

SOUTHAMPTON CYCLING CAMPAIGN TOP TEN PRIORITIES AND QUICK FIXES

These are suggested improvements to key routes or junctions that would not only make life easier and safer for current cyclists, but once carried out would encourage NEW people to cycle. This would contribute to the improvement of the air quality and would be a significant step towards Southampton becoming a cycle-friendly city. The list comprises locations and suggestions for improvement submitted by members and is not intended to be comprehensive, but rather the start of an on-going project aimed at transforming the city environment for the benefit of all. Southampton Cycling Campaign looks forwards to consultation on the locations included in the document.

This document includes the following:

Section 1: Locations requiring significant infrastructure work to make them safe for cyclists

- 1) Bitterne Rd West and Gyrotory
- 2) Roundabouts at the Hill Lane/Burgess Rd/Winchester Rd junction
- 3) The Avenue between Burgess Rd and Winn Rd
- 4) St Denys Rd
- 5) Shirley High St/Shirley Rd
- 6) Bitterne Rd East/Thornhill Park Rd
- 7) Civic Centre Rd/Western Esplanade access to south side of station from city centre
- 8) Albert Rd North/Saltmarsh Rd/Itchen Bridge/Central Bridge junction
- 9) Central Station Bridge
- 10) City Centre

Section 2: Quick Fixes: locations which require minor improvements to make them “cycle-friendly”. These are, for the most part, easy and inexpensive yet would significantly improve the experience of cycling around Southampton. The section is by no means exhaustive but includes some of the locations most frequently raised by Southampton cyclists with the Cycling Campaign over the last 25 years as well as some more general city-wide issues – resurfacing, upgrading of traffic lights and speed reduction.

- 1) Cutbush Lane
- 2) Access to Victoria Rd from Itchen Bridge
- 3) Access to Common from Hollybrook Estate
- 4) Cycle facility at Swaythling Arch
- 5) Dale Rd
- 6) Cobden Ave/Mousehole Lane
- 7) Burgess Rd/Butterfield Rd
- 8) Lyon St
- 9) Portswood Rd

- 10) Portland Terrace to Western Esplanade
- 11) South exit from football stadium onto Melbourne Street
- 12) Cemetery Rd/Hill Lane junction
- 13) Signage in specific locations
- 14) Buildouts
- 15) Removal of right turn prohibition for cycles where buses are permitted to turn right
- 16) Speed limits
- 17) Resurfacing
- 18) Traffic Lights

SECTION ONE – DANGEROUS LOCATIONS REQUIRING CYCLE INFRASTRUCTURE IMPROVEMENT

(1) BITTERNE RD WEST AND BULLAR RD GYRATORY

PROBLEM

This section of Southampton highways network has long been the most dangerous essential cycle route which has no alternative (no shared pavement and no quiet road alternative). It is essential for cyclists travelling between the city centre and Bitterne, Harefield, Townhill Park and Hedge End, and is the route to St Mary's Stadium from these parts of the city. It is also one of the areas with dangerously high levels of air pollution. For these reasons it is crucial that it receives highest priority in terms of cycle infrastructure improvement. Good cycle provision will lead to increased numbers of cyclists and improved air quality to benefit all. The suggestions below concentrate primarily on east-bound travel; they are short-term measures and mainly for vulnerable cyclists as commuters will not use the detour through the park. West-bound cycle provision would be in many respects the same and will be drawn up in detail following further site visits. Some of the suggestions below include improvements that would also benefit pedestrians.

SOLUTION

a) Bitterne Rd West

East of Northam Bridge the shared use pavement on the north side should be extended approx 20 metres from Hawkeswood Rd to the entrance to Bittern Manor Park. Cyclists should then be diverted through the park (gravel track) to Vespasian Rd; along Vespasian Rd and Chafen Rd, rejoining Bitterne Rd West by the garage. Between Chafen Rd and Bitterne Rd West there are both steps and tarmac path. The tarmac path should have the cycling prohibition removed (it is unnecessary as pedestrians use the steps).

b) Bitterne Rd West Railway Bridge

From this point to the gyratory most cyclists currently use the pavement, but it is very narrow and not shared use. The barriers between the pavement and the road have been placed so as to give one-third of the pavement to motor vehicles on the carriageway. The carriageway is not wide enough for two lanes of vehicles in each direction; the reason pavement has been taken from pedestrians is to allow HGVs to be driven with their wheels almost touching the kerb and wing mirrors etc overhanging the pavement. This is not cycle or pedestrian friendly infrastructure. As the carriageway over the railway bridge is not wide enough for two lanes in both directions it should be reduced to single lanes and cycle lanes installed as far as the traffic lights at the Bullar Rd/Athlestan Rd junction. This would not significantly reduce motor vehicle capacity; it would simply stop vehicles staggering depending on whether they are continuing straight ahead or turning left into Bullar Rd.

c) **Bullar Rd/Athlestan Rd/Bitterne Rd West crossroads and gyratory**

The on-road cycle lane should continue straight ahead at the junction and up Lances Hill to the Bitterne Centre. The turning into Bullar Rd should be built out to slow traffic minimising the "left-hook" problem (it is currently used as a slip road and traffic does not need to reduce speed when turning due to the wide angle). The lights at the junction should have a simultaneous green phase for pedestrians and cyclists allowing them to make any turn or go straight on as **approved by the Court Leet in 2016**. The right turn prohibition from McNaghten Rd into Bullar Rd should exclude cyclists. The pavement, not heavily used by pedestrians, on the north side between Cobbett Rd and Bullar Rd should be upgraded to shared-use for west-bound cyclists traveling between Cobbett Rd and Bullar Rd who have no safe means of travel between these roads; as it is they have to join the middle of four lanes of traffic (with a high proportion of HGVs) outside Cobbett Hub and Library and cross over fast moving lanes of traffic to access the right turn lane at the Bullar Rd traffic lights. The only alternative is to proceed north for some distance uphill on Cobbett Rd, turn onto Cobden Avenue and first left onto Bullar Rd or to cycle through the businesses in the middle of the gyratory. This last is dangerous as there is little space between the closely packed manoeuvring vehicles.

