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Test Valley Draft Cycling Strategy, 2014

Response from CTC Test Valley Local Campaign

1. INTRODUCTION

The CTC is the national cycling charity representing all cyclists. Nationally, entry to cycling is promoted through the Get Britain Cycling campaign while the need for enhanced government funding is addressed through the Funding4Cycling and Space4Cycling initiatives and a recent parliamentary early day motion. These and other campaigns have given rise to the draft government cycling development policy (DfT 2014a). So far, central government initiatives have mainly benefited high-profile schemes in major cities. Hundreds of millions of pounds have been spent, new planning manuals developed and excellent cost benefit results obtained (see below). There are signs that the funding climate is improving. Thus the draft cycling development plan (DfT 2014a) proposes new funding partnerships with local authorities. A DfT consultation is exploring whether there should be ear-marked cycle infrastructure funding under the local road maintenance budget (DfT 2014 b). On Nov 27th the government announced a further £214 million funding for cycling.

Locally, the CTC have a Cycling Development Officer within Hampshire CC with responsibility for the "My Journey" introduction to cycling scheme, which operates within Test Valley in Andover. A number of CTC members are Bikeability or British Cycling Ride Leaders, developing cycling skills and confidence among children or adults new to cycling. This response to the TVBC Draft Cycling Strategy has been produced by the CTC-Test Valley Local Campaign following consultation with local cycling organisations in the area, including Southampton CTC (810 members). A consultation meeting was held with TVBC Transport Planner Vivien Messenger and data on accidents in the borough involving cyclists was provided by Hampshire Police.

The council can be proud that a considerable amount of cycle infrastructure has already been achieved in Test Valley, though much remains to be done. CTC are pleased to respond to the draft cycle strategy and it is hoped that some, at least, of the comments here will be found helpful. CTC local campaigners have access to a wide range of cyclist users and to a network of professionals with experience of public cycling provision. CTC welcome the opportunity to work with Test Valley BC and Hampshire CC at both the planning and implementation stages of cycle projects.

2. GENERAL OBSERVATIONS.

2.1 General tone of the document. The use of words such as "may" or "can" or of caveats such as "where practical" in action statements give an unfortunate impression of tentativeness. This particularly applies to paragraphs 3.3, 4.2, 4.6 and 4.9.

Recommendation 1. That the text of the document be revised to create a firmer, more positive impression.



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2.2 National guidance (para 3.1). This section is now out of date.

Recommendation 2. That para 3.1 be revised to include the government's Cycling Delivery Plan (DfT 2014a).

2.3 Financing cycle infrastructure. There is little about raising finance in the strategy other than the *ad hoc* use of S106 developer money, which is likely to achieve *ad hoc*, poorly integrated islets of cycle infrastructure around new estates. Other potential sources of finance exist within Test Valley, Hampshire and central government, including LSTN and LEP funding streams. New funding streams are being mooted with greater application to rural and small urban areas (DfT 2014 a,b). This includes £100 million of funding to improve cycling provision along and across the strategic road network. Key to this is political leadership to develop support within the community. In general, the public view lycra-clad club cyclists as a special interest group. The public are more responsive to the Space4Cycling idea that they need a convenient and cycle-safe space to go shopping or to work, for their children to get to school safely and independently, or for a family leisure ride at the weekend. The essential community support is much easier to generate if the council itself has identified a local "champion" at cabinet level to work in partnership with community cycling interests and local businesses.

Recommendation 3. That the council appoint a senior councillor / cabinet member with an interest or brief in health / environment to be the council's political champion for cycling and walking. This person to work with council officers, local cycling and community interests, Hampshire CC, the DfT, the private sector and LEPs to promote the finance and implementation of the cycling strategy.

Recommendation 4. That the council register with the DfT its interest under the DfT cycling development plan in becoming a local authority partner. This offers the potential of priority access to new funding streams. Details of this and the proposed benefits are outlined in the cycling development plan, paras 1.4 - 1.8 (DfT 2014a).

2.4 Benefits of cycling. CTC commends TVBC's clear recognition of the benefits of cycling in the draft strategy. This should be hardened up in the final strategy to facilitate fundraising. As examples:

Public Health England (PHE) reported that 1 in 6 deaths are inactivity related, with 33 per cent of men and 45 per cent of women not active enough. This costs the UK an estimated £7.4bn a year. PHE argues that pedestrians, cyclists and other active travel users need the highest priority in terms of road and urban development. Town and transport planners are seen as key and are encouraged to work with public health professionals at a strategic level (PHE, 2014).

