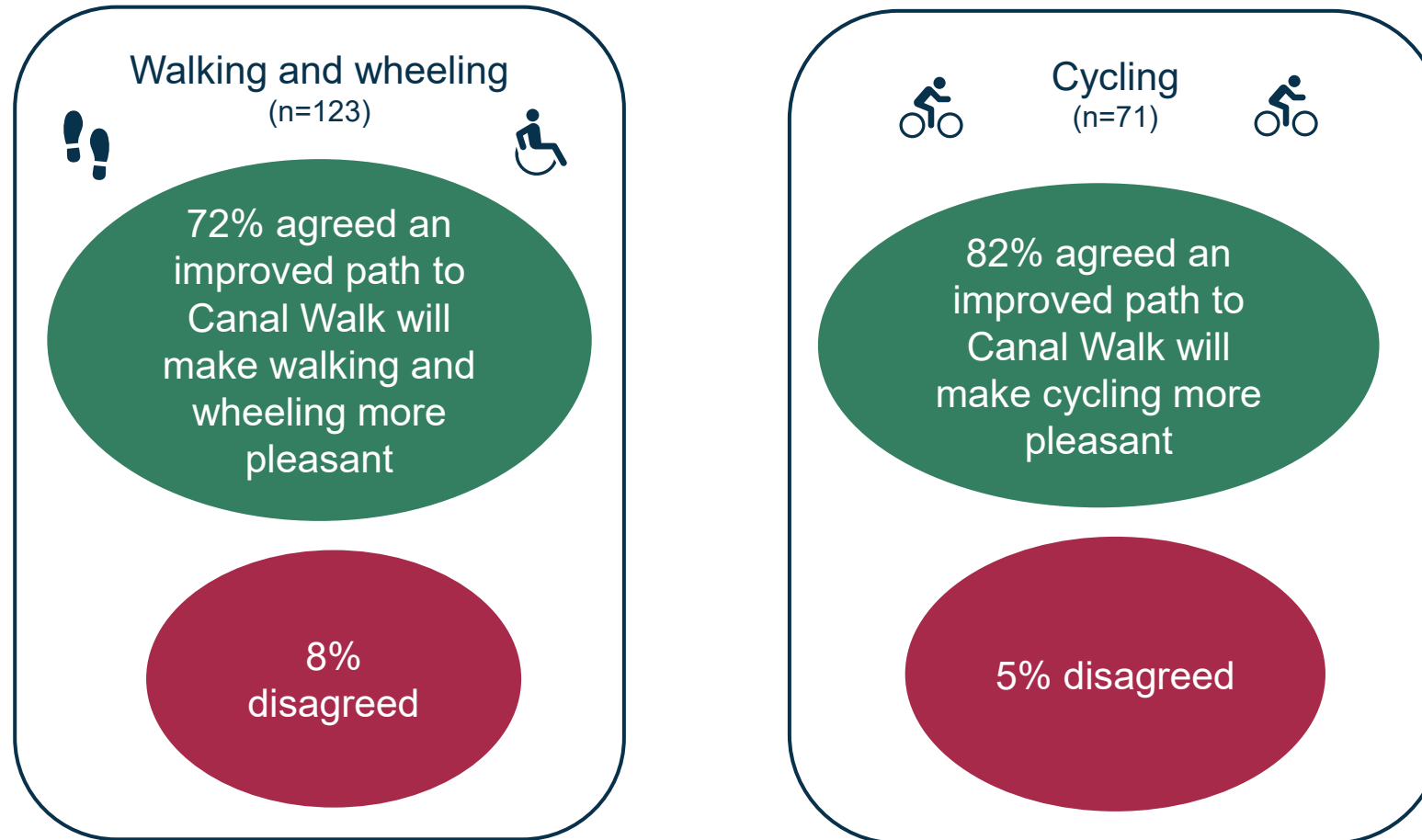


Scheme overview

Detailed findings

Phase 1a - Impact on pleasantness of walking, wheeling and cycling

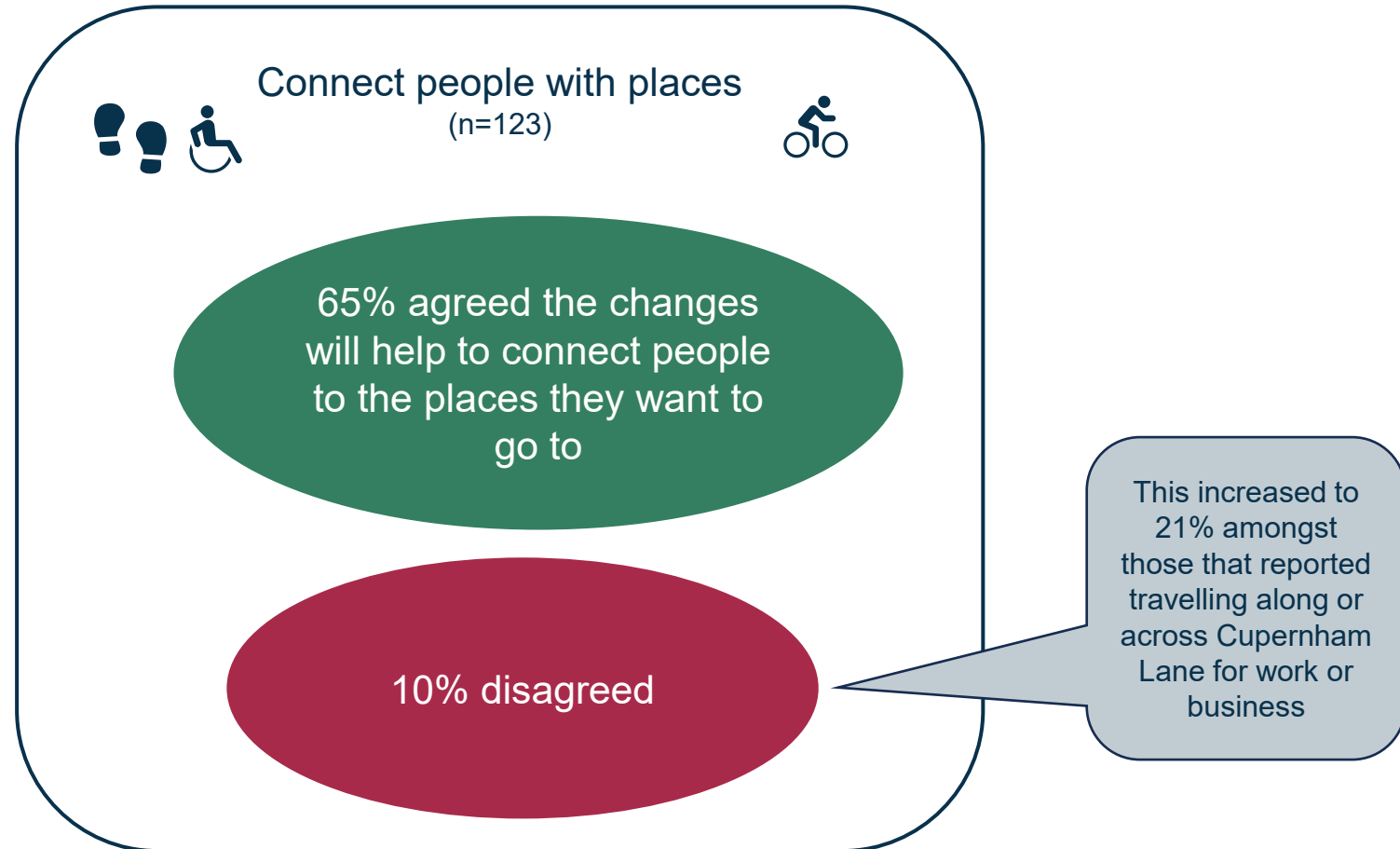
Most respondents (72%) agreed that the phase 1a proposals would make walking or wheeling more pleasant.
82% of respondents who currently cycle agreed that it would make cycling more pleasant.