Comment: the Cycle Strategy proposed route to Bitterne is clearly designed to avoid the necessity of any work being undertaken on Bitterne Rd West. Quayside Rd, over the railway footbridge and Chessell Ave is not an adequate alternative as it provides nothing for all the residents between Englefield Rd and the Bitterne Centre and is not helpful for cyclists travelling to Hedge End, who need a safe route along Bitterne Rd West to access Bitterne Rd East and Thornhill Park Rd. It may be used by leisure and vulnerable cyclists but has no place as part of a commuter route.

****Cycle route/shared pavement needed on the pavement on the east side of the Athlestan Rd/Bitterne Rd West junction before Garfield Ave as carriageway width is insufficient for cars to go past cyclists when they need to; the built out pavement could be upgraded to shared-use, then a dropped kerb to rejoin carriageway on Athlestan Rd before the Garfield Rd junction once the cars on that phase of the lights have got past. This would avoid the cycle/motor vehicle conflict caused by the pavement buildout which narrows Athlestan Rd at its junction with Bitterne Rd West. The difficulty here has been raised with the Campaign by a number of cyclists and would help those crossing Bitterne Rd West from Bullar Rd into Athlestan Rd and those turning left from Bitterne Rd West into Athlestan Rd.

(2) **ROUNDAABOUTS AT NORTH END OF HILL LANE**

PROBLEM

These three roundabouts and crossings have been identified as being in need of improvement for the benefit of pedestrians, cyclists and motorists.

- a) **Mini roundabout at the junction of Hill Lane and Burgess Road** (Streetview <https://goo.gl/maps/jopKLPqNoRM2>)

PROBLEM

Near misses are a regular occurrence between pedestrians on the two zebra crossings and vehicles exiting the mini-roundabout. Drivers often fail to give way to cyclists, resulting in near misses or collisions.

SOLUTION

Option 1: Move the pedestrian crossings further away from the roundabout and replace with Toucan crossings. Reduce the approach roads to single lanes and put in place cycle lanes.

Option 2: Replace the roundabout with a traffic light controlled junction with ASLs, cycle lanes and Toucan crossings.

- b) **Roundabout at the junction of Hill Lane and Winchester Road** (Streetview: <https://goo.gl/maps/ZE4pT78uduN2>)

PROBLEM

This roundabout presents problems for all users. Pedestrians: Of the four arms of the roundabout there is currently only one pelican crossing on the eastern side of Winchester Road. This requires

pedestrians to either detour to the next nearest crossing or to cross through the traffic entering and exiting the roundabout. Motorists: At certain times of the day this is can be a very busy roundabout. The speed of the traffic and poor visibility across this small roundabout makes safe entry onto it challenging. Cyclists: This roundabout is regarded by cyclists as dangerous and to be avoided if possible. However there are few alternative options in the east/west direction.

SOLUTIONS

Option 1 : Replace the roundabout with a traffic light controlled junction with ASLs, cycle lanes and Toucan crossings.

Option 2 : Create a 'Dutch' style roundabout, with a separate priority orbital cycle lane for cyclists and zebra crossings at each of the four adjoining roads. This style of roundabout is currently proposed for the Fenton Road roundabout in Cambridge.

<https://www.camcycle.org.uk/newsletters/128/article11.html>

An example of this style of roundabout can be seen in use in the Netherlands using a live webcam

<http://rotondecam.nl/>

[Short-term – the crossing on Winchester Rd could go onto flashing lights much quicker, because if you cross quickly the cars have to wait a long time, clogging the roundabout.]

c) Hill Lane and Lordswood Rd roundabout and crossing

ROBLEM

This is always too busy for cyclists, even at 8.30am on a Sunday or 9.30pm the junction is not friendly for cycles and I have had too many near misses. The crossing on Hill Lane by Highclere Rd has build-outs, which squeeze bikes. A safe direct route between the Common and the Sports Centre is required.

SOLUTION

A bike lane which diverts out around the build-out would help, and coming from the north it would be much easier if there was parking only on one side (as cars come and go in batches as sports events end, and therefore there is a lot of waiting) then a lane starting before the roundabout that means bikes can feed into the roundabout even if cars are coming from the west, and continuing to divert out around the build-out.

The surface needs re-doing from just north of the last roundabout (Hill Lane by Highclere Rd) north up to the car park, and also from the car park to The View pub (where the surface is appalling and has been repeatedly reported). The whole of the route from The Common to the Sports Centre could have shared use pavements.

(3) THE AVENUE FROM BURGESS ROAD SOUTHWARDS

PROBLEM

From Highfield Road to Winn Rd: narrowing the carriageway and decreasing speed limit from 40mph to 30mph. We believe that using the dangerous overtaking space to make a safe segregated cycle route for those cyclists that want to go quickly, is a relatively cheap way to encourage cycling, cut pollution, make the area safer, etc. **This was accepted at Court Leet 2016.**

IMPLICATIONS:

a. If narrowed from 9.0m (current width) to 7.3m (within national standard for 2-way 'A' road) there would be a theoretical decrease in capacity (for a UAP2 type road, to which The Avenue most closely conforms) from 1,550 to 1,470 vehicles per hour = 80 vehicles per hour/5.5% reduction.

b. In practice the 9.0m capacity reflects potential on longer stretches of 2-way roads for some overtaking; however on this stretch of The Avenue very little overtaking is practicable or safe because of Highfield Road junction, access to the Cowherds and Winn Road junction; so actual reduction in capacity likely to be near zero, provided that the Oakmount bus stop were designed so as not to impede flow.

c. However reducing speeds from 40 to 30 mph would increase capacity per hour - because a shorter stopping space/interval between vehicles is needed – by about 300 vehicles per hour/15%; this would thus more than compensate for any theoretical reduction in capacity arising from narrowing and overall would increase the flow capacity.

d. A reduction from 40 to 30 mph from Highfield Road to Westwood Road would increase the transit time by a maximum of 12 seconds. We can provide maps showing our suggestion.