A recent study from DfT concludes that "the economic justification for investments to facilitate cycling and walking has been undervalued or not even considered in public policy decision-making. Yet, almost all of the studies reported within this review cite economic benefits which are highly significant, with benefit to cost ratios (BCRs) averaging 5.95" (Davis, 2014). [NB. A BCR of >4 is considered very high].



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DfT Value for Money assessments of Cycle City Ambition Grants calculated a BCR of approximately 5, while in rural areas the BCR for the National Park schemes was expected to be around 7 (DfT 2014c). In Test Valley we are fortunate to have two National Parks and the North Wessex Downs AONB within easy cycling range, all coupled by a cycle-friendly network of rural lanes. This package, properly marketed, could contribute significantly to sustainable tourism and the local economy.

Similar DfT studies for 12 local sustainable transport fund grants totalling £225 million found a combined return on investment of at least 5:1 (DfT 2014d).

Recommendation 5. That the strategy be revised to include recent studies of the health, cost and economic benefits of cycling.

2.5 Set targets. Criteria for a good local cycle strategy have been published by the Chartered Institute of Highways and Transportation (Gallagher and Parkin, 2014). A good strategy must: obtain senior political and institutional "buy-in"; be specific to cycling as opposed to "cycling and walking"; focus on specific policies and actions rather than generalities; set clear and challenging targets; provide a framework that integrates and coordinates the efforts of diverse organisations; include specific information about the resources (financial and human) needed to implement the strategy. The draft strategy provides no information of the success or otherwise of the council's previous (2009) strategy, presumably because targets and deliverables were not defined. This should be remedied.

Recommendation 6. That the strategy be revised to meet the criteria of Gallagher and Parkin, 2014. In particular, that clear targets and report dates are set against which the strategy success will be judged.

2.6 Objectives (strategy para 4 and 4.1). CTC commends TVBC for its choice of objectives, progress on which must be assessed by regular reports. It is suggested the last objective be strengthened by adding the word "healthy". Numerous studies show that the biggest barrier to entering cycling is the public perception that it is dangerous (see Gallagher and Parkin, 2014). However cycle-ways will only be used if they are convenient and cyclists are not treated as third class citizens, with lower priority than either motor vehicles or pedestrians. Unfortunately much of TVBCs existing cycling infrastructure does not meet the standards required by LTN 2/08 (DfT 2008) or LTN 1/12 (DfT 2012). CTC believes that a significant increase in cycling as a mode of transport will only be achieved by careful planning and design. As the end users, cyclists and their organisations should be consulted at both the planning and implementation of specific proposals. Advantage should be taken of the professional expertise and experience acquired in this country as a result of the Cycle City Ambition Grants and TfL experience. UK highway engineers often rely on the DMRB. However the UK has much less experience of cycle infrastructure than countries like Holland and Denmark. It is notable that planning standards based on Dutch experience (CROW 2007), such as TfL's LTSCD2 are being widely used in the new city projects and as the design basis underlying the Active Travel (Wales) Act.



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Recommendation 7. That strategy objectives are strengthened by quantitative definition of the expected increase and time scale.

Recommendation 8. That the council periodically monitors attainment of the strategy objectives.

Recommendation 9. The council recognises that only high quality, cyclist-friendly cycle infrastructure will achieve its objectives of promoting sustainable travel. The council will develop specific proposals in conjunction with professional cycle transport designers and will consult users via the Bicycle Users Group, the CTC-Test Valley and other relevant local organisations.

2.7 Accessibility. The Equality Act 2010 imposes a wide public sector equality duty (PSED) on councils. This came into force on April 5th 2011. There is no mention within the strategy that the special needs of individuals under the PSED will be considered in the design and implementation of cycling infrastructure and highways. This should be explicitly stated. Users with a partial disability often use tricycles or recumbent tricycles. Families use "kiddie trailers" while others use tandems. These vehicles are wider and / or longer than conventional bicycles, have a larger turning circle, have difficulty negotiating bollards and barriers and need special consideration. Thus individual projects should have an EIA.

Recommendation 10. That the council affirm that the provisions of the Equality Act 2010 will be at the heart of the design and implementation of highways and cycling infrastructure.

2.8 Mountain biking. The strategy makes no reference to mountain biking, an important leisure activity and an obvious route for getting young people and families into cycling. The facility in Parnholt Wood (Kings Somborne) is extremely popular. Test Valley's Forest Park Framework and Green Infrastructure Strategy (FPSGIS) largely ignored mountain biking, despite having received what *a priori* looks a strong proposal for Lordswood from the National CTC Cycling Development officer (Appendix 1). However section 6.5 of the FPSGIS says rather vaguely "There is potential to create new routes and to link existing routes to create a network of routes in terms of distance/time for different users...". Mountain biking (non motorised) should be included in the cycling strategy.

