ST03

Winchester Local Cycling and Walking Infrastructure Plan

(District Focus)

Consultation draft

May 2024

Hampshire County Council

Winchester City Council

Contents

Section one

Introduction

Hampshire County Council (HCC) and Winchester City Council (WCC) share a desire to secure investment in sustainable transport measures, including walking and cycling infrastructure, to provide a healthy alternative to the car for local short journeys to work, local services and schools. This approach is integral to Hampshire's Local Transport Plan 4 adopted February 2024 and the City of Winchester Movement Strategy.

In doing so, all residents of Winchester District will experience benefits, such as: a reduction in air pollution, fewer delays and decreasing frequency of collisions on the highway, and improving accessibility for people of all ages and abilities.

What is an LCWIP?

Local Cycling and Walking Infrastructure Plans (LCWIP), as set out in the Government's Cycling and Walking Investment Strategy (CWIS), are a strategic approach to identifying cycling and walking improvements required at the local level.

They enable a long-term approach to developing local cycling and walking networks, ideally over a ten-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.

The key outputs of LCWIPs are:

- a network plan for walking and cycling which identifies preferred routes and core zones for further development;
- a prioritised programme of infrastructure improvements for future investment; and
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

Walking and cycling policies

This plan is supported by policies developed and delivered by Hampshire County Council, including the Local Transport Plan 4 and Hampshire's walking and cycling strategies, which:

- provide a clear statement on Hampshire County Council's aspirations to support walking and cycling in the short, medium and long term;
- provide a framework for support of local walking and cycling strategies;
- provide a means of prioritising Hampshire County Council's funding to the best value walking and cycling investments; and
- support Hampshire County Council in realising funding opportunities for walking and cycling measures.

The aims of the respective, county-wide strategies are:

- Walking: By 2025, walking will be the travel mode of choice for short trips and the most popular and accessible means of recreation.
- Cycling: By 2025, cycling will be a convenient, safe, healthy, affordable and popular means of transportation and recreation within Hampshire.

It should be noted that since both the strategies have been adopted, national policy and guidance on active travel has moved forward, particularly with the Government's publication of its Walking and Cycling Investment Strategy in 2017 (the origin of LCWIPs), and the new Gear Change Policy and Local Transport Note 1/20.

Local policies and plans

Below is a summary of several key plans and policies for Hampshire, Winchester District and Winchester City that support the LCWIP.

Winchester Movement Strategy (WMS)

This LCWIP supports the principles of the WMS, which is a key strategy for improving walking, cycling and the experience of those that move through the city. The WMS was adopted by HCC and WCC in 2019 and sets out three key strategic priorities for movement across the City of Winchester:

- Priority One: Reduce city centre traffic;
- Priority Two: Support healthier lifestyle choices; and
- Priority Three: Invest in infrastructure to support sustainable growth.

Winchester District Local Plan

The existing WCC Local Plan was adopted in two parts, Part 1 in 2013 and Part 2 in 2017, respectively. Winchester City Council consulted upon the Regulation 18 version of its emerging Local Plan (2020–2040) at the end of 2022 and is due to publish its Regulation 19 version in mid-2024. The emerging Local Plan contains strong policy wording that supports sustainable transport and active travel routes.

Neighbourhood plans

Neighbourhood plans are a way for communities to have a say in the future of the places where they live and work by producing plans that hold weight in the planning process. The following communities in the district have adopted or emerging neighbourhood plans:

- Denmead Neighbourhood Plan 2011–2031
- Twyford Neighbourhood Plan 2019–2033
- Hursley Neighbourhood Plan
- New Alresford Neighbourhood Plan.

All local neighbourhood plans include measures to improve walking and cycling in general.

Winchester Carbon Neutrality Action Plan 2020–2030

The council is committed to making the activities of Winchester City Council carbon neutral by 2024 and is aiming for the wider district to be carbon neutral by 2030. It focuses on measures that reduce emissions from the largest emission sources – transport, housing and energy. The LCWIP supports the action plan through the development of district-wide, sustainable transport provision.

Local Transport Plan 4 (LTP4) adopted Februrary 2024

The LCWIP supports Hampshire's adopted Local Transport Plan 4 Vision of 'A carbon neutral, resilient and inclusive transport system designed around people, which: supports health, wellbeing and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire's unique environment'.

LTP4 contains two guiding principles, these are to:

1. give people a choice of high-quality travel options; and
2. provide a transport system that promotes high-quality, prosperous places and puts people first.

The LCWIP aligns with the Healthy Places policies in LTP4, including:

- Policy HP1: Delivering the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips;
- Policy HP2: Enabling healthy neighbourhoods and high streets in partnership with communities; and
- Policy HP3: Widen participation and broaden the appeal of walking and cycling as a natural travel choice.

The LCWIP supports Rural Transport policies including:

- Policy RT1: Maintaining accessibility in rural areas, and providing realistic alternatives to reduce dependency on the private car; and
- Policy RT2: Providing sustainable access to the countryside.

Why do we want an LCWIP for Winchester District?

In 2019, Hampshire County Council and Winchester City Council declared a Climate Emergency, joining more than 70 local authorities across the country in committing to put environmental issues at the heart of everything it does. With around a third of carbon emissions in Great Britain coming from road transport, this LCWIP supports important mitigation and adaptation to climate change, including targets for carbon neutrality.

Hampshire County Council and Winchester City Council are committed to developing an LCWIP for the whole Winchester District, through a long-term and ambitious programme of measures; engaging with stakeholders and users to develop the wider network. Due to the district being comprised of two very distinct areas – the very urban Winchester City and the much more rural part of the district (which contains the market towns and a much more dispersed population) – the LCWIP will be produced in two documents. This LCWIP is the district focus document and will be followed by the city focus document. The two together will cover the whole Winchester District but can be read independently. The connections and continuity between the two documents are extremely important, and the links between the two have been carefully considered to ensure the network is continuous across the two documents.

We are committed to improving transport networks in the Winchester District, helping to build better and friendlier neighbourhoods and supporting active, healthier modes of transport such as walking, cycling and public transport that are accessible to everyone.

In this regard, the plan will help us to improve both the physical and mental health of our residents. It will support the aims of our public health strategies by making local places healthy and safe, and building physical activity into daily routines.

Walking and cycling are good for the economy. Whilst it might be harder to do a weekly shop without a car, studies have shown that people walking and cycling spend more than drivers in local shops per month, through multiple visits; and that traders frequently overestimate access by car. Walking and cycling schemes frequently achieve better value for money than schemes aimed at relieving congestion alone, and have wider benefits such as improved public health, air quality, reduced community severance and congestion relief.

For further information on the Hampshire County Council walking and cycling strategies, please follow this link: **hants.gov.uk/transport/strategies/transportstrategies**

Description of Winchester District

Winchester District is in south central Hampshire. The estimated population without the City of Winchester (which will be covered in the city focus document) is 86,324 – according to the 2021 Census, an increase of 9.4% in comparison with 2011. 51% of the population are female and 49% male, with 18% of the population aged under 15 years, 59% of people aged 15 to 64 years and 23% of people aged 65 years and over.[1]

The district is approximately 661km2 in size. The City of Winchester is a local government district which includes Winchester City but also a large area of rural settlements and part of the South Downs National Park, comprising much of the eastern part of the district.

1 **www.nomisweb.co.uk**

This district focus part of the Winchester LCWIP covers the district outside of the boundaries of the built-up area of the City of Winchester. There is another part of this LCWIP being developed for the City of Winchester and the routes identified in this will connect into the district routes wherever possible.

Outside of the City of Winchester, the largest settlements include the market towns and larger villages of Bishop's Waltham, Colden Common, Denmead, Kings Worthy, New Alresford, Swanmore, Sutton Scotney, Waltham Chase, Wickham, the development areas known as West of Waterlooville, and Whiteley.

Due to the dispersed nature of the district, provision of services is important to ensure access, without having to travel excessive distances (avoiding unnecessary trips by car). Services include community centres, sports and recreational facilities, allotments, educational, health and care establishments, emergency services, shops and pubs, libraries, cultural and arts, churches and places of worship.

Winchester City Council is one of two of the Local Planning Authorities, with South Downs National Park the planning authority for much of the eastern parts of the district. Hampshire County Council is the Highway Authority.

Transport

The majority of these larger settlements are linked to each other and Winchester City by a series of B roads.

The M3 runs north-south through the centre of the district. The A34 runs north-south and the A31 runs northeast towards Farnham. The South Western main line railway crosses north-south through the district connecting Weymouth, Southampton and Waterloo. The major station on this line is Winchester railway station with two smaller railway stations at Micheldever and Shawford. The Eastleigh to Fareham railway line crosses the very south of the district with a single station at Botley which is the nearest railway station for Bishop's Waltham, Shedfield, Swanmore and Waltham Chase.