For slower cyclists/children the alternative route needs a few improvements: ie

(a) a wider crossing over Highfield Lane at Furzedown Rd, a build-out at the end of Furzedown Rd to make it wider for all people, and a clear sign/painted arrows showing this is two way for cycles immediately after the crossing. (Where it is no right turn for vehicles at Khartoum Rd and Obdurman Rd, needs "except for cycles")

(b) a slightly wider, much smoother "path" outside 1-5 Highfield Rd

(c) signs at (i) 5 H'f Rd showing alternate routes (fast, slower), (ii) sign at 1 H'f Rd showing LIT route via Westbourne Crescent, (iii) signs at dead end of Blenheim rd showing LIT route via Westbourne Crescent (as many many cyclists and pedestrians use the pitch black "Lover's Walk" parallel to Westbourne Crescent, (iv) the NEW (Nov 2016) sign removed that bizarrely says "End of Cycle Route" coming north by Westwood Rd. Why on earth was this sign put there in Nov 2016 on this "busiest route"?

(d) the route over Winn Rd moved to a bus length back from The Avenue (a while ago, the bus stop was moved in preparation for this, then the planned built-up crossing never got made) - so both sides of Winn rd the shared path needs moving east - this is on Common land but no extra land is needed, just a straighter route so you can cross even when a bus is waiting to pull out (the U1 is now very regular). This is also urgent as the path is very hazardous in the winter - being worn down gravel with large stones and bricks sticking up and lots of puddles. Considering that this is the main route from town to university, this part of the route should be a key priority for Southampton.

The Avenue between Burgess Rd and Highfield Rd – depending on what is decided from Highfield Rd south, a cycle route on the pavement on both sides or one side is needed, so cycles can continue south.

(4) ST DENYS ROAD

PROBLEM

There is no cycle provision along St Denys Rd between the junction with Portswood Road and Thomas Lewis Way; on the west-bound carriageway, at the junction with Thomas Lewis Way, there is a cycle facility that doesn't work for cyclists and is consequently little used; the shared path between Old St Denys Rd and Portswood Rd has no markings indicating its status, even though the Council has been asked several times to re-instate them. The lack of a continuous cycle route from Highfield Lane to Cobden Bridge has been raised with the Cycle Campaign for over 20 years and it was extremely disappointing that the building of a Sainsbury's superstore did not result in any improvement in cycle infrastructure, even though money was available.

SOLUTION

Cycle lanes should be installed on both west-bound and east-bound carriageways between Portswood Rd and Thomas Lewis Way. East-bound, this would stop the staggering that forces cyclists to wait behind long queues of traffic at busy times or use the pavement.

On the west-bound carriage way approaching Thomas Lewis Way, bikes have to stay in the left lane in order to then feed into left-hand-triangle-bike-lane, then wait for cars coming round the invisible corner, and often wait a whole sequence of traffic lights. Every bike I have ever seen there, misses the triangle bit and goes on the crosshatching (another option is to do a sharp right turn into the "island"). A cycle picture in the crosshatched bit would at least make it clear that bikes are meant to be in the left hand lane until that point. Every bike I have seen there does that anyway. It would at least make it clear that bikes are meant to be in the left hand lane until that point...

Vehicles approaching the TLW junction stagger according to whether turning R, L or going straight on. If the cycle lane was continued all the way to TLW, the staggering would stop. It benefits no-one but forces cyclists to have (impatient) vehicles behind them as they go on a slight incline. Whether bikes stay left or go in the middle of the road, they take up the space as the lanes are so narrow. If a route was marked to show that bikes can go straight on, it would be so much safer.

Where the road bears right (to Sainsburys), many cycles go straight on. The marked cycle lane on the wide pavement from Old St Denys Rd to Portswood Rd, should be re-instated. All it would need is

white lines put back where they used to be. It would then link with the bike parking and provides an easy route to the pelican crossing giving vulnerable cyclists a safe crossing of Portswood Rd (by foot).

Heading east, there is a lump of tarmac that needs removing in the cycle lane just before St Denys school.

(5) SHIRLEY HIGH STREET

Please note: the full document about Shirley Rd/High St with photographs is attached for reference

Description of area

The road concerned is the A3057 from Anglesea Road near the Sainsbury's Supermarket, to the Traffic lights at Waterloo Road and Roberts Road junction. In this note travelling towards the city will be called 'city bound' and the reverse direction 'out of city bound'

The road has been a significant suburban shopping road for many years and apart from the shutting of the trams and track removal has remained very similar to pictures taken in the early part of the 20th century. There are of course some major changes such as cars, trucks and buses. Cyclists are still using the route.

PROBLEM

Although there is an alternative cycle route along Park Road/Firgrove Road and Randolph Street on the West side of the road and some non continuous back alleys on the East side, these are no good for those wanting to use the shops on Shirley High Street or Road. With the current level of buses, cars and trucks on the route it is a major hazard for cyclists. During a three hour period over two days I witnessed over thirty bikes using the route. Over half of these used the pavements on either side of the road. Sometimes there were four buses nose to tail in one direction and one or two in the other. Parking has used up a lot of the extra road width left when the tram tracks were removed.

Cars are often using the space in front of premises where gardens used to exist but they spill onto the pavement or cross the pavement to gain access to the highway. I witnessed cars driving along the pavement to find a drop curb exit at the next road junction by Janson Road.

SUGGESTED COST-EFFECTIVE SOLUTION

From Anglesea Road through to Archers/Paynes Road junction the pavement on the North East city bound side is wide and in many cases the space occupied by old gardens makes it extremely wide. The same is true for the South West out of city bound side with the exception of the section between Park Street and Anglesea Road traffic lights. Already half of cyclist are using the pavement without any observed difficulties. Suggest that the use of the pavement is legalized by having joint pedestrian/cyclist use on both sides of the road. A few obstructions like the protruding hedge in picture 8, large street poster sites /bus shelters picture 11 or parked cars as in pictures 6 and 7 need attention.

Both signs at eye level and painted pavement signs would be required.

In some sections it would be wide enough to have designated cycle lanes with adequate warning of shoppers traversing to bus shelters or road crossings.

The pavement on the North East city bound side by St Mark's school would need special flashing lights or similar at school opening and closing times.