To what extent do you agree or disagree with the following statements about the proposed changes? [The changes will make it more pleasant for walking/ wheeling; The changes will make it more pleasant for cycling]

Phase 1a – Connectivity

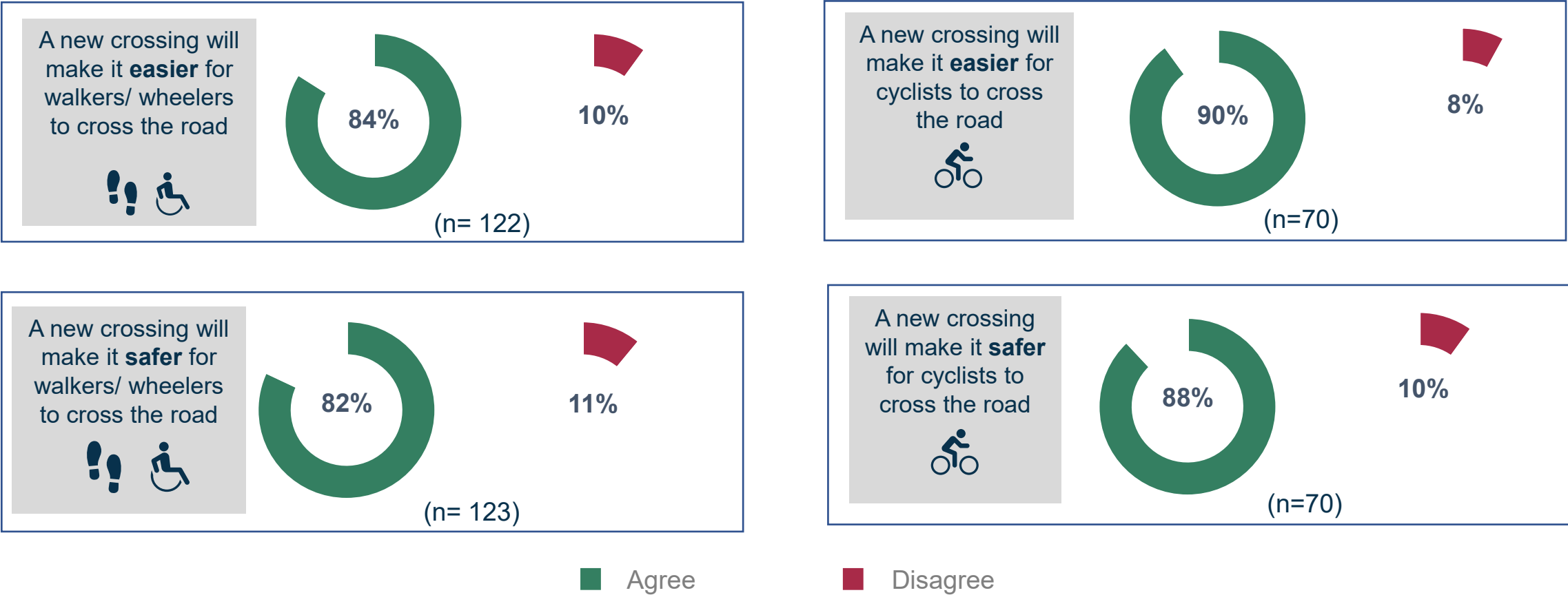
Around two third of respondents (65%) agreed that the phase 1a proposals would connect people to the places they want to go to. 10% disagreed, but this rose to 21% amongst those that use Cupernham Lane for commuting.