The Watercress Line is a heritage railway line operating between Alresford and Alton that still operates tourist trains along the remaining sections of the former railway line between Winchester and Alton.

The district has a number of other former railway routes that have either already been converted to public rights of way and/or active travel routes or have the potential to be repurposed as active travel routes.

There are a number of bus services currently providing public transport within the district, many of which connect the settlements to Winchester City, and serve larger schools such as Perins in Alresford. Generally, these services have lower frequencies and fewer services across the day and week, when compared to more urban areas.

Local trip generators

Outside of Winchester City, the district's population and amenities are distributed throughout the district. There are a number of larger settlements including New Alresford, Bishop's Waltham, Wickham, Denmead, Colden Common and Kings Worthy, which have a good range of amenities (see Figure 5).

There are also some smaller settlements which have trip generators; for example, Hursley, which is classed as an intermediate rural settlement in the Winchester settlement hierarchy, which has the IBM employment site located there.

Due to the geography of the district, the neighbouring settlements of Eastleigh, Fareham and Waterlooville, which are outside of Winchester District, are also key destinations for workplaces and local amenities.

Educational and healthcare facilities are among other key trip generators.

Walking and cycling in Winchester District

Much of the Winchester District is rural in nature and therefore walking and cycling between settlements can be difficult due to the large distances involved and lack of infrastructure to support these modes of travel. Many of the roads that connect the settlements are A and B roads which have high volumes and speed of motor vehicle traffic. Due to the historic nature of some of the settlements, the roads and pavements can be narrow. Parked cars are also a barrier to walking and cycling in some locations.

The topography in some locations includes steep hills and these can be a barrier to people walking and cycling.

Short trips that are 5km or less have the greatest potential to shift from car to bicycle. In particular, the trips to and from Winchester City, in the New Alresford area, and between Denmead and Waterlooville have great potential for a shift towards active travel, with trips mostly between 2 to 4km in length. Short cross-boundary car trips illustrate strong commuting links between Denmead and Waterlooville, Whiteley and Fareham Borough and Otterbourne and Eastleigh.

Given these limitations, a total of 1% and 5% of individuals currently travel to work by bicycle and foot, respectively, in the 2023 Census[2]. Although it should be noted that this survey was undertaken during the national lockdown and

2 **www.nomisweb.co.uk**

may not accurately reflect current trends. In comparison, 2% and 6% of individuals travelled to work by bicycle and foot in the 2011 Census, respectively.

51% of primary school children in the district (excluding the city) arrive at school by car, 40% walk, 5% travel by bus or taxi, 2% by carshare and 2% by cycling. In comparison, most secondary school children travel to school via bus or taxi with 54%, 29% by walking, 15% by car alone, 1% by cycling and 1% by car share[3].

National Cycle Network (NCN) Route 23 runs through Winchester District from Eastleigh to the west, northeast through the City of Winchester and New Alresford as far as Medstead. The full route connects Reading to Southampton via Basingstoke, Alresford, Winchester and Eastleigh and is 86.1 miles long, of which 36.2% is traffic-free.

Developments and opportunities

Winchester City Council's adopted Local Plan comprises of two parts, Local Plan part 1 and part 2 and was adopted in 2013 and 2017, respectively. Local Plan part 1 is the core strategy for the area and part two has the development management policies and site allocations.

WCC is currently developing an emerging Local Plan (2020–2040) which identifies sites for both residential and employment uses. Some of these sites are new allocations and some are carried forward from the previous Local Plan. These include Sir John Moore Barracks, North Whiteley, West of Waterlooville and Bushfield. These sites and additional developments have been reviewed in this LCWIP so that routes to and from major settlements (although not yet within the sites) are considered.

Increasing cycling capacity in London

The Mayor of London has set out his vision for cycling and his aim to make London a 'cyclised' city. Building high quality infrastructure to transform the experience of cycling in London and to get more people cycling is one of several components in making this happen. This means delivering to consistently higher standards across London, learning from the design of successful, well used cycling infrastructure and improving substantially on what has been done before. It means planning for growth in cycling and making better, safer streets and places for all.

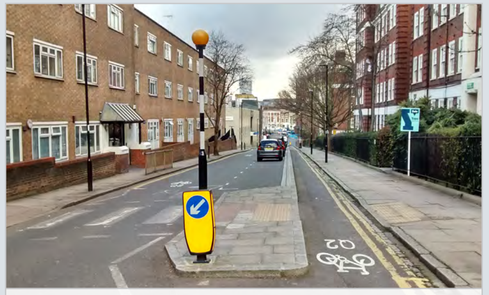
The six core design outcomes, which together describe what good design for cycling should achieve, are:

- safety;
- directness;
- comfort;
- coherence;
- attractiveness and adaptability.

Adaptability is a measure in the Cycling Level of Service assessment matrix, with scores given against the following factors:

- Public Transport Integration;
- flexibility;
- growth enabled.

The key point here is that provision must not only match existing demand, but must also allow for large increases in cycling.

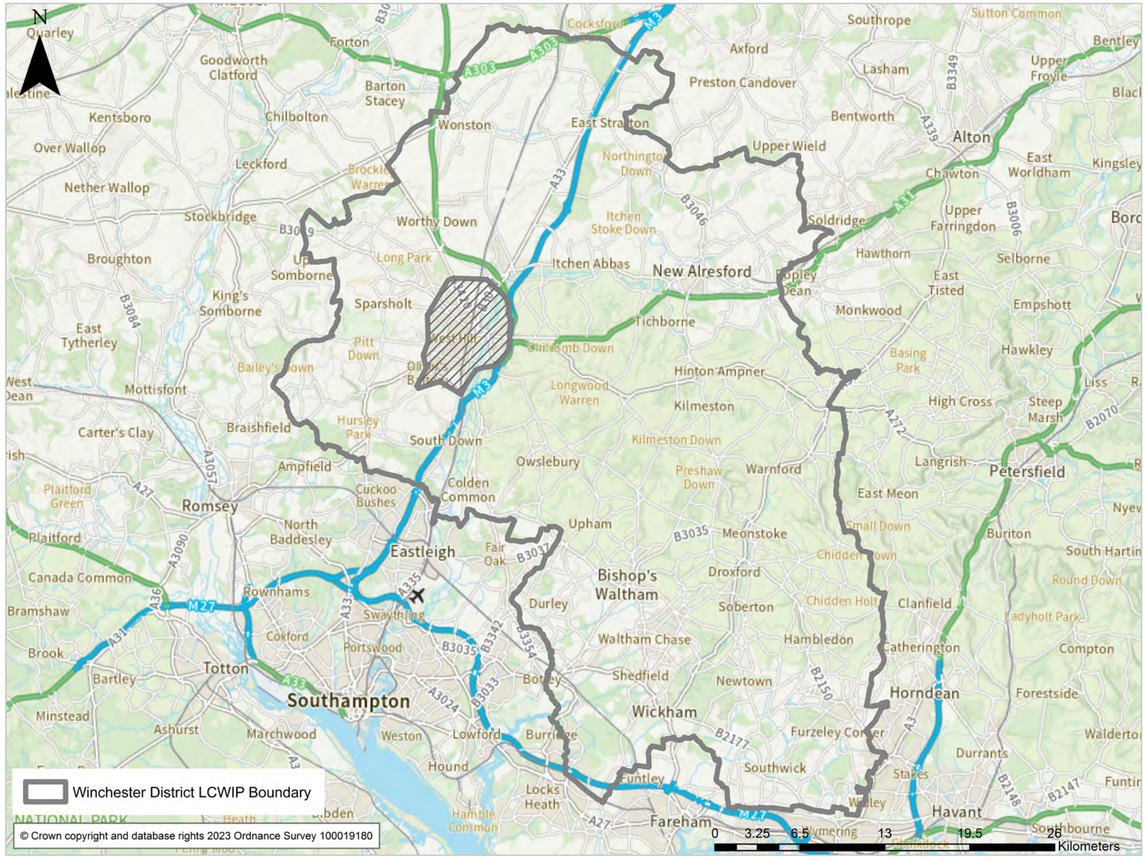


Margery Street, London WC1X

3 Data taken from the annual School Census 2023

Winchester District Focus LCWIP boundary

The black boundary shown on the map opposite shows the extent of the Winchester LCWIP (for the district element of the document). This boundary is consistent with the Winchester District Council administrative area although it does not include the City of Winchester, which is covered in the next part of this LCWIP, currently being developed. The networks set out in the city and district focus documents will combine to form one network for Winchester City and District.



Proposed Winchester District Focus – cycle network overview

The map on the right shows the Winchester District LCWIP boundary and the proposed cycle network.