The section between Archers Road and Landguard Road has some reasonably wide (3m) pavements, picture 7 but they are not continuous. In some cases pictures 9 and 10 garden walls and end posts protrude into the pavement. If these were sorted it is likely that the joint pedestrian/cyclist route could be extended further to Landguard Road. On the city bound side the bus lane starts near St Mark's Primary school and can be used by cyclist. However during the daytime the large number of buses passing along this lane makes it quite difficult and often precarious for cyclists.

(6) BITTERNE RD EAST/THORNHILLPARK RD

PROBLEM: No alternative quiet roads in the direction of Hedge End. The suggestions below do not comprise an ideal solution but would at least make the road safer and more pleasant for cyclists and should be achievable within budgetary constraints. Please note: the suggested solutions were drawn up in consultation with a Senior Highways Engineer and cyclist resident in the area.

SOLUTIONS:

There is adequate carriageway width for on-road cycle lanes eastwards from the junction with Maybray King Way to the eastern end of Mon Cres and westwards from Bath Rd to the Maybray King Way junction. Alternatively, eastbound between west and east end of Mon crescent, a shared-use path for uphill crawling, as this is a quiet pavement but there are lots of parked cars so going round the cars is risky.

Heading west towards Bitterne Precinct by Milbury Crescent, there is the option of two pavements for pedestrians, so the one closest to the road could be made a cycle path for crawling uphill (the road is narrow at this point). Just before this, by Keynsham Rd, the left hand lane could be for cycles too, as long as there is then a safe way for cycles to go straight on (maybe a cycle lane leading more centrally into the middle of the carriageway?)

A quick fix raised before over the years is putting in a simple white line offset from carriageway kerblines to create Crawler lane on the steep section of Bitterne Road East between Mon Crescent east end and top of Bitterne Rd East opposite Upper Deacon Road like what was placed some years ago on Bursledon Rd, on the uphill steep section west of Deacon Road junction.

(7) CITY CENTRE TO SOUTH SIDE OF STATION

PROBLEM

For cyclists from the east of the city – Northam, Bitterne, Thornhill etc – the direct route to the south side of the station is via Bitterne Rd West, Civic Centre Rd and Western Esplanade. To access the station entrance involves crossing four lanes of fast moving traffic. There is no cycle provision at all; it is shameful that children, families and vulnerable cyclists from the east of the city have only this very busy dual carriageway as a route to the south side of the station. My children attended college in Brockenhurst and this was their only direct route to the south side of the station. Commuters and others, the purpose of whose journeys is to catch trains, cannot reasonably be expected to take lengthy roundabout routes to access the station. Any claim to a “cycle-friendly” city centre must include access to the station. Vast sums have been spent improving the north forecourt of the station with apparently not a thought given to those who can only access the south side via a dangerous dual carriageway. Aesthetics should never take priority over basic safety in the allocation of resources.

SOLUTION

Bitterne Rd West has been considered separately. The concern here is with the route from the Civic Centre to the station.

Option 1: Cycle lanes in both directions on Civic Centre Rd and Western Esplanade. If there is insufficient space, one of the three lanes southbound should be removed to accommodate a cycle lane, although slight narrowing of each lane is likely to provide the 1.5 m necessary for a cycle lane. This is the preferred solution.

Northbound there are two lanes. If insufficient space here, some space could be taken from the south bound carriageway, as the removed third lane would easily provide enough width for both north and south bound cycle lanes. When cyclists accessing the station have arrived in the cycle lane opposite the station entrance, they should be able to cross Western Esplanade using the crossing; this needs to be upgraded to a toucan. When originally installed, this was a toucan crossing; it was replaced by a pelican crossing at a later date with no consultation with either the Cycling Campaign or Dale Bostock. Despite many pleas for the toucan crossing to be reinstated, this has not happened.

Option 2: The pavements on Civic Centre Rd and Western Esplanade between Havelock Rd/Portland Terrace junction and the station are not heavily used by pedestrians. On the west side (north bound) the pavement could be converted to a shared-use path. On the east side (south bound), a shared-use path could take cyclists from Portland Terrace to the junction with Western

Esplanade and continue for a short distance around the corner into Western Esplanade, A toucan crossing could then take cyclists across Western Esplanade and they could continue on a shared-use path as far as the upgraded crossing by ToysRUs which would take them across the dual carriageway to the station entrance. Cyclists then need to be able to enter the station forecourt on a shared-use path (currently, in the absence of any facility, they have to cycle past a No Entry sign). The pavement widths on Civic Centre Rd and Western Esplanade have not, as yet, been measured and it is possible that some widening might be necessary.

Suggestions which have been made by the Sustainable Transport Team are quite unacceptable: ie that cyclists coming from the east should access the station either by using the path from the Bargate to the retail park and then use the path by ToysRUs (this is no longer possible) or by accessing the north side of the station and then using the lift!. The footbridge over the railway has a cycle facility unusable by most cyclists.

(8) ALBERT ROAD NORTH/SALTMARSH ROAD/ITCHEN BRIDGE/CENTRAL BRIDGE

PROBLEM

The Cycling Campaign carried out a survey in September 2015 of how cyclists were using the new traffic-light controlled junction at the west end of the Itchen Bridge. Our main concern was that the vast majority, over 99%, of right turns observed were made conventionally in not using the junction in the way that it was intended for bikes to make right turns and as such this novel road layout was leading to potentially dangerous manoeuvres. The results were tabulated in statistical form (ref: Campaign Newsletter- Spring 2016) and put to the Council who agreed that they highlighted various problems that would need addressing.