To what extent do you agree or disagree with the following statements about the proposed changes? [The changes will help to connect people to the places they want to go to]

Phase 1b Impact on ease and safety of walking, wheeling and cycling

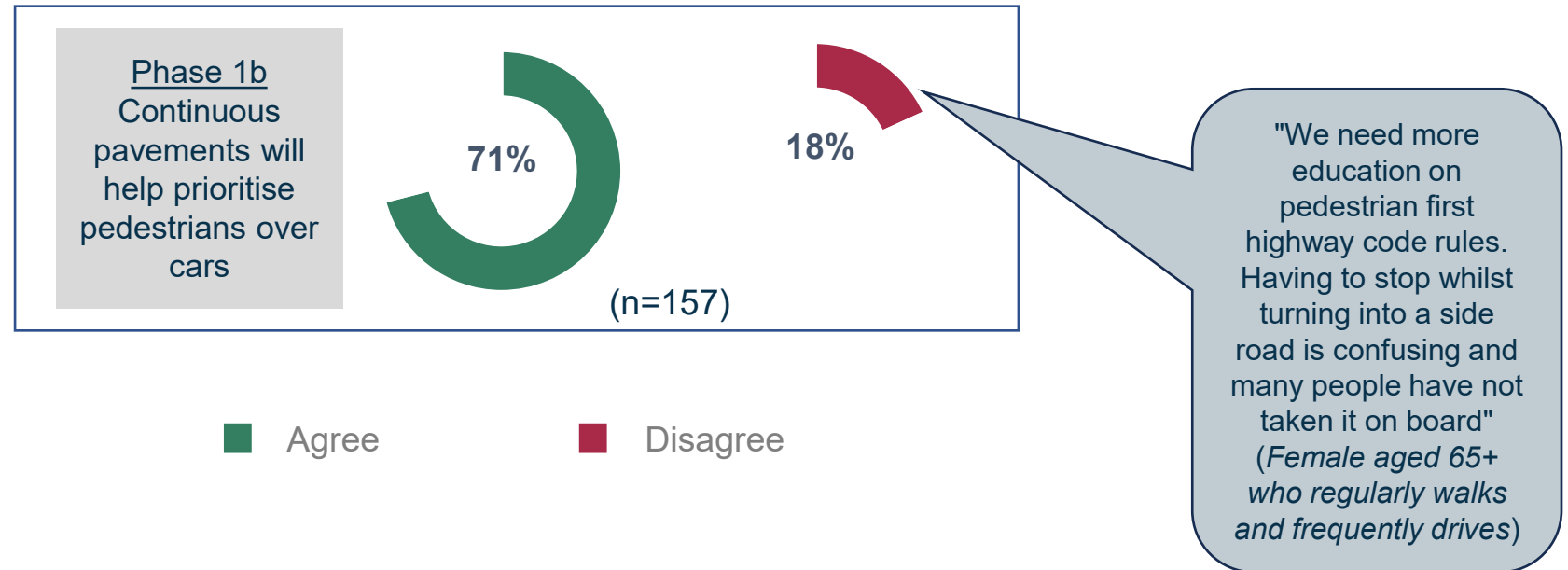
Most respondents felt the new parallel crossing would improve safety and ease of crossing.
Of those who walk or wheel on Cupernham Lane, 84% said it would make crossing easier and 82% said it would be safer.
Amongst cyclists, 90% said it would make crossing easier and 88% said it would be safer.



To what extent do you agree or disagree with the following statements about the proposed changes along Cupernham Lane at the New Road, Mercer Way and Woodley Lane junctions: The new parallel crossing will make it easier for people walking and wheeling to cross Cupernham Lane; The new parallel crossing will make it safer for people walking and wheeling to cross Cupernham Lane; The new parallel crossing will make it easier for people cycling to cross Cupernham Lane; The new parallel will make it safer for people cycling to cross Cupernham Lane

Phase 1b - Impact on pedestrian priority

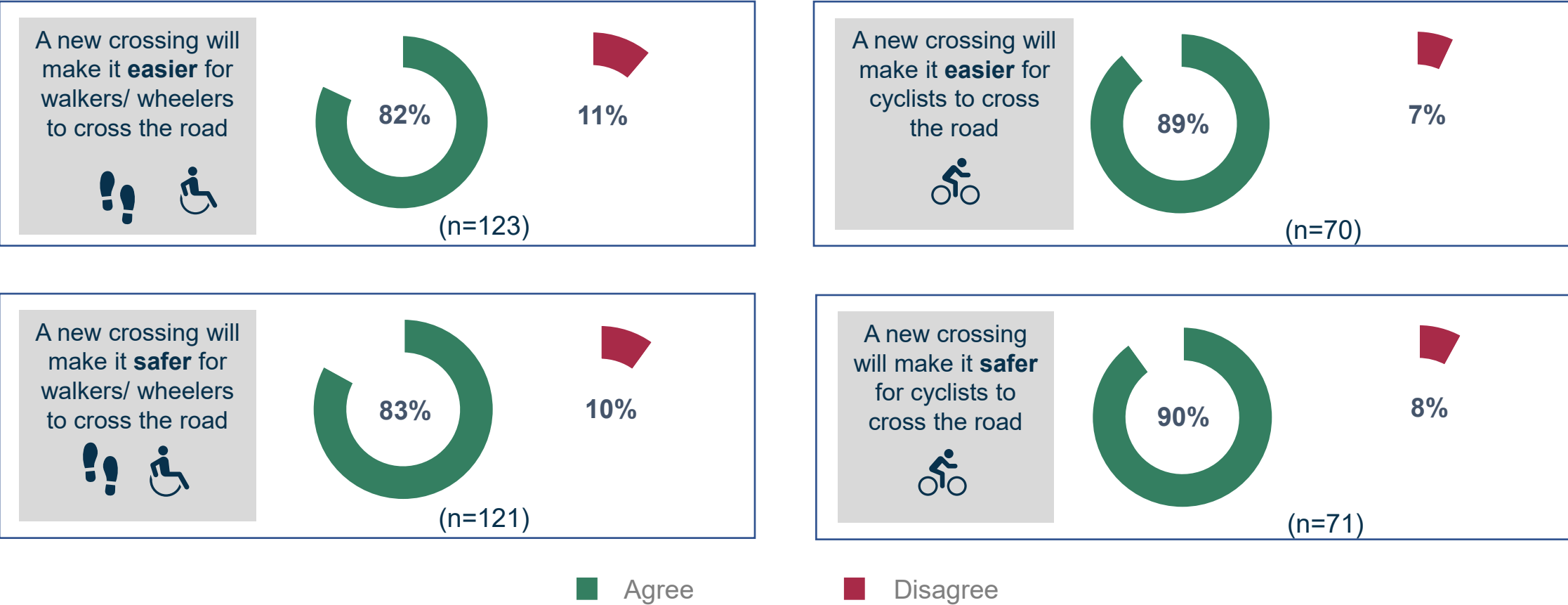
Nearly three quarters (71%) of respondents agreed that the continuous pavements will help to give people who are walking priority over cars. Nearly a fifth (18%) disagreed.