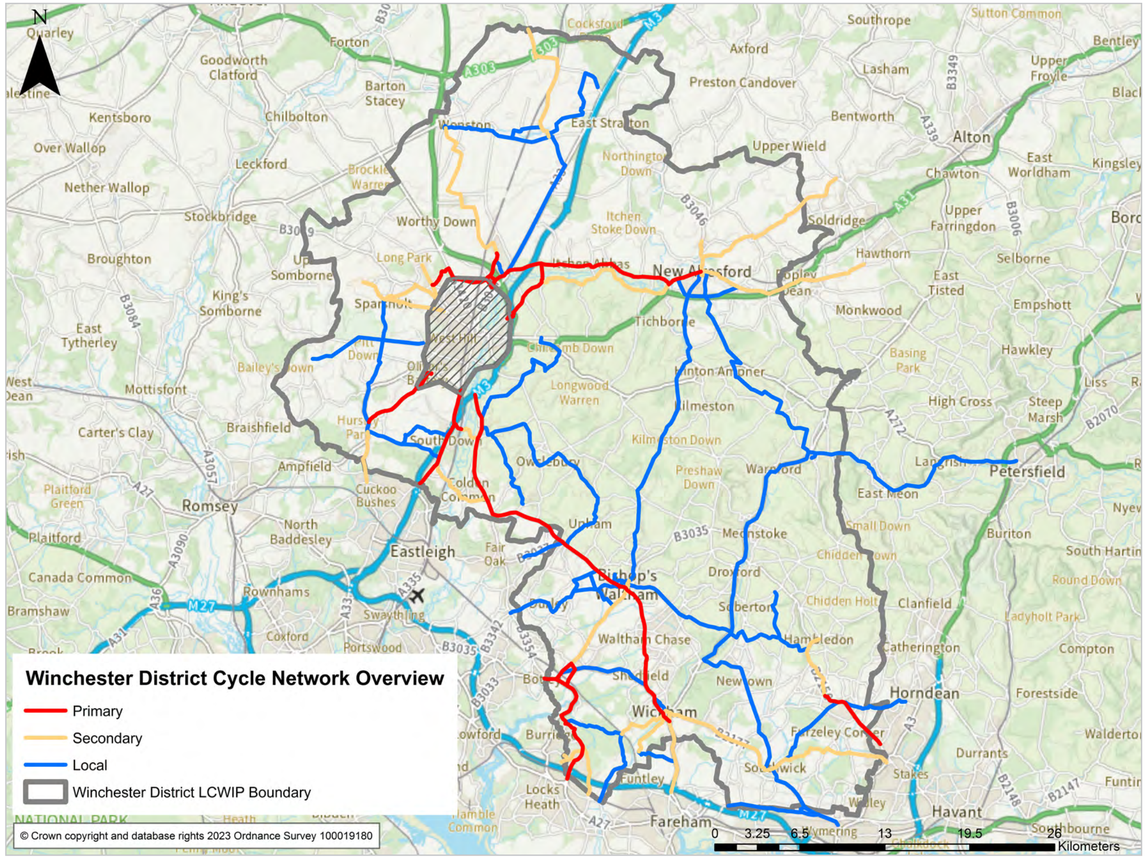
This LCWIP focuses on the district outside of the boundaries of the built-up area of the City of Winchester. There is an LCWIP being developed for the City of Winchester and the routes identified in this will connect into the District LCWIP routes wherever possible.

Primary, secondary and local cycle routes have been identified.

Primary routes represent busy, direct and main routes; secondary represent medium usage routes through local areas and feed into the primary routes. Local routes cater for local cycle trips and often provide links to primary or secondary routes.

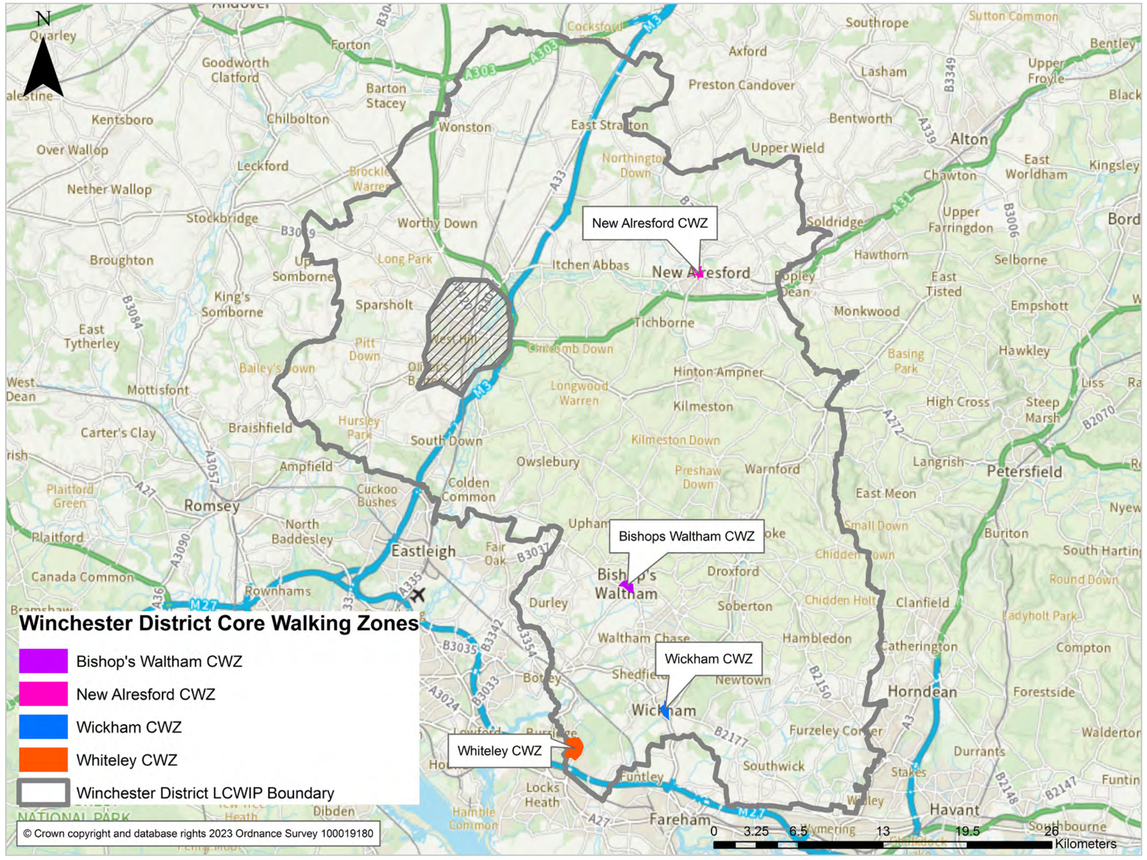
Each primary route has been assigned a three-digit reference and has been audited. The audits of these routes can be found in section two of this document.

Due to the large number of routes identified from the data and through work with stakeholders, primary routes have been mapped and audited, secondary and local routes have been mapped and will be developed further in future iterations of the LCWIP.



Proposed Winchester District Core Walking Zones

The map on the right shows the four Core Walking Zones (CWZ) that have been audited in the district. They are New Alresford, Bishop's Waltham, Whiteley and Wickham. CWZs are areas that have a number of trip attractors/destinations in fairly close proximity to each other and are therefore generally walkable. The LCWIP guidance sets out that a CWZ should be roughly 400m, which equates to approximately a five-minute walk. However, the boundaries of each CWZ will vary dependent on the number and location of facilities. In the context of Winchester District, CWZs tend to be located in the market towns and serve a much wider rural population than just within the CWZ boundary itself. Due to the rural nature of much of the district, many people will drive to a CWZ but when they are there will walk between the facilities within the zone.



Methodology

Sustrans was commissioned by Hampshire County Council (HCC) in summer 2022 with the agreement of Winchester City Council (WCC) to support the development of a Local Cycling and Walking Infrastructure Plan (LCWIP) with a focus on the district element of Winchester (excluding the city). The LCWIP was funded by HCC and WCC.

This LCWIP has been co-developed by HCC, WCC and Sustrans. Sustrans conducted the background data gathering and mapping and developed the route and zone network, which has then been refined to the draft network presented in this consultation document. HCC carried out the audits and developed the potential options. HCC and WCC jointly delivered two stakeholder workshops in October 2022 and also held a briefing session to update stakeholders in July 2023.

Sustrans, as a national active travel charity, has brought invaluable experience, developed in supporting the UK Government's own approach in preparing the national cycling strategy, 'Gear Change', and for their particular expertise in:

- identifying new and improved walking and cycling routes for prioritisation;
- aligning with key Council policies and programmes that support local economic growth, improvements to health and well-being and the environment; and
- engaging key local stakeholders.

In line with the Government's LCWIP guidance, the scope of the work was limited to utility trips to work, education and shopping outside of the Winchester City Centre boundary, as defined by the Winchester Movement Strategy. It does not include consideration of leisure trips outside the built-up areas.