Recommendation 11. a) That TVBC include mountain biking (non-motorised) in its cycling strategy as recognising both its popularity and its value for increasing the participation of families and young people in cycling; and b) that the council will explore the possibility of developing new mountain bike trails, with particular reference to Lordswood.

3. SPECIFIC PROPOSALS

The maps associated with the draft strategy are not definitive in that some existing cycle ways, eg in Canal Walk, Romsey are mapped incorrectly while some of the proposed cycle ways eg the one running south of Duttons Rd and east of Cherville St., would be impossible as mapped due to buildings and other constraints. It is recognised that individual proposals in the strategy are aspirations which might not be implemented. Accordingly, comment is restricted to proposals,



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mainly in southern Test Valley, which illustrate general points or which are considered particularly important.

3.1 Romsey: Southampton Rd, Lee Lane, Nursling / Adanac Park.

This is the main, direct route for cyclists from the Romsey area to the western New Forest via Redbridge and Eling. It is heavily used by cyclists and there is no practical alternative due to the barrier of Toot Hill and the heavy traffic to the north of Southampton on the A 3057 and M27 / M271 feeder roads.

CTC welcome the proposal to build a cycleway parallel to the A 3057, from the existing cycle way opposite Romsey Rapids to the northern entry of Lee Lane. The A 3057 here has been associated with the death of a cyclist and with other serious injuries. In addition to the footway, which is used by runners and walkers, there is a wide verge and a relative absence of conflicting side entries.

Recommendation 12. This should be a segregated off road cycle way as far as the verge permits, to minimise conflict with pedestrians and attract faster cyclists off the main road.

The crossing of the A 3057 at the north entry of Lee Lane is hazardous, notwithstanding the speed limit, due to poor sightlines caused by bends in the main road and the nearby hump-back bridge. Although this is an existing hazard, the problem needs to be solved before the cycle way is constructed as the number of cyclists at risk are likely to be increased by the proposed cycle way. One possibility might be a 40 mph speed limit coupled with a pelican crossing activated by sensor when a cyclist approaches.

Recommendation 13. It is recommended that a consultant cycle transport planner be contracted to advise on the best possible solution to this difficult crossing and the problems further south at the B & Q roundabout and M271 junction 1 (see below and recommendation 15).

Lee Lane has long been heavily used by cyclists, so its recognition as an on road cycle way is appropriate. However it is a "rat run" for motorised traffic and is single track in some places. TVBC experimented with selective closure of entrances to Lee Lane to prevent this, but seems to have abandoned further action. One possibility might be an HGV prohibition and 20 mph restriction at the narrow pinch point north of the gravel works.

Recommendation 14. That the council consider whether an HGV prohibition and traffic calming should be introduced at the narrow pinch point on Lee Lane to the north of the gravel works.

The *de facto* cycle route from Lee Lane to Test Lane and Redbridge transits the roundabout adjacent to B & Q and immediately to the west of junction 1 of the M271. This was already hazardous but the granting of full planning permission to the Lidl and associated development, with its projected 14-17,000 vehicle movements per day, has greatly increased the risk to cyclists and pedestrians transiting this area. The suggestion by one TVBC councillor that cyclists should avoid the area is unacceptable; there is no good alternative. In this respect, the cycle way to the east of the M 271



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through Adanac Park is not helpful, as cyclists wishing to proceed down Test Lane would still have to transit the B & Q roundabout. Current proposals for Brownhill Way are also inadequate given the increased numbers of cyclists and pedestrians going from Millbrook to work in the Nursling industrial estate. There needs to be at least a continuous shared path to LTN 1/12 standards from the junction at Brownhill Way / Frogmore Lane via the Adanac roundabout and over junction 1 of the M271 to the B and Q roundabout. Safe crossing points are required from the proposed footpath next to the Lidl development, across Brownhill Way and around the Adanac Roundabout, plus safe crossing points and, ideally, street lighting around junction 1 of the M271. TVBC as planning authority has a statutory duty to ensure that adequate provision for pedestrians and cyclists is made. CTC has drawn attention to the problem here for several years and submitted proposals at the time of the planning consultation (Appendix 2). Remedying this problem would be appropriate for LEP funds or for the funding announced by the deputy Prime Minister on Nov 27th that is intended to improve cycle infrastructure along and across the strategic road network. Shockingly, a recent study (Highways Agency 2013) found that in only 18% of major schemes was there evidence of mandatory non motorised user (NMU) audits as prescribed in DMRB HD 42/05 being carried out. On the ground there is little evidence that NMU issues have been properly addressed.