To what extent do you agree or disagree with the following statements about the proposed changes along Cupernham Lane at the New Road, Mercer Way and Woodley Lane junctions: The continuous pavements across New road, Mercer Way and Woodley Lane junction will help to give people who are walking priority over cars.

Phase 1c Impact on **ease** and **safety** of walking, wheeling and cycling

Most respondents felt a new parallel crossing on Cupernham Lane would make crossing the road easier and safer. Amongst those who walk or wheel, 82% said it would make crossing easier and 83% said it would be safer. Similar levels of support were seen among cyclists, with 89% saying it would make crossing easier and 90% saying it would be safer.

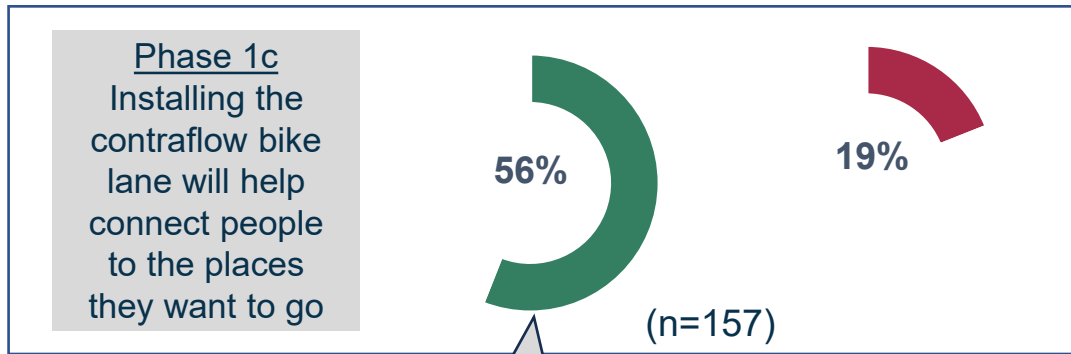


To what extent do you agree or disagree with the following statements about the proposed changes along Cupernham Lane at the Homefield and Richmond Lane junctions: The new parallel crossing will make it easier for people walking or wheeling to cross Cupernham Lane; The new parallel crossing will make it safer for people walking or wheeling to cross Cupernham Lane; The new parallel crossing will make it easier for people cycling to cross Cupernham Lane; The new parallel crossing will make it safer for people cycling to cross Cupernham Lane.

Phase 1c

Over half of respondents (56%) felt a contraflow cycle lane would improve connections to local destinations, increasing to 84% among cyclists. Meanwhile, 70% agreed that continuous pavements will help to give people who are walking priority over cars.

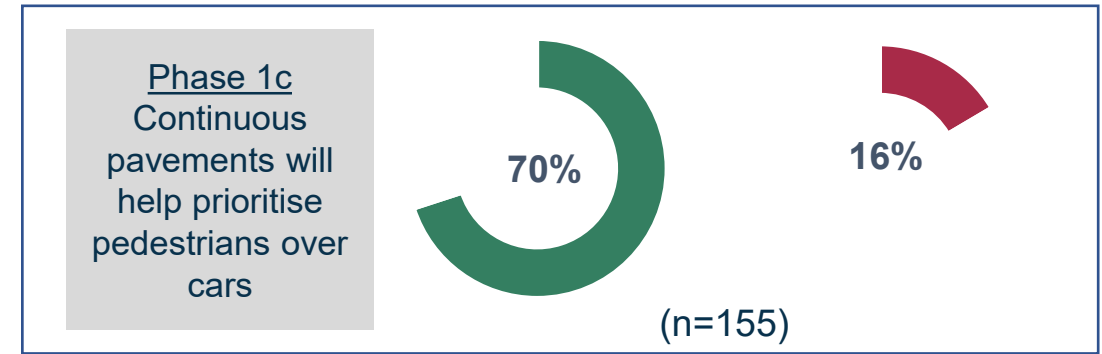
Impact on connectivity



Agreement is significantly higher amongst those that report traveling by bike (84%) (n=70)