SOLUTION

A site visit took place recently, early one morning in October 2016, with Greg Churcher and Dale Bostock attending from Southampton City Council and Lindsie Bluemel, Pete & Tina Davis, and Stephen Edwards from the campaign. The following summarizes what the cycle campaign think the solutions are:

- a) Our survey found many cyclists, in following the green lanes, were turning right from the extreme left hand side of the road. The green lanes were therefore misleading and the ideal solution as far as the Campaign was concerned would be to have the green lanes removed altogether. Whilst the Council reps said this would be expensive it still needs to be done.
- b) Introduce full width ASLs before the lights – this is an essential improvement as it will encourage cyclists to position themselves on the right of their lane if turning right. This would restore the junction to a more conventionally recognised layout making it far safer for right turns.
- c) Introduce a cycling lane across the pavement to “by-pass” the corner for the left turn from the Bridge into Saltmarsh Road. Many cyclists on the day of our meeting were already using the pavement as a safer alternative to the road and one stopped to express himself vociferously concerning his experience of the dangers from the “left-hook” there. However, this “by-pass” would still not eliminate this hazard for cyclists going (west) straight ahead which did not exist previously as the old arrangement prohibited vehicles turning left into Saltmarsh Rd.
- d) Introduce new signage for the underpasses – this might be a better alternative for many coming from Saltmarsh Road and wanting to get on to the bridge to go to Woolston.
- e) Consider changing the traffic light sequence: our suggestion would be for a “simultaneous green” ie for traffic to be stopped from all directions at once to allow cyclists and pedestrians to cross in any direction). At peak times, traffic slows to a standstill as more than one queue of vehicles tries to access the bridge.
- f) Introduce a flashing warning sign for drivers turning left from the Bridge into Saltmarsh Road that cyclists at speed are going straight on and are in close proximity to them.

We are pleased that the Council is willing to look into these urgently needed safety improvements. We hope that the plans to be prepared by their engineers will include all the suggested changes and will be made in as speedy a fashion as finances allow.

(9) CENTRAL RAILWAY BRIDGE

PROBLEM

Central Station Bridge is an essential route for cyclists to access the south side of the station and the large retail, leisure and commercial area around Western Esplanade, West Quay and Town Quay. There is currently no other route which does not involve a lengthy detour. The footbridge over the railway line has an almost unusable cycle facility. The absence of a route linking the Western Approach to the area south of the station results in significant numbers of cyclists using Mountbatten Way, twice with fatal consequences.

SOLUTION

The cycling campaign supports the Sustainable Transport Officer's plans to use any funding from Rail Track (for loss of the pathway alongside the railway lines from Millbrook to near the Central Railway Bridge) to build an extra cyclist/pedestrian bridge alongside the current north-south bridge across the railway lines. Of course any such plans should be subject to wider consultation but it should be noted that the lack of an easy, safe cycle route here is a major gap in the cycle network on the west side of the city. The cycle campaign has welcomed the opportunity to discuss potential plans at the Cycle Forum and would like to help further them in whatever way we can. Meanwhile, as an interim measure, it would be helpful if the current narrow pavements on either side of the current road bridge were made joint use for pedestrians and cyclists. This would enable much easier access to and from the cycle paths near the police station, West Quay and IKEA to the national cycle route along Millbrook Road West and Shirley Road. It would also be helpful to have a pedestrian/cycle crossing installed at the northern end of the bridge and for the traffic lights at the southern end (the junction with the dual carriageway) to be re-modelled to make crossing easier to and from the station and southwards. The central station road bridge is very busy with motor traffic and a number of hazardous manoeuvres by both pedestrians and cyclists attempting to cross it have been observed.

(10) CITY CENTRE

We would like to have a working group to work with the Sustainable Transport Officer and Balfour Beattie to improve the various locations around the city that are currently dangerous or otherwise unsatisfactory for cyclists. If Southampton aims to be a cycle-friendly city it is essential that the city centre reflects this. Good practice, following the principles of the DfT document "Cycle Infrastructure Design" must start in the city centre, where the benefits will be experienced by the greatest number. Improvements needed in the city centre include major works such as redesign of the Portland Terrace/Civic Centre Rd junction to make it cyclist and pedestrian friendly (much more important than Kingsbridge Lane) as well as simple improvements: dropped curb where is an officially signed shared cycle/footpath that drops down from the complex junction of Western Esplanade/Southern Road/Central Station Bridge and joins a road going between the IBIS and NOVOTEL; safe cycle crossing from Houndwell Place to St Mary's Junction by Central Hall, Marsh Lane cycle path to Hoglands Park, Debenhams to St Mary's. Contra-flow lanes for cyclists are required in St Michael's Rd and French St; two-way travel permitted for cyclists, access only for motor vehicles in West Marlands Rd and Porters Lane plus much more. In some locations pelican crossings should be replaced with toucans, the most urgent location being at the Commercial Rd/Morris Rd junction. In addition, there is considerable concern at the removal of cycle facilities without any consultation with local cyclists.

SECTION 2 "QUICK FIXES" – SIMPLE AND INEXPENSIVE IMPROVEMENTS

(1) CUTBUSH LANE

PROBLEM

These proposals are concerned with the section of Cutbush Lane between Coachmans Copse and West End Rd. If this section were to be upgraded to an acceptable standard for cyclists it would enable them to avoid a much longer and sometimes busy route – Meggeson Ave, Townhill Way and the roundabout at the junction of Townhill Way, West End Rd and Mousehole Lane. Currently Cutbush Lane is unusable by bicycles for the following reasons:

- a) Status varies in an unnecessary and restrictive way along the length of the lane between All Vehicles, Bridleway and No Vehicles. Requests in the past have been made by Eastleigh Senior Highways Engineer (and local resident) Eric Reed for the lane to be upgraded to Bridleway for the whole length (with the exception of the short All Vehicles section where it joins West End Rd). No explanation was given for the refusal.
- b) There are approximately a dozen sets of barriers between Coachmans Copse and West End Rd. These are not of a “cycle-friendly” design and they make Cutbush Lane inaccessible to any cyclist with a child tag-along, a trailer, a tandem, a recumbent, a cargo bike or almost any bike with a disability adaptation. **Please note that removal/adaptation of some of the barriers was agreed at the Court Leet several years ago.**
- c) The surface is in need of improvement to make it safe for cyclists.

SOLUTION

- a) Upgrade the status to Bridleway for the whole length of the lane (excepting the All Vehicles section).
- b) Remove most of the barriers. These should only be retained where there is a safety concern such as where Cutbush Lane joins a road at a steep angle and retained barriers should be of a cycle-friendly design. Use by motorbikes and scooters is a potential issue but using barriers to solve one problem creates more for other users (parents with prams, disabled, cyclists) Barriers are not used in other parts of the city with this problem eg Millers Pond. No other off-road cycle-pedestrian route has even a small fraction of the number of barriers on Cutbush Lane.
- c) Upgrade the surface. A tarmac surface for the whole length is not necessary, but work to reduce the potholes and ruts which make Cutbush Lane a hazard for children and vulnerable cyclists is required.