Recommendation 15. Our highest priority, that a consultant with specialist knowledge of cycle way design be employed to advise on the construction of a safe and convenient route for cyclists and pedestrians transiting the B & Q roundabout from Lee Lane to Test Lane and for cyclists and pedestrians travelling to work from Millbrook to Nursling industrial estate via the Adanac and M271 junction 1 roundabouts.

3.2 North Baddesley to Hoe Lane and Lee Lane. This is a downhill, lateral branch route of the above, which is regularly used by Sotonia club cyclists and others to travel from N Baddesley to Redbridge and the New Forest NP. The local plan for Test Valley South proposes a new housing development on Hoe Lane with associated highway improvement and increased motor traffic.

Recommendation 16. That the needs of fast cyclists transiting Hoe Lane be considered and incorporated into the development plan.

3.3 A3090 Romsey bypass and Pauncefoot Hill. This is a hazardous area for cyclists. The proposal for a shared off road route with pedestrians along the bypass is welcome. However it is unlikely that faster cyclists will use the proposed route due to the lack of scope to achieve adequate width and the presence of a considerable number of junctions.

Recommendation 17. That east bound cyclists on the by-pass be permitted to turn left into Middlebridge Street at the present no entry, thus providing a pleasant and easily achievable route to the A 3090 at the Plaza roundabout via The Hundred.

Recommendation 18. That an on road, light segregated, route be provided up Pauncefoot Hill, for cyclists travelling west wishing to access Gardeners / Ryedown Lanes and the New Forest NP.



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3.4 West Wellow to the New Forest. Cyclists proceeding via the popular route Ryedown, Whinwhistle to Black Hill Road in the New Forest NP face a difficult and dangerous crossing of the A36 due to the traffic density and the undulating nature of the road. There is an urgent requirement for a signal controlled crossing. It is recognised that this is a complex project involving co-operation between multiple authorities.

Recommendation 19. That TVBC explore the possibility of a signal controlled crossing over the A36 to facilitate bicycles going to and from the New Forest NP via Whinwhistle and Black Hill Roads.

3.5 Romsey: Cupernham Lane, Belbins, Sandy Lane, Yokeford to Timsbury. This is the official route for cyclists travelling North from Romsey to NCN 24 at its junction with Bunny Lane. This was once a relatively quiet route but has become hazardous due to greatly increased numbers of landfill lorries and cars. Indeed, many cyclists now use the A 3057 in preference. There is a 30 mph speed limit on Cupernham Lane which is largely ignored by motorists. The proposed un-segregated, shared cycle way is unlikely to give worthwhile protection to either pedestrians or cyclists. The proposed off road, shared route along the barge canal is an attractive alternative but this has been proposed for such a long time that it seems unlikely to be implemented sufficiently soon. The barge canal route would be attractive as a family leisure route but would be unattractive to fast cyclists unless it was constructed to 2.25 m carriage width or more with a bound surface.

Recommendation 20. That alternative routes to Cupernham Lane be considered for cyclists travelling between Romsey and Timsbury.

3.6 NCN 24 Timsbury to the Test Way. . LTN 2/08 says the following about design speeds:

8.2.2 "A design speed of 20 mph is preferred for offroad routes intended predominantly for utility cycling. This provides a margin of safety for most cyclists. The average speed of cyclists on a level surface is around 12 mph.

8.2.3 Where cyclists share a route with pedestrians, a lower design speed may be required. Routes with design speeds significantly below 20 mph are unlikely to be attractive to regular commuter cyclists, and it may be necessary to ensure there is an alternative on carriageway route for this user category".

Although a SusTrans approved national cycle route, NCN 24 in this section does not meet the requirements of LTN 2/08 & LTN 1/12 due to its sub standard width, difficult kerbs, poor sightlines and lack of priority at minor junctions. Maintenance is generally poor, with overhanging shrubs and trees, blackthorn hedge clippings causing punctures, and vegetation penetrating unchecked through the asphalt. Nevertheless the route is attractive to slower cyclists, families and horse riders and is quite heavily used. Most faster cyclists use the main road in preference because of the above problems. In so doing, they are exposed to greater aggression from motor vehicles, presumably because drivers consider they should be on the cycle way.



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Recommendation 21. That the council consider upgrading this key cycle way as close to LTN 1/12 standards as possible, with due regard to width, kerbs, surfaces and sightlines, with cyclists given priority over motor vehicles at drive entrances and minor junctions.