Given the rural context of this Winchester District focused LCWIP, the routes often stretch beyond the standard 5km proposed in the LCWIP guidance, in order to link up settlements within the district including work, education and shopping destinations in neighbouring districts/ boroughs.

The approach was to look at opportunities to create walking and cycling networks. Existing facilities and routes were considered, along with known improvement proposals. Local stakeholders helped to identify where new routes and improvements were needed. The potential walking zones and cycle routes were then surveyed through a mixture of audit methods depending on the environment, with all walking audits conducted on foot, and cycle route audits undertaken by a mix of cycling, desktop analysis or driving along each route with a mounted camera.

The adopted methodology was informed by the LCWIP Technical Guidance (2017), Local Transport Note 1/20 (LTN 1/20), the Walking Route Assessment Tool, and the Healthy Streets framework. LTN 1/20 provided the principal design guidance when developing potential options for the primary cycle routes.

LCWIP technical guidance

Under the guidance, the key outputs of LCWIPs are:

- a network plan for walking and cycling which identifies preferred routes and core zones for further development;
- a prioritised programme of infrastructure improvements for future investment; and
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

The LCWIP process has six stages:

1. **Determining scope**
   Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2. **Gathering information**
   Identify existing patterns of walking and cycling and potential new journeys (via stakeholder workshops and important origins/destinations within the area). Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3. **Network planning for cycling**
   Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4. **Network planning for walking**
   Identify key trip generators, Core Walking Zones (CWZs) and routes, audit existing provision and determine the type of improvements required.
5. **Prioritising improvements**
   Prioritise improvements to develop a phased programme for future investment.
6. **Integration and application**
   Integrate outputs into local planning and transport policies, strategies and delivery plans.

Further information on how we developed the LCWIP is provided in section two.

The Winchester District LCWIP Stage 1 was determined by HCC and WCC, who will also lead on Stages 5 and 6. Sustrans, WCC and HCC worked in partnership on Stages 2, 3 and 4, with Sustrans taking on the lead role in developing the cycle network and walking zones. WCC and HCC were responsible for auditing of the proposed cycle network and Core Walking Zones and developing the potential options.

Implementation

We are committed to delivering improved walking and cycling networks and zones across Hampshire; however, the inclusion of a specific route in the network plan is no guarantee that it will be implemented. While we have made every effort to ensure that our proposals are practical, it should be recognised that there are competing demands for highway space, including cars, buses, taxis and parking. Some sections of proposed routes may be on private land and discussions with landowners will be required. Proposed road space reallocations for walking and cycling will need to carefully consider implications across all modes, although the ultimate aim must be to reduce the dominance of motor vehicles and make walking and cycling more attractive choices. This report is not a feasibility study, but a high-level assessment. All proposals will be subject to further feasibility work and detailed design work will be necessary. In some cases, this may mean that a route is moved to an alternative parallel alignment.

If schemes are to be progressed, they will need to be prioritised for inclusion in delivery programmes alongside other proposals, with schemes subject to the appropriate level of business case development.

It is also intended that this LCWIP would be used to inform developers of the level of ambition for the walking and cycling network so that they may integrate their developments into the network and provide the necessary links to the network. The LCWIP focus is on the routes and zones that have the greatest potential to convert car trips to walking and cycling trips.

A rural guidance note is currently being developed to provide guidance as to how this walking and cycling infrastructure can be implemented in the more rural areas.

Improving walking and cycling infrastructure in Manchester

The goal in Manchester is to double and then double again cycling in Greater Manchester and make walking the natural choice for as many short trips as possible. The intention is to do this by putting people first, creating world class streets for walking, building one of the world's best cycle networks, and creating a genuine culture of cycling and walking. According to the 2011 Census, the proportion of commuters who cycled to work in Greater Manchester was 2.2%.

To make the vision a reality, the aim is to create dedicated networks for walking and cycling. This means building segregated cycling routes on main roads and through junctions supported by traffic-calmed cycling routes. It also means improving the quality of the public realm and better wayfinding to make walking short journeys much easier. The key actions being undertaken are listed below.

Taking action

1. Publish a detailed, Greater Manchester-wide walking and cycling infrastructure plan in collaboration with districts.
2. Establish a ring-fenced, 10 year, £1.5 billion infrastructure fund, starting with a short term Active Streets Fund to kick-start delivery for walking and cycling. With over 700 miles of main corridors connecting across Greater Manchester, this is the scale of network being aimed for.
3. Develop a new, total highway design guide and sign up to the Global Street Design Guide.
4. Deliver temporary street improvements to trial new schemes for local communities.
5. Ensure all upcoming public realm and infrastructure investments, alongside all related policy programmes, have walking and cycling integrated at the development stage.
6. Develop a mechanism to capture and share the value of future health benefits derived from changing how we move.
7. Work with industry to find alternatives to heavy freight and reduce excess lorry and van travel in urban areas.

Hampshire County Council walking and cycling principles

Together with movements in national policy and guidance, HCC has developed draft principles for walking and cycling. These principles have been designed to:

- enable more people to walk, cycle or use public transport in scale with our Climate Emergency;
- deliver better environments to match our 2050 Vision, both in towns and in the countryside;
- deliver better transport for all;
- play our part in addressing the factors that contribute to public health including social disparities; and
- reduce social inequalities and exclusion by improving the ability for everyone to access destinations including work, education, visiting friends and family, shopping and leisure, without reliance on private cars.

HCC has developed ten walking and cycling principles, reviewing best practice and giving consideration to: aspirations, movement, place, maintenance and engagement.

These principles have all been established via County Council Member and Officer steering groups and consulted widely through these groups.

They were presented at HCC's first ever Active Places Summit (October 2020) to engage with a wide range of people who use our streets, high streets and walking and cycle routes on a day-to-day basis. They will be adopted with LTP4 in spring 2024.

The principles sit under three headings:

1. **Overarching principles;**
2. **Planning; and**
3. **Design and implementation.**

1. Overarching principles

- Prioritise walking and cycling for healthier people, healthier transport and a healthier planet.
- Have an integrated approach to all aspects of planning, development, design and operation.
- Ensure our planning is network based, shaped by evidence and monitored.

2. Planning

- Engage a wide range of users, and potential users, in the design process.
- Reframe the potential for walking, cycling and public transport to work together for longer-distance journeys.
- Trial new things, and if they do not work, we'll change them.

3. Design and implementation

- Focus street design on people.
- Incorporate national design principles into every transport scheme. Our designs will be:
  - safe;
  - coherent;
  - direct;
  - comfortable;
  - attractive;
  - adaptable; and
  - accessible to all.
- Deliver walking and cycling environments that feel comfortable and provide inclusive access for everyone regardless of confidence, age and disability.
- Design the right scheme for each location.

These principles, when applied, will help reinforce HCC's goals in delivering a healthy, sustainable and active county, well into the future.

Government vision for cycling and walking

In 2020, the Government published 'Gear Change: A bold vision for cycling and walking'. It states that:

'England will be a great walking and cycling nation. Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.'

To help deliver this vision, the Government:

- has developed new guidance on cycle design (Local Transport Note 1/20 – see below);
- recently established Active Travel England to act as an inspectorate and funding body, and to support local authorities to deliver the vision; and
- will be publishing new guidance on walking (and update to Manual for Streets).

The key principles that underpin LTN 1/20 are:

- cyclists must be separated from volume traffic, both at junctions and on the stretches of road between them;
- cyclists must be separated from pedestrians;
- cyclists must be treated as vehicles, not pedestrians;
- routes must join together; isolated stretches of good provision are of little value;
- routes must be direct, logical and be intuitively understandable by all road users;
- routes and schemes must take account of how users actually behave;
- purely cosmetic alterations should be avoided;
- barriers, such as chicane barriers and dismount signs, should be avoided; and
- routes should be designed only by those who have experienced the road on a cycle

Summary taken from the Department for Transport's (DfT) 'Gear Change. A bold vision for cycling and walking'.

For the full information on these documents, please see:

- DfT's Gear Change: A bold vision for cycling and walking: Cycling and walking plan for England – GOV.UK
- DfT's Cycle infrastructure design (LTN 1/20) guidance: gov.uk/government/publications/cycleinfrastructure-design-ltn-120
- Department for Transport (DfT) Local Transport Note 1/20 – cycle infrastructure design.

The publication of the LTN 1/20 in July 2020 followed the Government's announcement for new investment provided towards cycle improvements across the country. Local Authorities and developers are now expected to use LTN 1/20 in the design of their schemes.

When reading this LCWIP, keep in mind that a number of recommendations for new zebra and parallel crossings may not meet HCC's current policy as it relates to pedestrian/vehicle ratios (PV2). Whilst we are confident that our approach to network planning aligns with this new guidance, all of the high-level suggested options will need further development.