COMMENT

The absolutely essential elements of the proposals are upgrading of the status of Cutbush Lane and removal of most of the barriers. Upgrading of the surface and replacing retained barriers with those of a cycle-friendly design could follow when finances allowed. Once the initial improvements have taken place some signage would also be of benefit. Cutbush Lane could be an attractive route for leisure cyclists and for local residents.

(2) ITCHEN BRIDGE TO VICTORIA ROAD

PROBLEM

At the present time cyclists wishing to access Victoria Rd from the Itchen Bridge have three options:

- a) cross a lane of sometimes fast moving traffic to access the bus lane and turn right into Portsmouth Rd then left into Victoria Rd
- b) use the roundabout to access Portsmouth Rd, left into Victoria Rd
- or
- c) leave the bridge at the dropped kerb to Woolston Stn, left down the slope to join Bridge Rd, left to the traffic lights and straight on to Victoria Rd. This last is by far the safest route and is the one used on Sky rides and Southampton Cycling Campaign rides. However some minor improvements are required to bring this route up to an acceptable standard.

SOLUTION

- a) Signage: on the bridge and at Woolston Stn (a blue sign with bicycle and Victoria Rd).
 - b) Dropped kerb: a dropped kerb to enable cyclists to easily get on to the carriageway at Bridge Rd. There are two possibilities: a dropped kerb close to the location where the slope joins Bridge Rd with a long lead-in lane to enable cyclists to access the ASL box, or close to the traffic lights, taking cyclists from the pavement directly into an ASL box with a short lead-in lane.
 - c) Conversion of pavement to a shared cycle/pedestrian path: a dropped kerb close to the traffic lights would require conversion of the pavement between the bottom of the slope to the crossroads to a shared-use cycle/pedestrian path. The pavement is easily wide enough for conversion and this would make legal what is in fact already happening (most cyclists use the pavement).
- If these changes could be implemented there would be a simple and safe route from the Itchen Bridge to Victoria Rd suitable for all cyclists.
- I understand there are planning applications for development in this area. The above suggestions would be inexpensive and would be an excellent use of S 106 money.

(3) HOLLYBROOK ESTATE TO THE COMMON/LUCCOMB RD/SEYMOUR RD

PROBLEM

These proposals suggest minor changes which would create a safe route from Seagarth Lane to the Common to enable both residents of the estate and cyclists travelling north on Winchester Rd to access the Common without negotiating the dangerous roundabouts at the Winchester Rd/Hill Lane junction. They should be implemented as a matter of urgency. There already exists a toucan crossing of Winchester Rd close to the Seagarth Lane junction but currently this leads to a short, wide footway, not to a shared-use path. It would be helpful if this crossing had shared use pavements in all 4 directions (Seagarth Rd, Seamour Rd, Burgess Rd and Luccombe Rd) as it is a busy route to many schools.

SOLUTION

- a) The very short section of footway between the toucan crossing close to the Seagarth Lane/Winchester Rd junction and the Winchester Rd/Burgess Rd junction should be upgraded to a shared pedestrian/cyclist path.
- b) The short section of Burgess Rd, closed to vehicles, which runs behind the Sainsburys Local store to Hill Lane should be upgraded to allow use by cyclists. When this was requested several years ago, Southampton Cycling Campaign was told that one resident objected. However it was **approved by the Court Leet in 2015**.
- c) The zebra crossing on Hill Lane connects the section of Burgess Rd behind Sainsburys to the Common. This should be upgraded to a pedestrian/cyclist crossing.
- d) When the above is complete, a sign showing cycle route to the Common should be erected. The above proposals would provide a safe cycle route to St Anne's and Cantell Schools from the residential area between Winchester Rd and Dale Valley Rd. Currently children cycling to these schools will use the above route as it is the only safe one but they cannot do so legally. As the route is not legal it cannot be shown on the City Cycle Routes map which, incidentally, shows Winchester Rd and the roundabouts as "medium traffic"!!! The cost of the suggested improvements would be minimal.

(4) CYCLING FACILITY UNDER SWAYTHLING ARCH

PROBLEM

The route along Wide Lane between Swaythling and Mansbridge has separate traffic light controlled facilities for cycles in both directions under the railway bridge. In the Swaythling to Mansbridge direction although the facility is useful it does make the cyclist who has come across the Stoneham Way toucan crossing wait for a complete cycle of lights to go green before they can proceed under the bridge. In the Mansbridge to Swaythling direction the cycle lane and traffic light is less helpful.

Approaching the bridge from Wessex Lane, the cyclist is stopped at the traffic lights and can then only turn left onto Wide Lane and the dedicated cycle lane at the very point in the traffic cycle where road traffic can pass under the bridge towards Swaythling. If they take the cycle lane they will reach it with the cycle traffic light on red and have to wait for a complete cycle of traffic towards Swaythling and then traffic from the bridge towards Mansbridge before it goes green again. So the sensible thing for them to do is ignore the dedicated lane and simply go under the bridge on the road with the rest of the traffic. The cyclist heading for Swaythling then simply turns left onto Stoneham Way, but those wishing to use the toucan crossing to head towards Bassett Green must cross the road when the traffic behind them has ceased, to reach the toucan crossing.

SOLUTION

Add dropped kerbs and short section of on pavement cycle route to take cyclists off Wessex Lane from just before the traffic lights and straight into the dedicated cycle lane.

OTHER COMMENTS

Approaching from the direction of Mansbridge Rd (assuming the cyclist is on the road - the only legal option at this point) they can again only get access to the dedicated lane at the point where the traffic can go under the bridge and the cycle lane has a red light so it makes little sense for the cyclist to use it. One solution would be an additional traffic light phase allowing cyclists (but not cars) to cross the Wessex Lane junction at a point in the traffic light cycle which allows them to reach the dedicated cycle lane just before the light at the end of this turns green. This would require a cycle lane or ASL on the left hand side of Wide Lane at the approach to this junction.