Recommendation 22. That an effective programme for the regular maintenance, sweeping and repair of this cycle route be introduced. Sweeping is particularly necessary after blackthorn hedge clipping and at leaf fall.

3.7 The Test Way, Stonymarsh to Cottonworth. A safe route for families and inexperienced cyclists on hybrid bikes, shared with pedestrians, the cycle way is much less attractive than it should be. This is because, although flat, it suffers from poor surfaces and drainage, overgrowth of vegetation and limited scenic variety. Maintenance is insufficient. It is unsuitable for bicycles with narrow tyres. In contrast, the recently upgraded old railway cycle way in the Meon Valley shows what can be achieved here in Hampshire.

Recommendation 23. That an effective programme of regular maintenance be introduced and consideration be given to upgrading the cycle way as per the Meon Valley.

3.8 Abbotswood and Woodley. An islet of new cycleway on the Abbotswood estate links to a proposed S106 funded, shared off road route through the Woodley estate on existing footways. The footways are far too narrow and tortuous to be a cycle way for anything but children going to school, which is fine! Cyclists are forced to slow to negotiate the path, which means there should not be a significant peril to pedestrians.

Recommendation 24. That notices be placed restricting cycle speeds to 10 mph and allocating priority to pedestrians.

3.9 Proposed shared route in Fishlake Meadows. This is a useful and welcome proposal for children on their bicycles going to Priestlands School. Where possible, the provisions of LTN 1/12 should be applied and irritating "cycle dismount" signs should be avoided.

3.10 Unsegregated on road routes. Signposting can be a useful guide for families with children. Otherwise such routes offer no protection to cyclists and can be a hazard by irritating motorists and funnelling cyclists into debris at the edge of roads. In order to ensure that motor vehicles are aware the road is also used as a cycle way, there should be cycle way marks and lines on the carriageway in addition to signposting. In busy urban areas 20 mph speed limits are a better solution given that there is a six times lesser risk of a cyclist being killed in a collision at 20 mph than at 30 mph (Gallagher and Parkin 2014). In Holland, nearly all shared spaces have been replaced by segregated spaces (Hembrow, 2014).

Recommendation 25. That consideration is given to using 20 mph speed limits as an alternative to unsegregated, on road routes in urban areas. Where such routes are used, they should be clearly marked with cycle symbols and lines on the carriageway in addition to signposting.



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3.11 Andover

Local cyclists have drawn attention to:

- (i) the lack of any proposals for Weyhill and Winchester Roads;
- (ii) the absence of proposals for Charlton Rd., which is used by cyclists north of Andover to transit the town from Charlton under the A343 thence via Mylen and Millway Rds to join the existing cycle way at Salisbury Rd, then east on Balksbury Hill to the Clatfords, Stockbridge and Romsey;
- (iii) the very welcome proposals for those living in the north west of Andover for cycle routes both along the south side of Redon Way and for the upgrade of the parallel footpath near the ambulance station and across Charlton Road at the Baptist Church on to the High Street via the College, sports centre and bus station;
- (iv) cycle access to the High St from the north is via the Vigo Rd / New Street roundabout, which is cyclist unfriendly. Marlborough St has little motorised traffic and it is suggested it could be used for two way cycle traffic, with motor vehicles using the alternate route via East St and Western Avenue. This would save cyclists the hazardous journey round the bus station area to the High Street;
- (v) cyclists leaving their bikes at the bus station to make bus journeys would appreciate if cycle parking with better weather protection could be provided at the bus station;
- (vi) access from the south west, Anna Valley and the Clatfords as far as Asda along NCN 246 is generally pleasant and semi rural but marred by a surface of only gravel and mud from Upper Clatford to the subway under the A303;
- (vii) the absence of signposted cycle byways in the delightful countryside north and northwest of Andover.

Recommendation 26. That the council consider whether any of these points by local cyclists can be addressed.

4. SUMMARY OF PRIORITIES

The following priorities arise following consultation:

Priority 1 (Highest): The B & Q roundabout, Brownhill Way, the A 3057 crossing at Lee Lane.

Priority 2 (High): The Hoe Lane development, Lee Lane, the A36 crossing at W Wellow, the proposed Southampton Rd (A 3057) cycle way, cycle ways to school, Bikeability training in schools; Equality Act 2010 access requirements; NCN 24 Timsbury to the Test Way repair and maintenance; mountain bike trail in the proposed Lordswood Forest Park; upgrading surface upper Clatford to the A303 subway.

Priority 3 (Important). Off road routes; upgrade of NCN 24 Timsbury to Test Way; 20 mph limits for un-segregated, urban, on road routes.