■ Agree

Impact on pedestrian priority

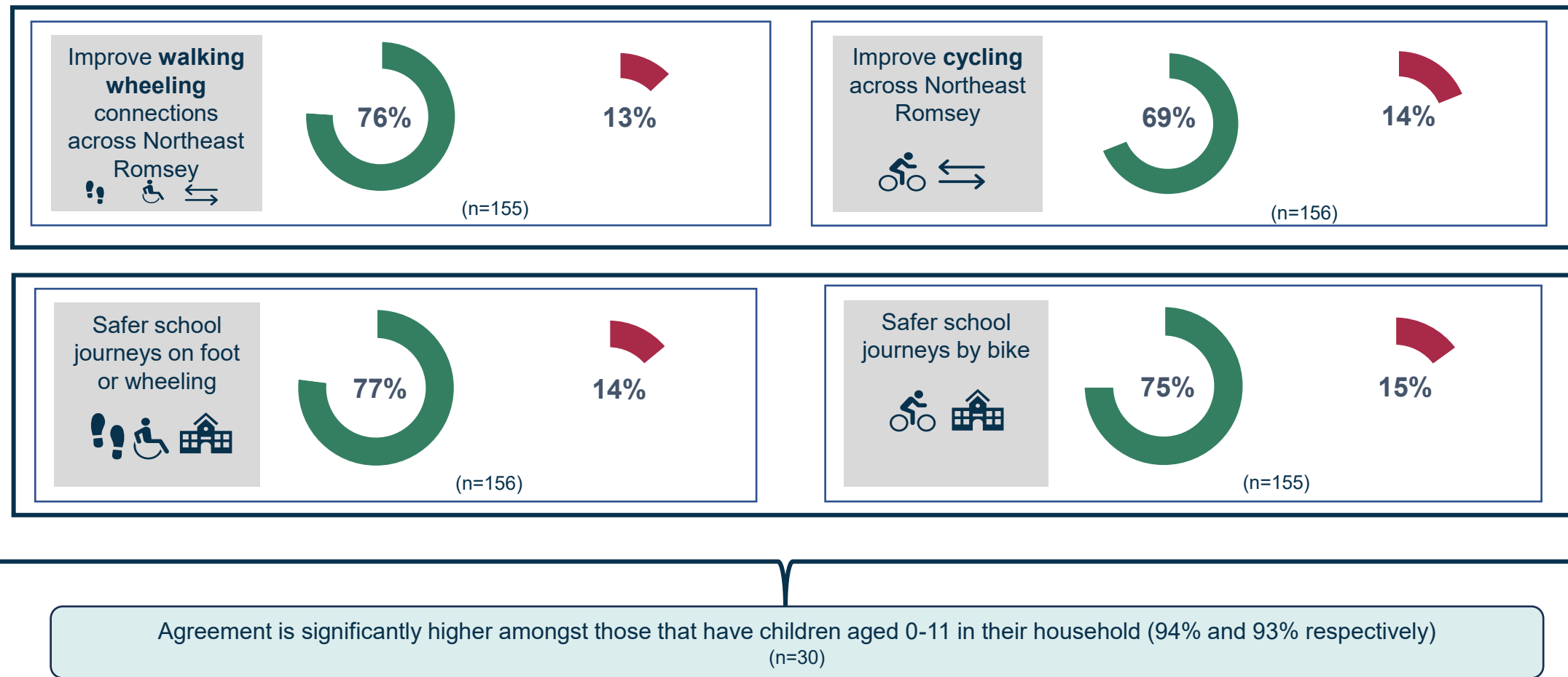


■ Disagree

To what extent do you agree or disagree with the following statements about the proposed changes along Cupernham Lane at the Homefield and Richmond Lane junctions: Installing a contraflow cycle lane along Richmond Lane will help to connect people cycling to the places they want to go; The continuous pavements across Homefield and Richmond Lane will help to give people who are walking or wheeling priority over cars.

Impact of whole scheme

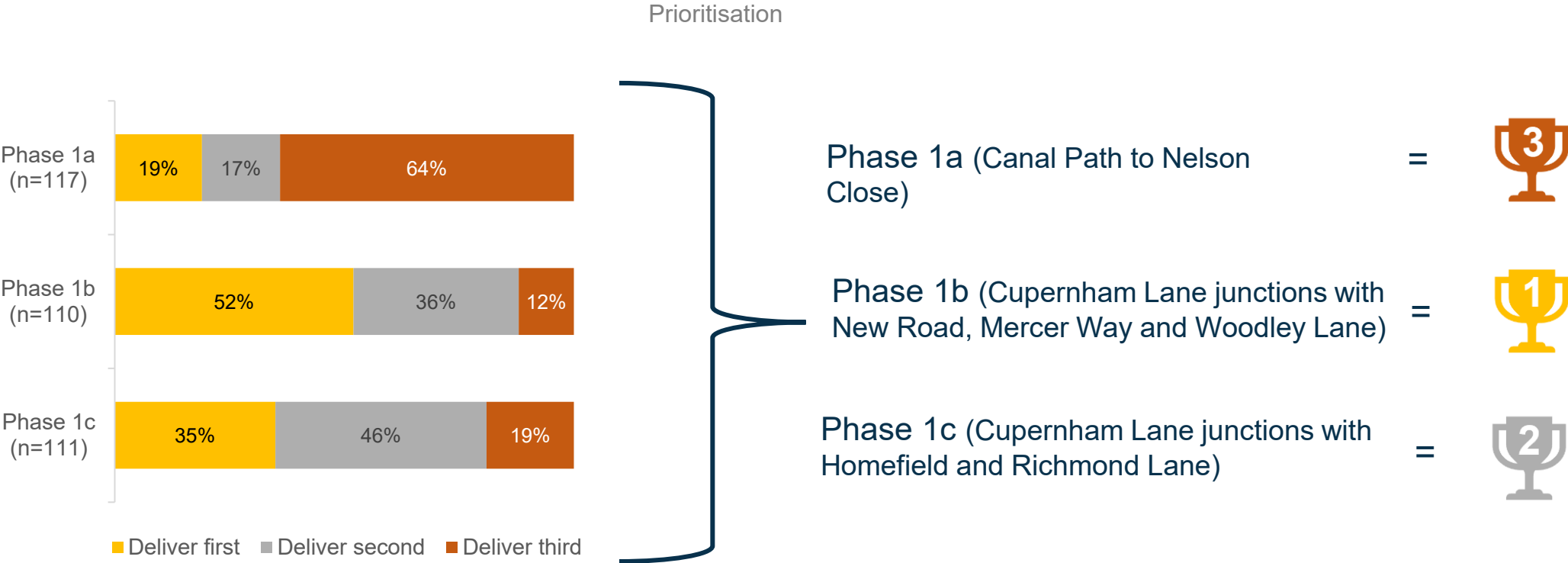
Most respondents agreed that the scheme would improve connections across northeast Romsey when walking or wheeling (76%) and cycling (69%). Around three quarters agreed that journeys to school would be safer for those walking/ wheeling (77%) or cycling (75%), this increased to over 90% amongst those with children aged 0-11.