Wayfinding

Wayfinding refers to information systems that guide people through a physical environment and enhance their understanding and experience of the space.

Wayfinding is particularly important in complex built environments such as urban centres, long-distance trails and transportation facilities.

As environments become more complicated, people need visual cues such as maps, directions and symbols to help guide them to their destinations. In these often high-stress environments, effective wayfinding systems contribute to a sense of well-being, safety and security.

LTN 1/20 states that:

- There is a balance to be struck between providing enough signs for people to be able to understand and follow cycle infrastructure and ensuring that the signs themselves do not create confusion or street clutter. Routes on other rights of way not on the highway can use customised waymarking.

Hampshire County Council would include wayfinding as part of our network planning in all schemes, in line with LTN1/20.

Cycle parking

Cycle parking is integral to any cycle network, and to wider transport systems incorporating public transport. The availability of secure cycle parking at home, at the end of a trip or at an interchange point has a significant influence on cycle use.

LTN 1/20 states that:

- Cycle parking is an essential component of cycle infrastructure. Sufficient and convenient residential cycle parking enables people to choose cycling. At the trip end, proximity to destinations is important for short stay parking, while for longer-stay parking security concerns can be a factor. As with other infrastructure, designers should consider access for all cycles and their passengers.

Cycle parking would be considered as part of relevant schemes and is something that is also being considered as part of Hampshire's Local Transport Plan 4 (LTP4).

Some examples of best practice cycle parking:

An example of on street lockable cycle 'hangar' style parking facilities – Waltham Forest, London

An example of cycle hub parking facilities – Winchester Train Station

Liveable neighbourhoods

Liveable neighbourhoods are designed to make communities healthier, safer, more sustainable and more attractive places to live. At the heart of a liveable neighbourhood lies the idea that streets should be more than just thoroughfares for vehicles; they should be vibrant spaces that people are proud of, where people can come together, socialise and enjoy their surroundings.

Through-traffic or rat-running can have a serious impact on the health and quality of life of the people living on a street, and impact disproportionately on more deprived communities. Noise and air pollution, and speed and volume of traffic are often cited as issues that affect peoples' enjoyment of spending time on their own streets.

Liveable neighbourhoods can create an improved environment, get neighbours talking, and even see a return to children playing in the street. Quieter and safer-feeling streets can support a switch to more healthy, active ways of travelling around, particularly for shorter journeys to local amenities.

They aren't about preventing people driving. Residents, visitors or delivery drivers needing to reach anywhere within the liveable neighbourhood would still be able to do so by motor vehicle – though they might have to approach from a different direction. The aim is to rebalance residential streets so they are less car dominated and more people orientated.

In a recent case study*, liveable neighbourhoods resulted in an increase in children playing outside, lower air pollution, together with making walking and cycling more of a natural choice for everyday local journeys.

Liveable neighbourhoods can be delivered by using modal filters. These can take the form of many things from planters to bollards or even cycle stands, that can also act as handy cycle parking. They can also include one-way streets, allowing pavements to be widened, creating seating areas outside local businesses or allowing new planting.

Research into 46 liveable neighbourhood schemes found they 'typically resulted in a substantial relative reduction in motor traffic inside the scheme area… On boundary roads, by contrast, we found little change.'[4]

In 2018, Hampshire County Council officers attended a guided visit to the flagship Walthamstow Village project, which created a liveable neighbourhood in the London Borough of Waltham Forest.

'Recent research showed that more people in Waltham Forest are cycling. In our 2016 resident insight survey, 17% (approx. 46,100 people) said they cycle, compared to 12% (approx. 32,500 people) the year before – and two-thirds (73%) said they cycle at least once a week, up from 62% in 2015.' (London Borough of Waltham Forest)

Hampshire's approach to liveable neighbourhoods

There are many existing liveable neighbourhoods in Hampshire. These mainly take the form of housing estates with lots of pedestrian and cycle connections to neighbouring areas, but no cut-through for motorised vehicles.

Creating new liveable neighbourhoods in existing areas requires careful planning and involvement of the local community but have proved popular and effective in many areas. We are open to hearing from local communities who might like to develop or trial a liveable neighbourhood in their area.

Further detail on the approach of these sorts of measures will be incorporated into Hampshire County Council's Local Transport Plan 4.

*Source: **enjoywalthamforest.co.uk**

Northcote Road, Walthamstow – Modal filter with wooden bollards, planting, and cycle parking

Francis Road, Leyton – Time restrictions on through motorised traffic, footway widening and bollards to allow for seating areas

Orford Road, Walthamstow Village – Footway widening, cycle parking stands and one-way traffic flow with time restrictions on motorised traffic (except buses)

4 Thomas and Aldred, 2023 **Changes in motor traffic in London's Low Traffic Neighbourhoods and boundary roads – ScienceDirect**

Section two

Contents section two

Introduction

Section two of this document provides information on how this LCWIP was developed and the technical evidence that was gathered in the preparation of it.

Gathering information

Comprehensive information and data sources were provided by Hampshire County Council and Winchester City Council. These were expanded by publicly available datasets from the Census (2011 and 2021) (e.g. population and employment), DfT traffic counts, road traffic collisions, school data, public amenities and previous consultation plans exploring existing and new networks. Review and analysis of the data was undertaken using a bespoke online map created on Sustrans' Earthlight platform. The main trip generators were identified and an initial network mapped out to link residential areas with these locations.

Stakeholder workshops

A series of online stakeholder workshops were held in the initial stages of developing the network plan in October 2022 and an additional briefing was held in July 2023 to update stakeholders on the progress made to date. Stakeholders include members of the public, cycling groups, access groups and community representatives including local and county councillors. Representatives were asked to identify barriers to walking and cycling and desired routes for cycling, looking for opportunities to facilitate access across barriers and create a joined-up cycling network across the district.

These virtual workshops utilised Maphub, an online mapping tool. Outputs from these workshops were imported into Sustrans' geographic information system (GIS) to inform and refine the desire line analysis. GIS is a system that creates, manages, analyses and maps all types of data. GIS connects data to a map, linking location data with descriptive information. Outputs from the workshops are shown in Figure 17. Participants also identified locations for potential Core Walking Zones (CWZs) shown in Figure 21.

Mesh density

Mesh density is a term that describes how a grid of cycle networks is composed. High mesh density means that the grid of cycle routes is tighter, with more route choice, whereas low mesh density means there is less extensive route choice. A buffer analysis involves creating a 200-metre zone around each proposed route, and assessing if there are any gaps in the coverage of the network. According to the LCWIP Technical Guidance (2017), in a joined-up urban cycle network, cyclists should typically not have to travel more than 400m to get between cycle routes of similar quality. However, this mesh density does not apply to small towns or rural areas, where origins and destinations are more dispersed. For the Winchester District Focus cycle network, mesh density is less relevant, and it was not considered for the network as most of the cycle routes are in rural areas.

Desktop review

A number of previous studies were reviewed in the preparation of the LCWIP including the draft City of Winchester LCWIP Summary Report and Winchester Movement Strategy (2019).

Additional documents reviewed included:

- Twyford Neighbourhood Plan (2022);
- Denmead Neighbourhood Plan (2015);
- Itchen Corridor Access Proposal (2022);
- Hockley-Twyford Link Proposal (commissioned by Twyford Parish Council); and
- Sustrans' Feasibility Study NCN23 from Winchester to Otterbourne (2020).

These documents encourage walking and cycling and align with the proposed walking and cycling network.

Proposed cycling and walking/cycling routes in the draft City of Winchester LCWIP were reviewed in the preparation of the draft route network for the Winchester District Focus element of the LCWIP. The proposed cycle network for the District Focus part of the network links directly into proposed routes in the Winchester City Focus element of the LCWIP, connecting outlying settlements into Winchester City. Connections to routes in adopted or emerging LCWIPs of Eastleigh, Fareham, Havant, East Hampshire, Test Valley, Basingstoke and Deane have been made.

Network planning methodology

Network planning for walking

Walking zones identification

There is no equivalent dataset to the Propensity to Cycle Tool for walking, so there is no detailed mapping exercise as part of the background study. Walking zones were selected based on walking trip attractors, to reflect the shorter distances that people are likely to walk. Suggestions from the LCWIP stakeholder workshops and the Mini Holland engagement[1] were considered as part of the sifting criteria to develop a shortlist of 10 CWZs.

1 Winchester Mini Holland Feasibility Study **Winchester Movement Strategy | Transport and roads | Hampshire County Council (hants.gov.uk)**

The DfT's LCWIP guidance suggests that CWZs normally consist of a number of walking trip generators that are located close together – such as a town centre or business parks. An approximate five-minute walking distance of 400m can be used as a guide to the minimum extents of CWZs. Within CWZs, all the pedestrian infrastructure should be deemed as important.