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5. CONCLUSION

The CTC welcome the Cycle Strategy and Network SPD but suggest that it be strengthened: (i) to aid fund raising by demonstrating how cycling can benefit health, the environment, tourism, local business and the broader economy; (ii) by setting clear priorities, review report intervals and milestones, (iii) by the appointment of a senior cabinet member within TVBC to champion cycling and engage public support, in partnership with local groups; (iv) by introducing a proposal for mountain biking, which is an important entry point for young people into cycling.

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APPENDIX 1

Community involvement via Mountain biking.

In 2014 the CTC delivered more than 1500 cycling activities through Cycling Development Projects, aided by more than 850 volunteers. Over 30,000 people were introduced to cycling and more than 5000 people received special training. In March 2014 a proposal to develop a mountain biking facility in Lordswood was submitted to the Test Valley's Forest Park Framework and Green Infrastructure Strategy (FPSGIS) by Ian Taylor, supported by the National CTC Cycling Development Officer.

Lordswood is located just at the edge of a major conurbation. This is a superb opportunity for TVBC to progress one of the major stated aims, that of introducing more people to cycling. The relevant part of the original submission is re-introduced here with a strong recommendation that it should be followed up.

7 March 2014: From: *Rob Fuller, Development Director, CTC, the National Cycling Charity.*

Outline Proposal for a Mountain Bike Trail in Lordswood

We note that the FC Feasibility Study Map 12 proposes a new cycle trail in Lordswood. We would like to see this concept expanded into a dedicated, mountain biking area suitable for a range of skills. There is a clear demand for such a facility with the Lordswood area having long been used informally by local riders who have constructed trail features to enhance its attractiveness to them. Such an approach has led to the need for the Forestry Commission to remove the features periodically and to block existing trails.

In general terms much of the informal network is not suitable for casual walking and horse riding and it is only where this network intersects other access routes that the potential for conflict with other user groups arises. However there are also readily identifiable areas that would enable novice riders to develop their skills confidently and safely.

Hence a dedicated network has the following advantages:

- It meets many of the objectives and purposes of the Forest Park
- It satisfies a real and ongoing need for such a facility
- A dedicated facility significantly removes the potential for conflict with other users
- A properly designed and maintained facility can enhance the environment and biodiversity
- Experience shows that properly run facilities improve safety and reduce anti-social behaviour

CTC has extensive experience in implementing similar facilities in partnership with the Forestry Commission, Ministry of Defence and other major landowners and would welcome the opportunity to develop a detailed management plan incorporating the principles outlined in the Framework document and drawing on the work already done by the Forestry Commission.



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APPENDIX 2. CTC response to Adanac Park Consultation. Author James Heath. (Edited from text file).

LIDL DEVELOPMENT, M271 CROSSING & ADANAC PARK

CURRENT STATUS

The existing complex of roads and roundabouts between Lower Brownhill Road and Test Lane was built with almost no consideration for cyclists or pedestrians; such facilities as do exist are an afterthought rather than a practical solution. It is difficult to design solutions without a substantial rebuild of the whole network and for this reason the proposals outlined below are add-on compromises rather than an ideal solution.

There are 2 main groups of cyclists:

- (A) Commuters and utility cyclists requiring fast, efficient and safe routes, and leisure cyclists needing routes in and out of town for longer rides.
- (B) Leisure cyclists, particularly families with children, wanting quiet, easily followed routes.

In the area under consideration the destinations for cyclists from Southampton can be divided into two:

- (1) Businesses to the west of M271, access to Test Lane and thence south, west and north.
- (2) Businesses in Adanac Park and to the east of the M271

At present cyclists in group A use the road over the M271 flyover for the first set of destinations. When westbound they use a number of routes, including Brownhills Way (very busy, with a new 3 lane roundabout), Redbridge Lane, a rat-run route, which is 1/2 km longer than the footpath which cuts across the Redbridge Lane dogleg, and the footpath itself, which is used by cyclists and even moped riders, even when it is very muddy. The last two routes will be obliterated by the Lidl development, which proposes a shared-use path from Mansel Road West to Brownhill Way, where it continues to a crossing of the dualled slip road to east of the 3 lane roundabout. Current plans envisage that from here cyclists cross all the other roundabout slip roads to a shared-use path ending at the NE corner of the M271 flyover; it is evident that the majority of westbound cyclists will follow motor vehicles and take the shorter route (which also avoids crossing busy slip roads). Eastbound cyclists in this group have no practical route; crossing to Redbridge Lane has been made particularly hazardous by the new central reservation. Cyclists are forced to slow almost to a stop and move across fast moving traffic to gain this reservation. The alternative of riding against the flow of traffic into the slip road out of Redbridge Lane is even more dangerous. A small number of commuting cyclists jump between the road and sections of verge, for instance along Brownhill Way and the M217 flyover bridge parapets.