Approaching from the Airport/Southampton Parkway direction along the Wide Lane cycle path leads to a further problem, namely that it is not clear what the cyclist should do once they have turned the corner past the roundabout, at which point they are on the wrong side of the road for turning right towards Swaythling Arch. I believe the cycle lane ends here but there is no sign to this effect, nor any indication as to what the cyclist is supposed to do. Possibly they are meant to cross at the traffic island and join the road. For the cyclist intending to take the toucan crossing over Stoneham Way towards Bassett Green Rd it would be helpful if the Wide Lane cycle path continued along the pavement past Fleming Arms to the traffic light (where in my experience there is little pedestrian traffic), at which point they could join the traffic and proceed under the bridge on the right hand side of the road.

Adjusting the traffic light phasing so that (whichever direction they are travelling in) cyclists on their route to, under and from this bridge do not pass through one light on green only to hit the next just at the point it turns red would make this facility less frustrating to use.

(5) DALE ROAD

PROBLEM

Commuting to Southampton General via Dale Rd is a nightmare because of cars overtaking up the hill, cutting in on cyclists, particularly on the blind corner with a speed differential of perhaps 20 mph.

SOLUTION

A mandatory cycle lane (of adequate width, or else it would be worse than useless) northwards up the hill from the cycle bypass to at least a few metres past the dangerous corner.

Commuting from the hospital, the cycle lane needs to start earlier (at least from Norham Rd) to Winchester rd, to get past the parked cars and stationary traffic waiting to get onto Winchester Rd.

(6) COBDEN AVENUE / MOUSEHOLE LANE

PROBLEM

Cyclists travelling uphill are often overtaken with insufficient room by a stream of traffic with a speed differential of 25 mph.

SOLUTION

A 'crawler lane' consisting of an adequately wide and preferably obligatory on-road cycle lane. Although parking is permitted on the eastern part of Mousehole Lane the rest of the route is marked with double yellow lines and so no change to parking restrictions would be required on this section.

(7) WINCHESTER ROAD / BUTTERFIELD ROAD

PROBLEM

Before the cycle lanes were painted on the eastern section of Winchester Rd there was a central hatched area, while to the E of the junction with Butterfield Rd there was a central island. When the lines were painted these features were removed, making it much more difficult for cyclists (and pedestrians) to cross from Butterfield Rd to the N side of Winchester Rd.

SOLUTION

A central marked area, ideally 2 metres wide, in Winchester Rd at the junction with Butterfield Rd to make it much easier and safer for cyclists and pedestrians to cross. Such a feature could be further improved, even at a later date, by colouring green or red and/or by installing a traffic island immediately to the E of the junction.

(8) LYON STREET

PROBLEM

Cyclists travelling from Inner Avenue in the direction of the Royal South Hants Hospital are obliged to take a tortuous route on shared use footways since the one-way direction of Lyon Street was reversed. This is time consuming and potentially hazardous for cyclists and pedestrians.

SOLUTION

A cycle contra-flow in Lyon Street, which is very little used since the direction change. If insufficient width, signage indicating two-way for cyclists, one-way for cars and Except Cycles added beneath the No Entry sign.

(9) PORTSWOOD ROAD

Although there are cycle lanes along Portswood Rd on both sides, local cyclists have raised three concerns with the Cycling Campaign:

PROBLEM 1

The narrow cycle lane that runs South along Portswood Rd from the junction with the A3035 and past Trago Lounge terminates just before the pavement build-out just after the junction with St Denys Rd, forcing cyclists out into the traffic just at the point where the road narrows. It is not possible to go straight on (as it is a pavement, and in any case there is no dropped kerb) but the white line marking the cycle lane terminates abruptly. I do this route a lot and it always feels so unsafe I have started cycling just to the right of the cycle lane marking.

SOLUTION

The cycle lane needs to be widened at the approach to the pavement buildout and continue around the road narrowing.

PROBLEM 2

The south-bound cycle lane terminates abruptly where there are parking bays opposite Waitrose. These parking bays are not required by residents nor are they for disability vehicles. Present Council policy is that parking bays take priority over cycle lanes; this conflicts with the Council's stated policy that pedestrians have greatest priority, followed by cyclists, followed by motorists. The timing is a big issue here, as (if you've come from Brookvale Rd) you need to pull out round the first single parking place just as the traffic coming south gets a green light and speeds towards you.

SOLUTION

The parking bays should be removed and the cycle lane continued to the junction with Thomas Lewis Way. Ideally, the cycle lanes would continue through Bevois Valley on Bevois Valley Rd and Onslow Rd as there are limited facilities on these very busy roads with high lorry usage and unacceptable levels of air pollution. Cars parked from Portswood Ave to Spring Crescent are (illegally parked?) cars for sale, so these spaces are not needed.

PROBLEM 3

Parked cars in cycle lanes (and in bus stops, and where no cycle lane but double yellow lines, especially between St Denys Rd and Westridge Rd – ALWAYS cars parked just before Westridge road heading south and also often outside Bingo/Victory church hall).

SOLUTION

Enforcement.

(10) PORTLAND TERRACE TO HARBOUR PARADE

PROBLEM

There is no longer an easy route for cyclists to access Harbour Parade, The Quays swimming pool and the retail park as the well-used path from Bargate, under Western Esplanade to Harbour Parade has been removed – with no consultation and no diversion signed. Many cyclists contacted the Cycling Campaign about this. The developers of Watermark West Quay have been unwilling to work with cyclists to ensure adequate cycle facilities and provision appears on the plans to be inadequate, consisting primarily of a "cyclist dismount path"! Is there no requirement for developers to provide decent cycle facilities following consultation with local cyclists?

SOLUTION

As an alternative, minor improvements to the path at the south side of Asda together with signage would be an alternative. A link onto the road needs to be clear. As it is, many cyclists are unaware that cycling is permitted on this path. Cycle lanes on the slopes on the south side of Asda would be helpful - a wide one for uphill (so can zigzag) and a narrow one for downhill

(11) SOUTH EXIT FROM FOOTBALL STADIUM ONTO MELBOURNE STREET

PROBLEM

The cycle route ends at an awkward narrow access and a kerb and there is a chain across the adjacent road which is invisible after dark. This is a minor problem, but one which local cyclists frequently raise with the Cycling Campaign; it is a well-used Sustrans route (part of Route 2, Dover to Lands end) and access to the Stadium for many cyclists.