To what extent do you agree or disagree with the following statements? [The proposals will improve walking and wheeling connections for those wanting to travel east/ west across Northeast Romsey; The proposals will improve cycling connections for those wanting to travel east/ west across Northeast Romsey; The changes will make the journey safer for children and their families walking or wheeling to school; The changes will make the journey safer for children and their families cycling to school]

Prioritisation

When asked to prioritise which part of the scheme to construct first, over half (52%) of respondents chose phase 1b. The largest proportion of respondents (64%) chose phase 1a to be constructed last.



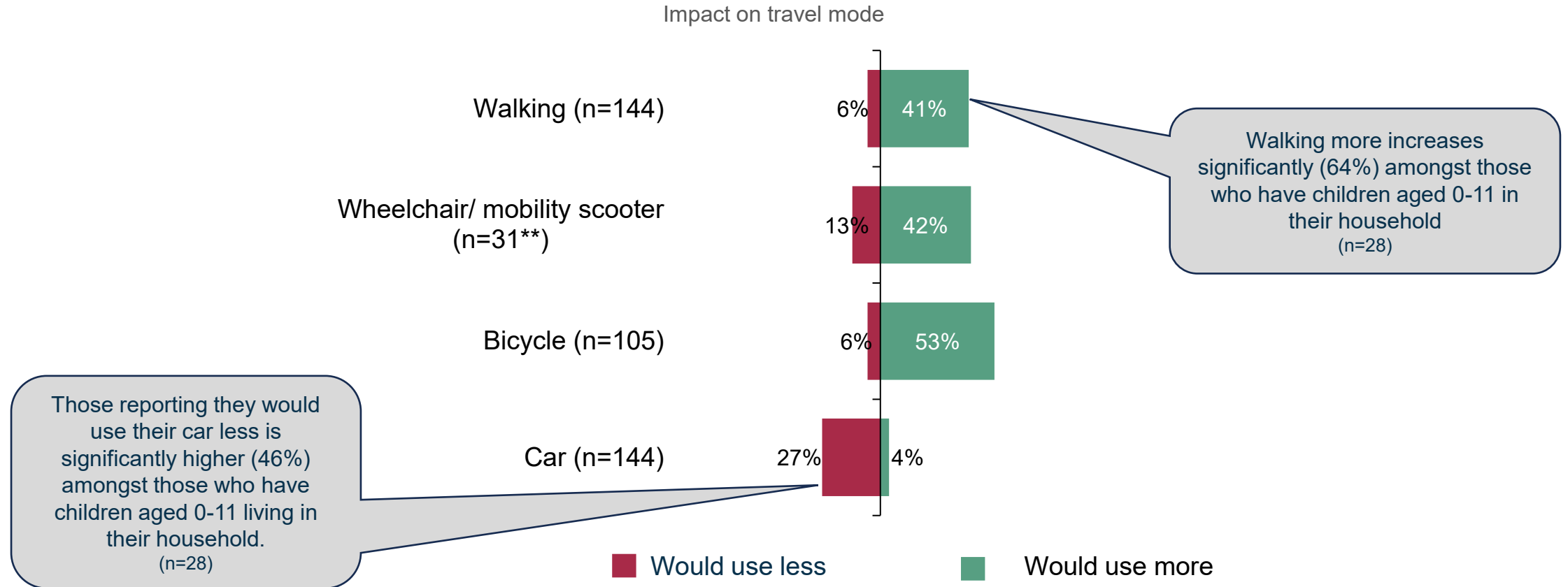
If there is not enough funding to enable the whole scheme to be delivered at the same time, in what order would you prioritise completing the sections?

Impact on mode of transport

Over half of respondents (53%) said they would cycle more if the proposals were implemented.

41% said they would walk more, this rose to 64% amongst those with children aged 0-11.

27% of respondents said they would use their car less, this increased to 46% amongst those with children aged 0-11.



****caution: very low base**

Do you think that the proposed changes would encourage you to travel more or less often using the following forms of transport?

Further comments

112 respondents gave further comments which have been summarised below into positive or negative comments and suggestions.

Supportive comments

- 14 comments showed general support for the proposals
- five comments showed agreement with the proposal crossings
- three comments said the proposal will improve safety

Canal path

Seven comments were about the poor state of the canal path

Negative comments

- seven comments said the scheme was not needed or was a waste of money
- five comments called the location of the crossings into question
- four comments said the proposal would create problems elsewhere

The following received three comments each:

- New Road/ Mercer Way changes could create parking issues
- continuous paths are confusing/ dangerous
- proposals won't change behaviour
- against Richmond Lane proposals
- Richmond Lane proposals could lead to speeding

Suggestions

The following suggestions were made:

- spend money on other things (seven comments)
- add traffic calming (six comments)
- reduce speed limits (five comments)
- extend the scheme northwards (four comments)

Each of the suggestions below received three comments each:

- add parking restrictions
- close the Richmond Lane junction
- improve existing paths
- add cycling connections to other places

Includes comments made three times or more

Unstructured comments – emails

Eight emails were received from local residents. Support, issues raised and suggestions received are shown below.