Cyclists in Group A for the second set of destinations use the estate roads, which they reach by the above routes or variants of them. They will be less affected by the Lidl development.

Few cyclists in group B cross the M271 by the flyover, probably because of the hostile nature of the road system. A circuitous route now exists which crosses two of the arms of the new 3 lane



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roundabout and then runs up the east side of the M271 to a pair of underpasses at the M27/M271 interchange, continuing along Dairy Lane, crossing the access road to the Tesco site and then over a railway bridge to join Lee Lane. There is almost no signposting of this route for Group B cyclists and there are problems in Dairy Lane (see below). The route is also usable by some northbound Group A cyclists.

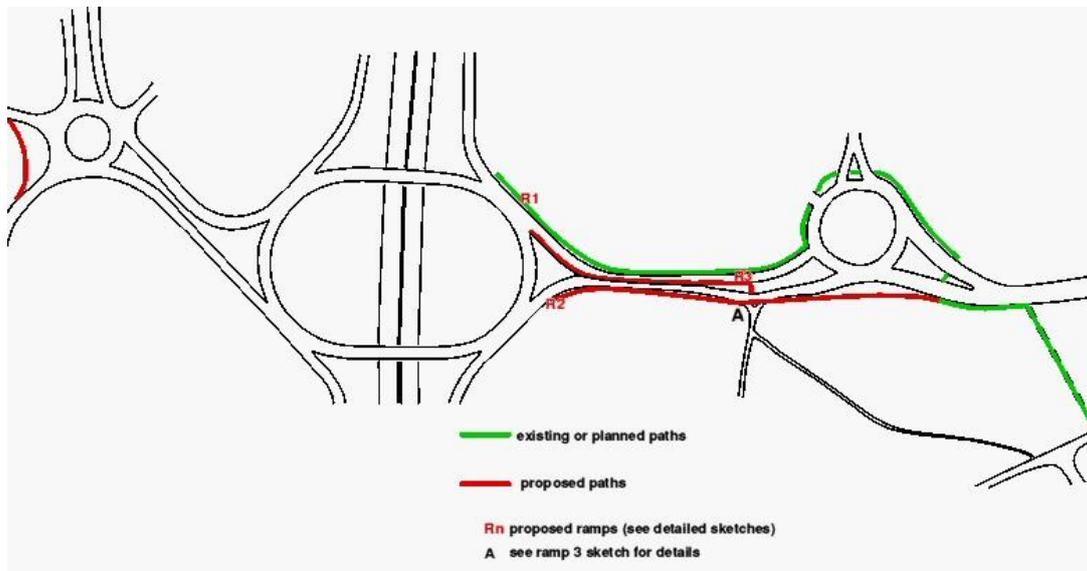
PROPOSALS

The existing Dairy Lane route has a number of problems: (i) There are two kerbs across it which are not obvious in the daytime and are virtually invisible at night. These should be removed and replaced by shallow ramps extending across the whole width of the path. Such ramps would also assist wheelchair users. (ii) The path is often overgrown and littered with broken glass, especially near the underpasses. It needs regular and frequent clearing. It also needs signposting if group B cyclists are to use it. (iii) However, the underpasses are frequented by jobs, especially at night. Since little can be done about this an alternative route across the M271 is needed. Cyclists and pedestrians do not have clear priority across the Tesco entrance.

Figure 1 sketches proposals to allow Group A cyclists to negotiate the routes described quickly and safely:

Figure 1

Eastbound cyclists would use the road over the M271 flyover. They would then have the choice of staying on the road or joining the shared-use path using the ramp shown in Figure 2.