We have assumed that the trip generators for walking are the same as those for cycling, albeit that shorter distances will be involved (less than 2km as recommended by LCWIP guidance). The proposed cycle network provides a suitable framework for walking trips, as a lot of improvements for cycling also improve walking conditions, such as new crossings or segregated facilities. However, it is recognised that a much finer-grained network is required for walking since most streets have pavements.

When the cycle network is designed, it will be vital to ensure that people on foot do not have a reduced level of service, for example, no existing pavements to be converted to shared use without widening. All crossings on the cycle network must accommodate people on foot and on bikes.

As part of a HCC and WCC Winchester City Mini Holland Feasibility Study, in July 2022, residents from neighbourhoods within the City area were asked to provide feedback on barriers and opportunities to walking and cycling via the online engagement tool Commonplace. Within the feedback received were comments regarding The Worthies and Twyford/Colden Common.

From the 22 suggestions received at the Winchester District LCWIP stakeholder workshops, the number of CWZs was filtered down to 10 locations, prioritised based on population (Census 2021), an area's settlement hierarchy score and the number of workshop comments. These 10 CWZs were then filtered down to four due to time and scope considerations. Core Walking Zones filtered out in this process will be kept for future reference, as the LCWIP is reviewed every four years or when a significant change arises.

Walking zones proposed from the workshop were mapped by Sustrans and decided based on the population and market town status. The potential for walking was also used as a selection criteria for the four walking zones audited, as there are areas which may have a higher population density but which is scattered, reducing the potential for walking; whereas areas such as Whiteley, although not a market town, can generate a number of walking trips, given the big trip attraction of the shopping, residential and employment areas surrounding the shopping and leisure area. The four walking zones selected were then audited using both the DfT's Walking Route Assessment Tool (WRAT) and the Healthy Streets framework.

The four CWZs selected for auditing were:

- New Alresford;
- Bishop's Waltham;
- Whiteley; and
- Wickham.

Walking zone audit methodology

The Core Walking Zone has been considered using the categories from the WRAT and the Healthy Streets tool. The WRAT has not been used to calculate the existing condition of the CWZ as the calculations relate to auditing a route rather than a zone; as such, the categories from that and the Healthy Streets Check have been used instead, to provide an assessment.

Network planning for cycling

There is a wealth of data to consider when planning a cycle network for Winchester District, as described above. Our approach was to work through all the data, layering them on top of each other within our GIS to build up the emerging network.

Existing transport network

The existing transport network was also considered when developing the network. Figure 1 shows the existing key strategic routes within the Winchester District.

Origins and destinations

The identification of demand for a planned network started by mapping the key origins and destinations across the study area (Figure 5). This analysis will help to identify how people move within the City; in this instance, the district.

These origins and destinations include the following:

- resident population (2021 Census);
- workplace population (2011 Census) (Census 2021 was not considered for this analysis as the information was gathered during the COVID-19 pandemic and therefore a lockdown which affected where people worked. The 2011 Census remains the most comprehensive data which can be drawn upon for understanding people's commute to work.);
- transport hubs;
- major development sites/allocations within the Local Plan mapping desire lines.

Further to the initial mapping exercise, the origin and destination points within close proximity to each other have been clustered to simplify the analysis (Figure 6).

Once the key clusters were identified, direct desire lines were drawn connecting the clusters to identify the principal links to be provided by the cycle network. Desire lines are indicative links between clusters and do not link to existing roads or cycle routes at this stage. The outputs of this exercise and details are illustrated in Figure 7.

Propensity to Cycle Tool (PCT)

In addition to the clustering exercise, the PCT[2] has been used to identify which routes within the study area have the greatest potential for an increase in the number of commuters cycling to work and the number of children cycling to school, under the different scenarios presented

2 The Propensity to Cycle Tool (PCT) was designed to assist transport planners and policymakers to prioritise investments and interventions to promote cycling. More information about this can be found later in this document.

in the previous section. It also has been used to inform the short car commuting trips illustrated in Figure 10.

Route identification

The desire lines identified by the above analysis were mapped to the existing highway network, and in some places the existing public rights of way (PRoW) network. In this way, the network seeks to connect the key origins and destinations within the study area, including centres of population, employment locations, schools, leisure destinations and various amenities such as shops and health services.

Converting these desire lines into routes was an iterative process. In some cases, particularly in rural locations, there is a clear preferred cycle route which is usually the most direct. However, in some cases there may be more than one potential route between origin and destination points or a reason why the most direct route would be less suitable for cycling. A multicriteria route assessment was carried out to identify best route options considering: workshop feedback, links to the Winchester City draft LCWIP, links to proposed routes in adjacent districts/local authorities, links to areas with high population density and links to local allocations/housing allocations.

At this stage, the network was mapped out based on the data analysis undertaken above and with reference to the PCT which shows which routes have the highest potential for an increase in cycling under various scenarios for change, and with reference to the outputs from the stakeholder workshops and collision data involving cyclists.

As most of the district is rural in character, the road network density is low in comparison to the built-up area of Winchester City, meaning there is less choice of cycle routes. On this basis, some of the prospective cycle routes identified do follow some of the larger, busier roads. However, where there are coherent and direct routes along quieter roads or paths through rural areas, this option has been considered by our officers.

Primary, secondary and local routes

Once the network plan was complete, it was split into primary, secondary and local routes.

The primary routes are judged to be the most popular and strategic routes, linking residential areas with the key trip generators. They form the main spine of the network to which the other routes will connect. Primary routes were selected based on routes that were expected to have higher flows of cyclists along desire lines linking large residential areas or new development sites to each other and to the built-up area of Winchester City. Primary routes were also selected based on their popularity at the workshops. These routes were then agreed with HCC and WCC. At this time, only the primary routes identified have been audited.

Secondary routes can be locally important but are less strategic as they fill the gaps in the primary network. Some sections of secondary routes may have higher flows than parts of the primary routes, so the distinction between primary and secondary should not necessarily form the basis of investment priorities. Secondary routes also play a key role in directly connecting residential developments and schools to primary routes.

Local routes forecast lower flows of cyclists and cater for local cycle trips, often providing links to primary or secondary routes. The local routes are predominately leisure routes; however, they are important to identify local priorities to help guide mitigation options for development.

Other supported routes from stakeholders were also included and serve trips related to leisure, sport and recreational purposes.

The proposed network was visually tested against the PCT data. Proposed routes that connected proposed routes in the draft City of Winchester LCWIP were prioritised as well as links to areas with high population density, links to local site allocations and the outputs of the stakeholder workshop. There is a high degree of correlation between the routes suggested by the PCT and stakeholder workshops with the proposed cycle network.

Major employment sites and secondary schools are served by the proposed network. It also serves settlements throughout the district and links to development sites.

Auditing the cycle routes

The draft network developed by Sustrans was further assessed in order to narrow down options where more than one primary route was proposed. For routes where there were three options, the DfT's Route Assessment Tool was used to reduce the number for audit.

In line with national guidance, routes were audited using the principles of routes being coherent, direct, safe, comfortable and attractive. Potential delivery options were developed using LTN1/20 guidance.

It should be noted that the routes within the district are not dense so, in a number of areas, the route options are limited. Measures to improve the cycling environment in line with LTN1/20 are unlikely to be deliverable on some routes, due to a lack of physical space and other requirements for the route.

The following maps and supporting commentary outline the data-gathering process. The maps presented build the evidence base for the identification of desire lines, which inputs directly into Stage 3, Network Planning for Cycling.

- Existing Transport Network (Figure 1);
- Trip Attractors and Generators (Figure 5);
- Census 2011 Workplace and Census 2021 Population Data (Figure 3);
- Neighbourhood and Local Plan Allocated Sites (Figure 4); and
- Propensity to Cycle Tool (Figure 7 to Figure 16).

Existing transport network

This map shows the existing key routes (road, rail and cycling) in and around Winchester District. The National Cycle Network routes include traffic-free and on-road routes.

Due to the predominantly rural nature of the district, the existing transport network leaves large parts of the district with poorer connectivity.

There are three railway stations located in the district (covered by this part of the Winchester LCWIP). Micheldever railway station is situated in the very north of the district, Shawford railway station is located just south of Winchester City and Botley railway station is on the border of the Winchester District and Eastleigh Borough. This leaves large areas of the district with no rail access. The existing rail provision runs north-south and links London to Southampton and Portsmouth.

The M3 runs from Southampton (to the south) all the way through the Winchester District, bypassing the City to the east, towards Basingstoke and then onto London. There are a number of A and B roads in the district which provide links between a number of the market towns and villages to Winchester City and other settlements outside the district.