Support

There were three comments showing general support for the scheme

One comment each showing support specifically for:

- the Richmond Lane crossing
- Richmond Lane proposals overall
- Mercer Way crossing
- continuous pavements

Loss of parking

One comment showing concern for the loss of parking due to proposed :

- layby removal (used by residents of terraced housing)
- opening of New Road, which is currently used by people visiting Mercer Stores including van/ lorry drivers

Comments about current situation

- Richmond Lane not being suitable for wheelchairs, mobility scooters or pushchairs (two comments)
- Mercer Way/ Cupernham Lane junction is currently dangerous (one comment)

Suggestions

- move the crossing to the other side of the Richmond Lane junction (two comments)
- repair and widen the paths in the area (two comments)
- restrict parking between Mercer Way and New Road (one comment)
- review traffic management/ restrict HGVs (one comment)

One comment each suggesting the following for Richmond Lane:

- 20mph speed limit
- improve visibility at the junction,
- ban left turn from Cupernham Lane
- close the eastern end (make it access for residents only)

Unstructured comments – facebook

Nineteen comments were given via Facebook. These raised some additional points to those received via email.

Four comments about bus services (including re-instating the #66 bus route along Cupernham Lane)

Two comments about stopping house building

Three comments about the poor state of roads

One comment each about:

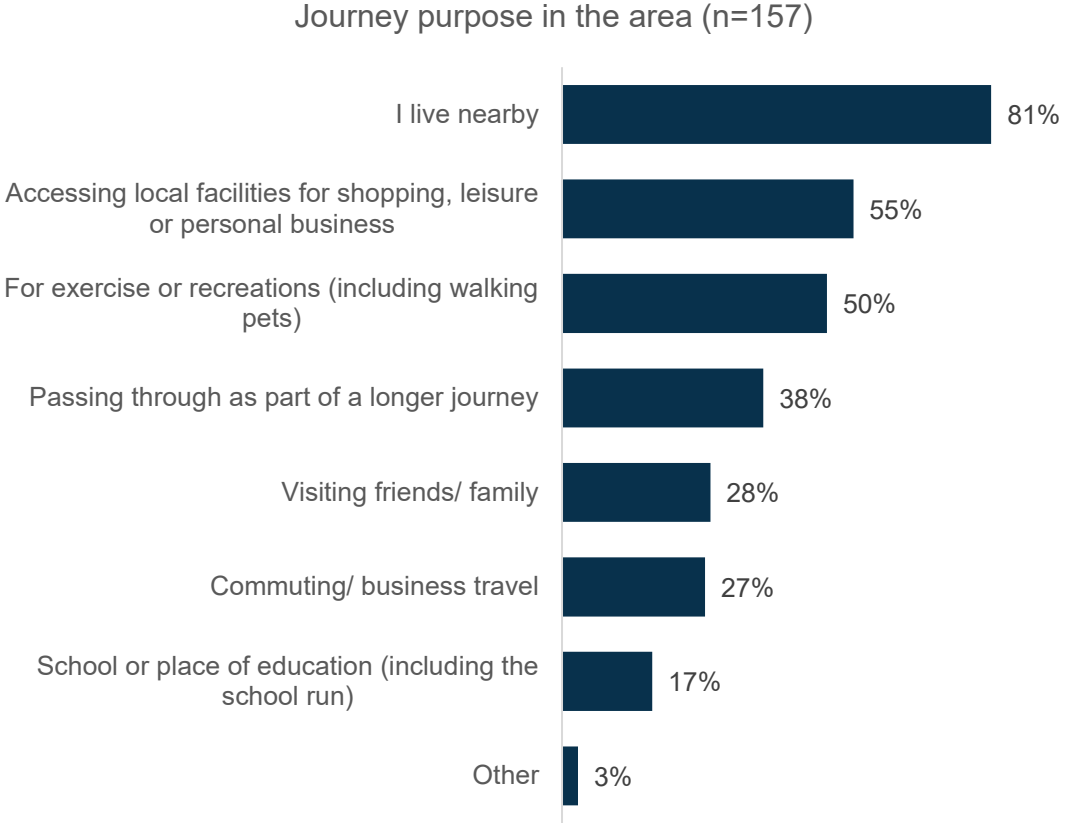
- concerns with opening New Road*
- concerns about Nelson Close*
- adding more cycle parking

(*details of concerns were not stated)