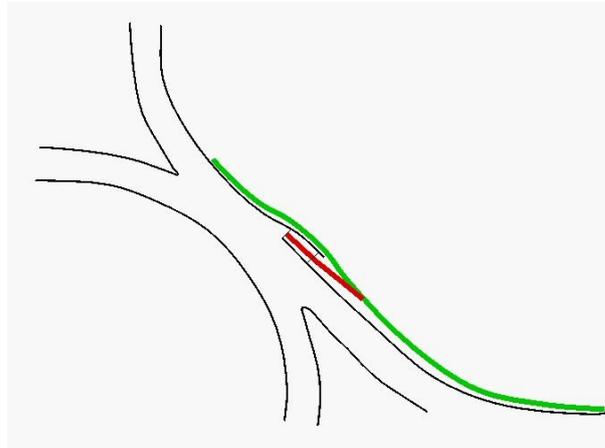




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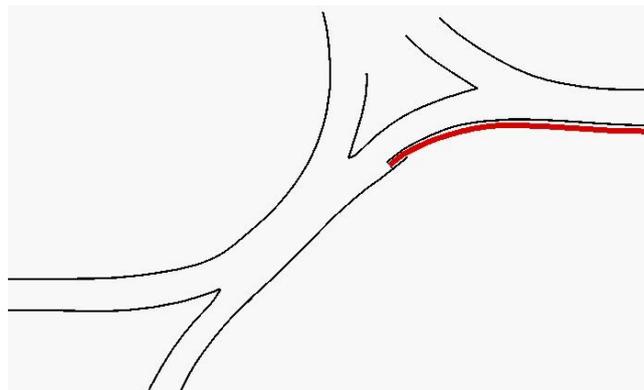
Figure 2 – ramp 1



Those staying on the road could use an on-road cycle lane enabling them to join the central reservation in a safe and controlled manner via a ramp (see Figure 4 and explanatory notes). Both routes then rejoin at the shared-use path towards Mansel Road West. Ideally this shared-use path would be prolonged along Brownhill Way to Lower Brownhill Road.

Westbound Group A cyclists coming from Mansel Road West would use the shared-use path past the Lidl site (see Figure 4 and explanatory notes) to the top of the slope up to the M271 overpass. There they would join the road by a ramp (Figure 3). This would be safer than crossing later, over the southbound M271 sliproad itself, since this is taken by motor vehicles accelerating from a number of different directions.

Figure 3 – ramp 2



.... see over:

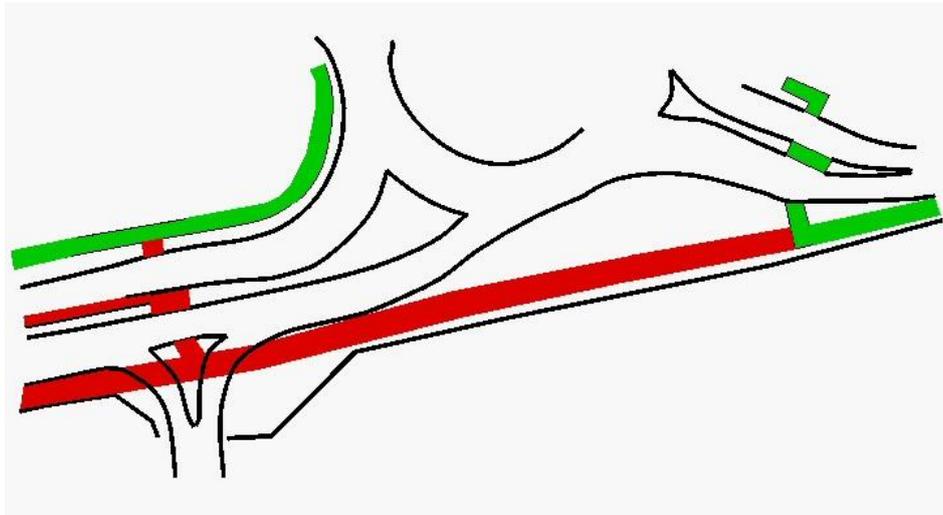


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Figure 4 – ramp 3 (see end for explanatory notes)

Figure 1 also shows a shared use path for pedestrians and northbound cyclists travelling between Test Lane and Lee Lane. This could be made two-way, but southbound cyclists would have to cross busy roads twice. Ideally this eastern most roundabout would be scrapped and replaced by traffic



lights.

Figure 4 - notes

Sketch only: not to scale.

Existing or planned shared-use paths are shown in green.

Proposed cycle or shared-use paths are shown in red.

Note:

- (1.) The path is continuous across the Lidl entrance, i.e cyclists have priority over traffic on the side road. This is standard practice in the Netherlands and increasingly so in this country.
- (2.) The path here is as close to the major road as possible, (given the rounding of the corner to allow large lorries to turn in) so that traffic entering the side road can see cyclists easily, and vice-versa.
- (3.) The central reservation opposite the Lidl entrance is widened to provide a refuge, allowing pedestrians and cyclists to cross at this point.
- (4.) There is a run-up cycle lane on the offside of the eastbound lane which, combined with a ramp onto the central refuge mentioned in (3), allows on-road cyclists to enter the central refuge safely and continue onto the shared use path on the south side of the road, thus avoiding the large three-lane roundabout. Such lanes are common in the Netherlands and some (e.g. in Winchester Road, Southampton) have been used locally.