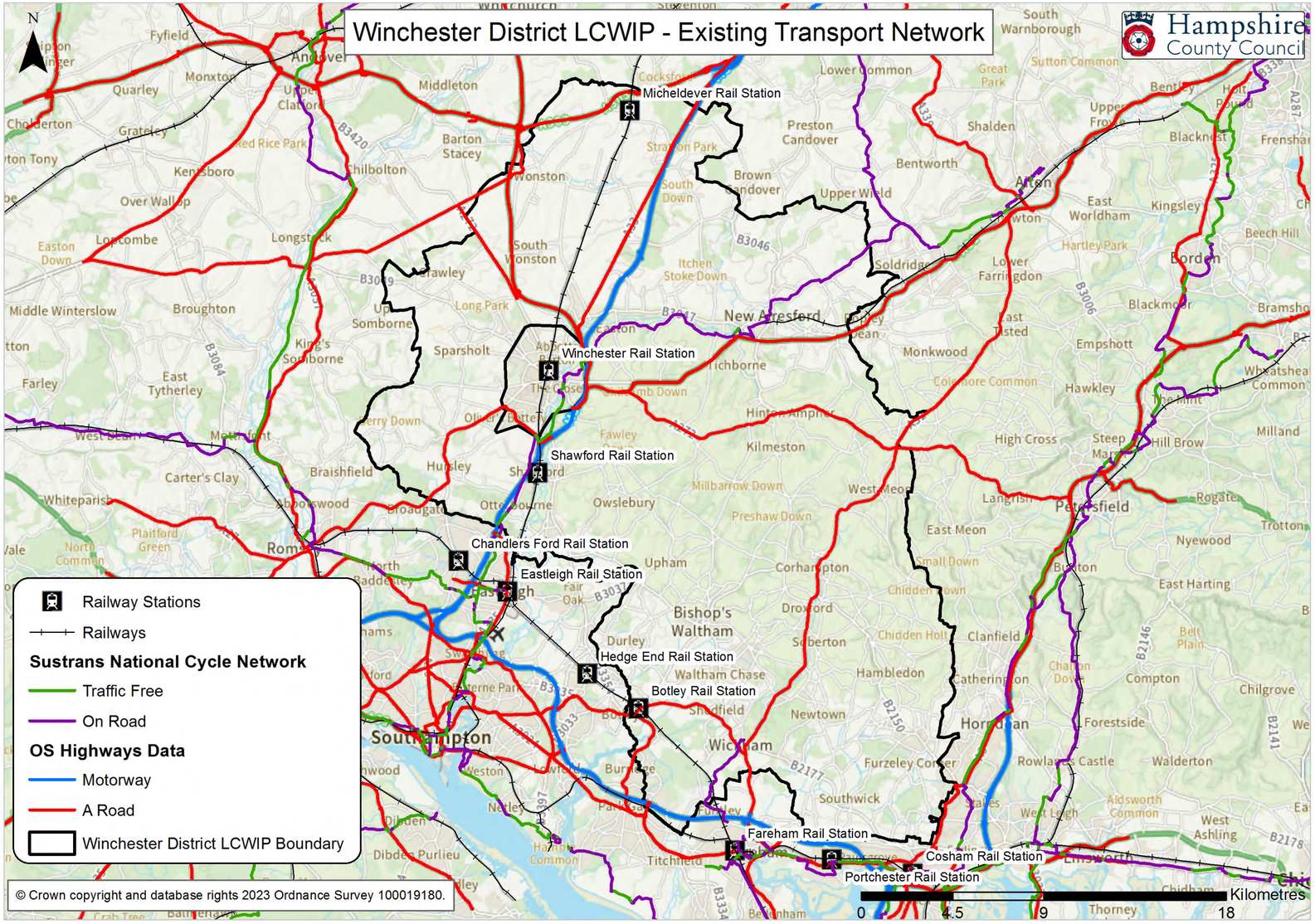


Figure 1 – Existing Transport Network

Existing active travel network

There is a fragmented existing cycle network in the district, with limited cycle provision into Winchester City. Whiteley and Waterlooville also have a small network of cycle lanes. The district has a good network of public rights of way (PRoW). There is some potential for PRoW, such as bridleways, to serve as part of the cycle network, providing potential opportunities to link rural settlements. The public footpath network is fragmented and does not always form a joined-up walking network.

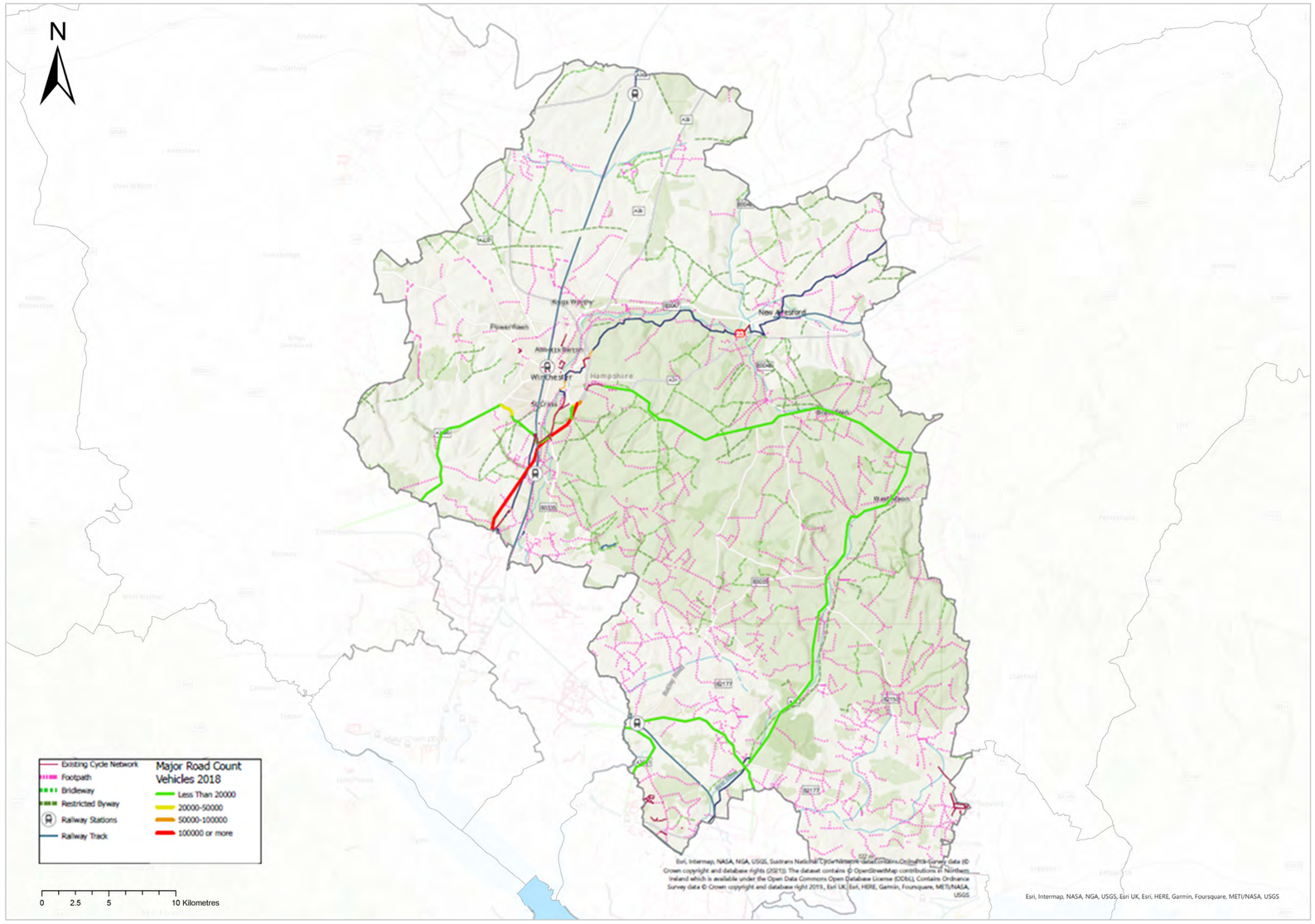


Figure 2 – Existing Active Travel Network

Population and workplace density

Outside of Winchester City, the district's population and amenities are distributed throughout the district, with New Alresford, Colden Common, Bishop's Waltham and Denmead being some of the larger settlements. According to the short car commuting data (Figure 10) it is likely that many residents from the surrounding area travel into Winchester City to access some key facilities and services. Neighbouring settlements of Eastleigh, Fareham and Waterlooville, outside of the district, are also key destinations for workplaces and local amenities.