Respondent profile

Journey information

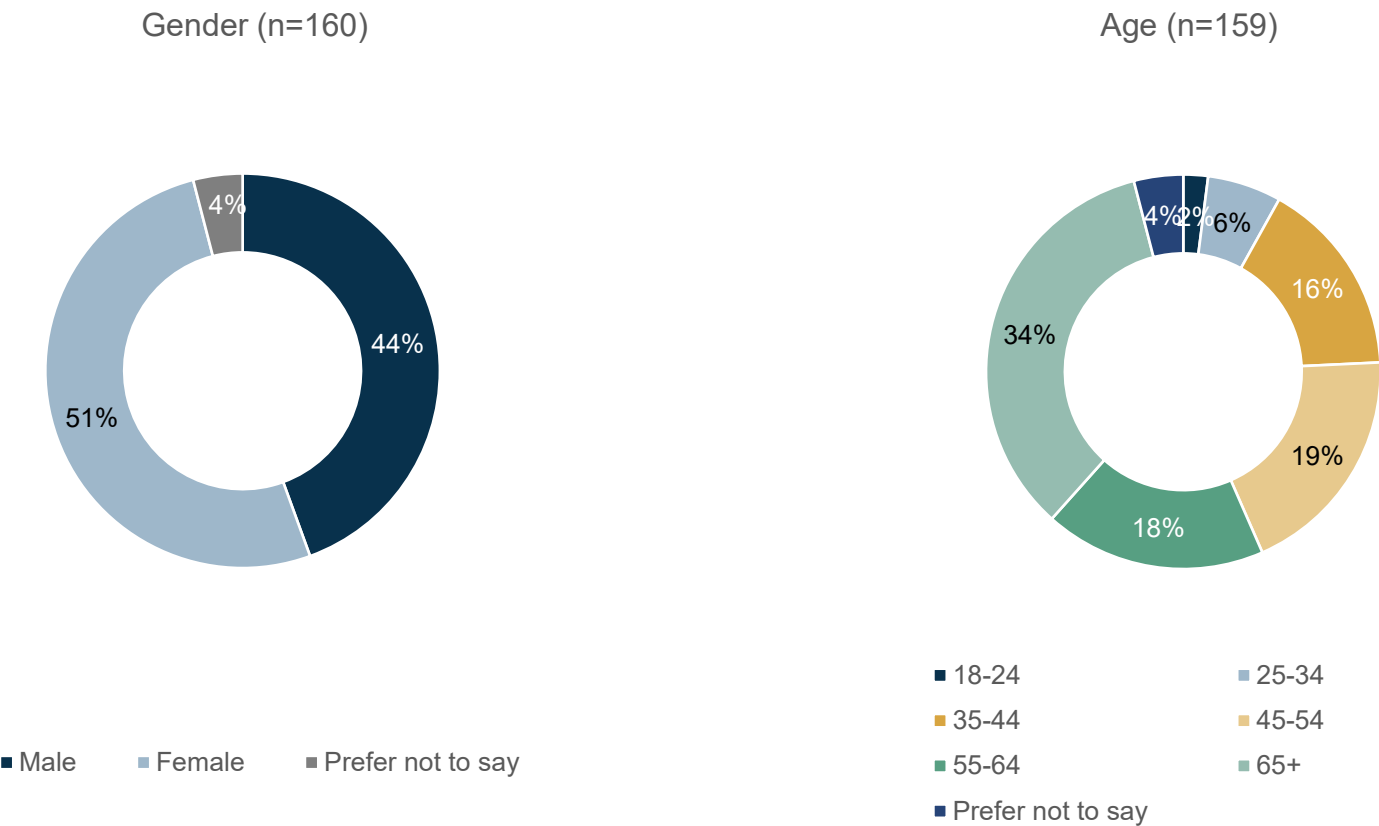
Respondents included a cross section of people, especially residents, but also commuters and people who were just passing through.



Why do you typically travel on this stretch of road?

Respondent profile (1)

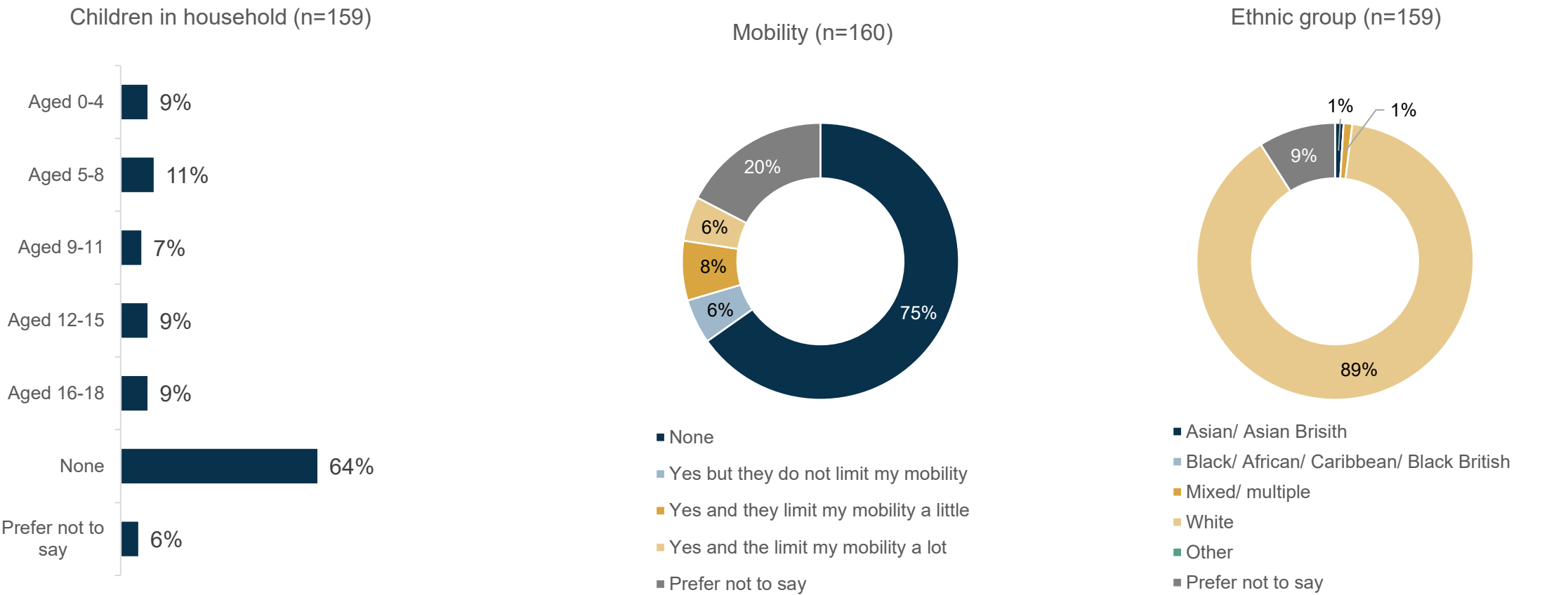
There was a good split of male and female respondents, and we heard from a range of different ages.



Which of the following best describes your gender? What is your age?

Respondent profile (2)

64% of respondents reported having no children in their household. 14% had a health issue affecting their mobility and 89% of respondents were of white ethnicity.



Are there any children or young people up to the age of 18 living in your household (including yourself)?; Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more that affect your mobility (ability to move around)?; What is your ethnic group?