SOLUTION

Relocation of post to create an access of adequate width, a dropped kerb and painted lines clearly defining the route. If the cycle route access is improved and more visible, cyclists are less likely to bypass this and use the road access; this has resulted in a number of accidents due to the invisibility of the chain after dark.

(12) CEMETERY RD/HILL LANE/RAYMOND RD JUNCTION

PROBLEM

The traffic lights should be on the intersection not offset.

Almost no-one (neither cyclists nor pedestrians) coming off the common and going down Raymond Road uses the lights as they are patently in the wrong place. . Coming the other way (Raymond Road to the common) many pedestrians and some cyclists do use the lights.

The lights being in the wrong place causes cars coming off Raymond Road to look the wrong way and think the road is clear when the lights are red - even if someone is currently crossing the road.

(This is how I was knocked off!)

SOLUTION

Reposition the traffic lights; they should be on the intersection not offset.

(13) SIGNAGE IN SPECIFIC LOCATIONS

These are two examples of many, where safety is paramount:

- a) Signage to show that Miller's Pond routes are shared cycle/ped as this enables some cyclists to avoid the dangerous Spring Rd/Portsmouth Rd junction
- b) Signage to show cycle alternative to Thomas Lewis Way (Osborne Rd N and Osborne Rd S)
- c) Signage from the Itchen Bridge (west) to the routes under the bridge which enable cyclists travelling in most directions to avoid the dangerous cross-roads. Signage to the boardwalk, St Denys and Portswood via the underpasses would result in many cyclists using almost traffic-free routes and avoiding busy roads to access these parts of the city. Is there a reason for the lack of signage here which the Campaign has been requesting for years (currently the only signage is to the football stadium).
- d) Sign just north of Winn Rd showing LIT route using Westbourne Crescent, and maybe have some "cats eyes" (reflective) on the path? I know more lights can't be put on The Common, but can reflectives be used to show the edge of the path (which is invisible when covered in leaves and nearly invisible in the dark anyway)?

(14) BUILD-OUTS

These cause problems for cyclists across the city and in some locations force cyclists face-to-face with oncoming vehicles. In particular, the following locations have been raised with Southampton Cycling Campaign: Winchester Rd, Portswood Road (suggestions above), Radcliff Rd, Laundry Rd, Paynes Rd. The Campaign appreciates that removal of build-outs may not be the best use of limited resources but it may be possible in some locations to make improvements which would benefit cyclists. As a general rule, build-outs should never be installed without prior consultation with Southampton Cycling Campaign. The build-out in Paynes Rd was installed recently without consultation with local cyclists and presents a danger to them. Locations where build-outs are combined with cobbles are particularly difficult for cyclists to negotiate and lead many to use busy roads instead. Cyclists frequently use Bitterne Rd West instead of Radcliff Rd, for example, because, although a Sustrans route, it has both build-outs and cobbles.

(15) NO RIGHT TURN EXCEPT BUSES

Immediate removal of right turn prohibition for bicycles where buses are permitted to turn right. These prohibitions are dangerous because there is a general misconception that where buses can turn bicycles can (indeed a previous Transport Councillor thought this to be the case). In the case of accident, the cyclist would be deemed to be at fault. Southampton Cycling Campaign is aware that the Sustainable Transport Officer is looking more widely at cycle exemptions to right turn prohibitions across the city, but those that cause problems are the prohibitions (except buses) at the West Park Rd/Havelock Rd junction and the Above Bar/Civic Centre Rd junction. The most urgent, West Park Rd, is not on the current list of possible cycle exemptions. It would be easy and inexpensive simply to include cycles in the exemption to the right-turn prohibition. Incidentally, taxis appear to believe the exemption applies to them and they are never prosecuted for right turns at these junctions, so possibly the exemption should include taxis as well as buses and cycles.

(16) SPEED LIMITS

In some locations 40 mph limits should be reduced to 30 mph where the road is a designated cycle route (eg Stoneham Lane). In other locations, the speed limit is widely ignored making the road dangerous for cyclists and enforcement of the speed limits would result in safer roads for cyclists.

Another example, submitted by a member: Romsey Rd/Brownhill Way/Lordshill Way roundabout – traffic speeds around too fast and I have had a number of near misses and one hit with a vehicle pulling out in front of me, Also, often get left-hooked at the exits as I am continuing around the roundabout in the centre of the outer lane.

20 mph in all residential areas (including arterial routes when they go through residential areas) would benefit cyclists and pedestrians, improve air quality and reduce injury and death on roads in the city.

(17) RESURFACING

As approved at Court Leet in 2016, where cyclists regularly travel, pot holes that are golf ball size should be filled; it should not wait for the holes to be tennis ball size. Some of the worst examples are: From Hill Lane by Highclere Rd north up to the car park, and also from the car park to The View pub (where the surface is appalling and has been repeatedly reported).

Avenue Road – whole length (also Spring Crescent, linking Boardwalk to Common)

Third Avenue

Cracks in road at Stoneham Way toucan crossing at junction with Bassett Green Rd and Wide Lane.

Millbrook Rd East

Dale Rd

Oakley Rd (western end)

Priory Rd.

the 50 metres (or less) where Forest Hills Drive meets Meggeson Avenue.

(18) TRAFFIC LIGHTS

Two criteria necessary for lights to work for cyclists are that they must a) respond to bicycles and b) allow sufficient time for cyclists to cross the junction. Examples: there is insufficient time allowed for cyclists to cross Cumberland Place/Havelock Rd from Commercial Rd; the lights at Paynes Rd/Shirley Rd and Howard Rd/Hill Lane are among many that do not respond to cycles.

As it is, traffic lights are adjusted on an individual basis as and when a problem is raised by a cyclist and this is appreciated. However, it would be more satisfactory for the complete traffic light infrastructure to be upgraded to work for cyclists (a legal requirement).

When leading a dozen cyclists on a Sunday morning ride the lights at the top of Little Lances Hill failed to respond to the group and I had no option but to stand in the middle of this wide junction and stop traffic from four directions so that the cyclists could cross into Spring Rd.