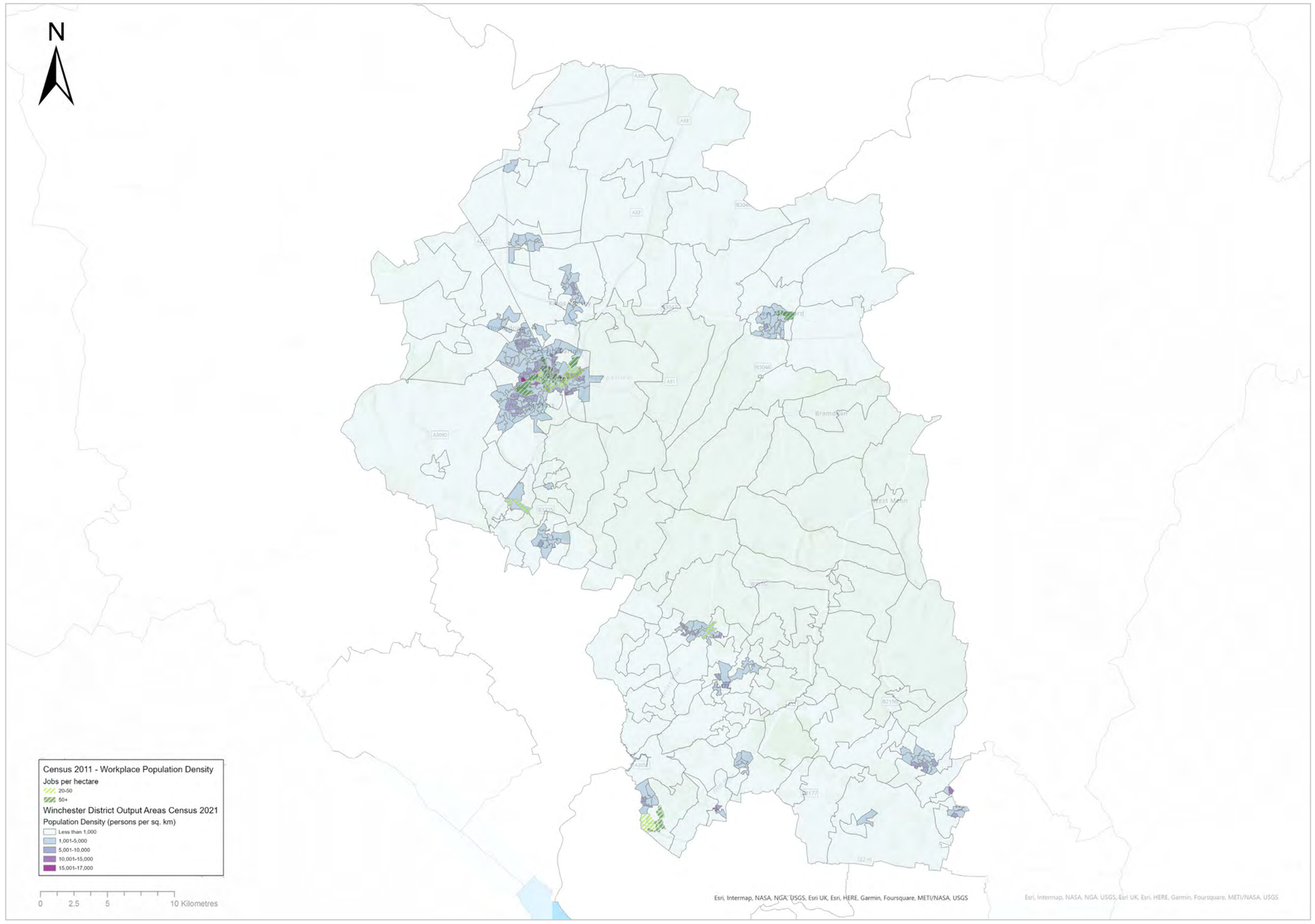


Figure 3 – Population and Workplace Density

Local Plan site allocations

This map shows site allocations from the emerging Winchester City Council Local Plan (2020-2040) for future development, which will be integrated into the existing walking and cycling network and are key trip attractors and generators in the development of the proposed cycle network. There are large site allocations north of Winchester, New Alresford, Whiteley, Wickham and Waterlooville. Other smaller site allocations around the district include Otterbourne, Colden Common and Bishop's Waltham. Planning active travel routes from these allocations to key destinations is important for ensuring users of new developments have genuine travel choice.

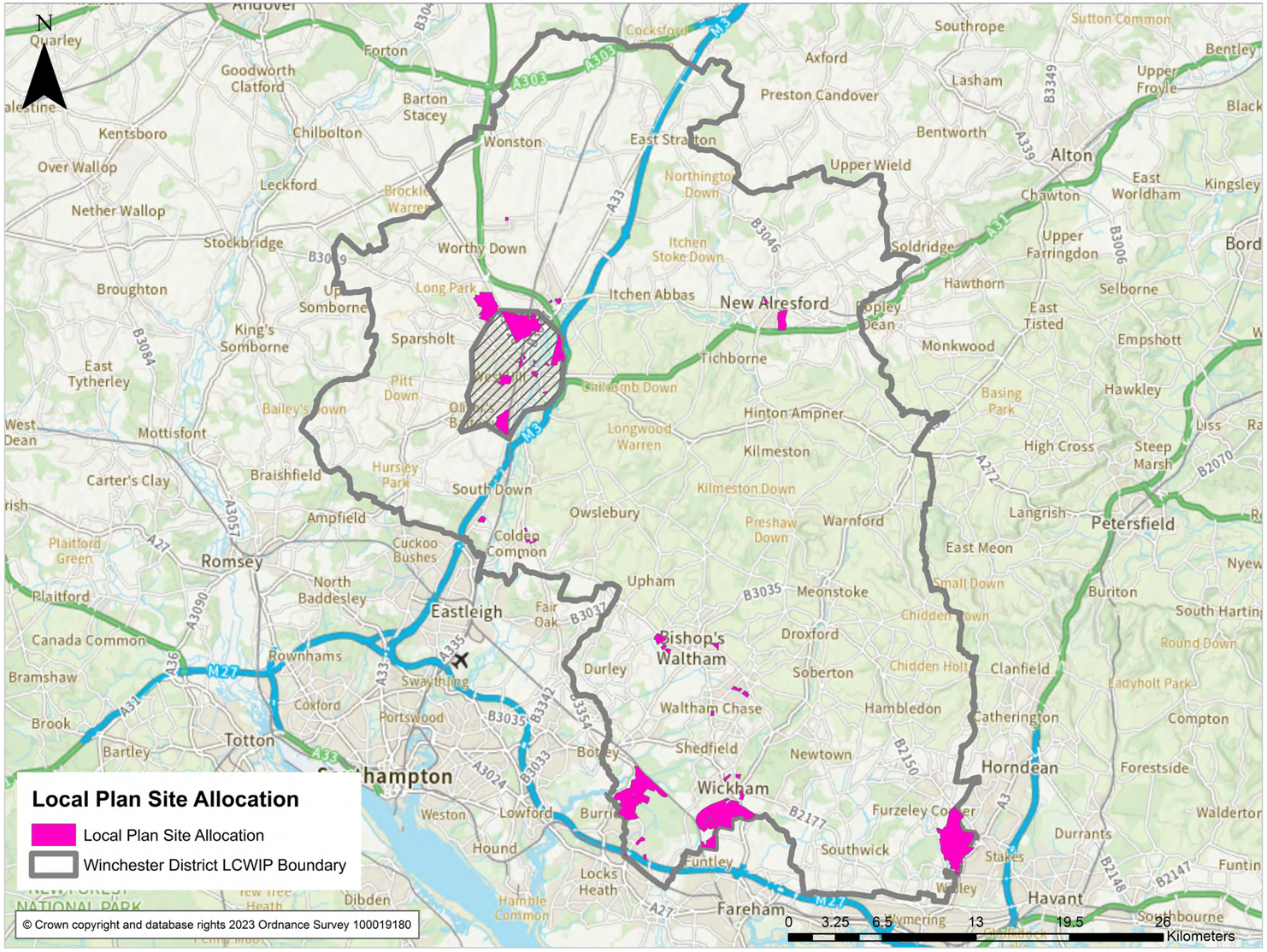


Figure 4 – Local Plan Site Allocations

Trip attractors and generators

An important starting point in designing a walking and cycling network is to determine the likely origin and destination points for everyday trips to work, school, shopping and leisure. DfT LCWIP guidance provides a list of key trip generators to consider, as part of the network planning stages. The trip generators map opposite gives a visual indication of the destinations, including employment areas, secondary schools, shopping areas, hospitals, and leisure or sports centres. The key trip generators included for the Winchester District were agreed via the stakeholder workshop and also verified by desire lines from Propensity to Cycle Tool (PCT) data. Future development sites such as draft Local Plan allocations give an indication of potential future transport demand.

This map shows areas of high population and workplace density, as well as draft or adopted Local Plan site allocations. Areas with greater population and workplace density are key origins and destinations for everyday active travel trips.

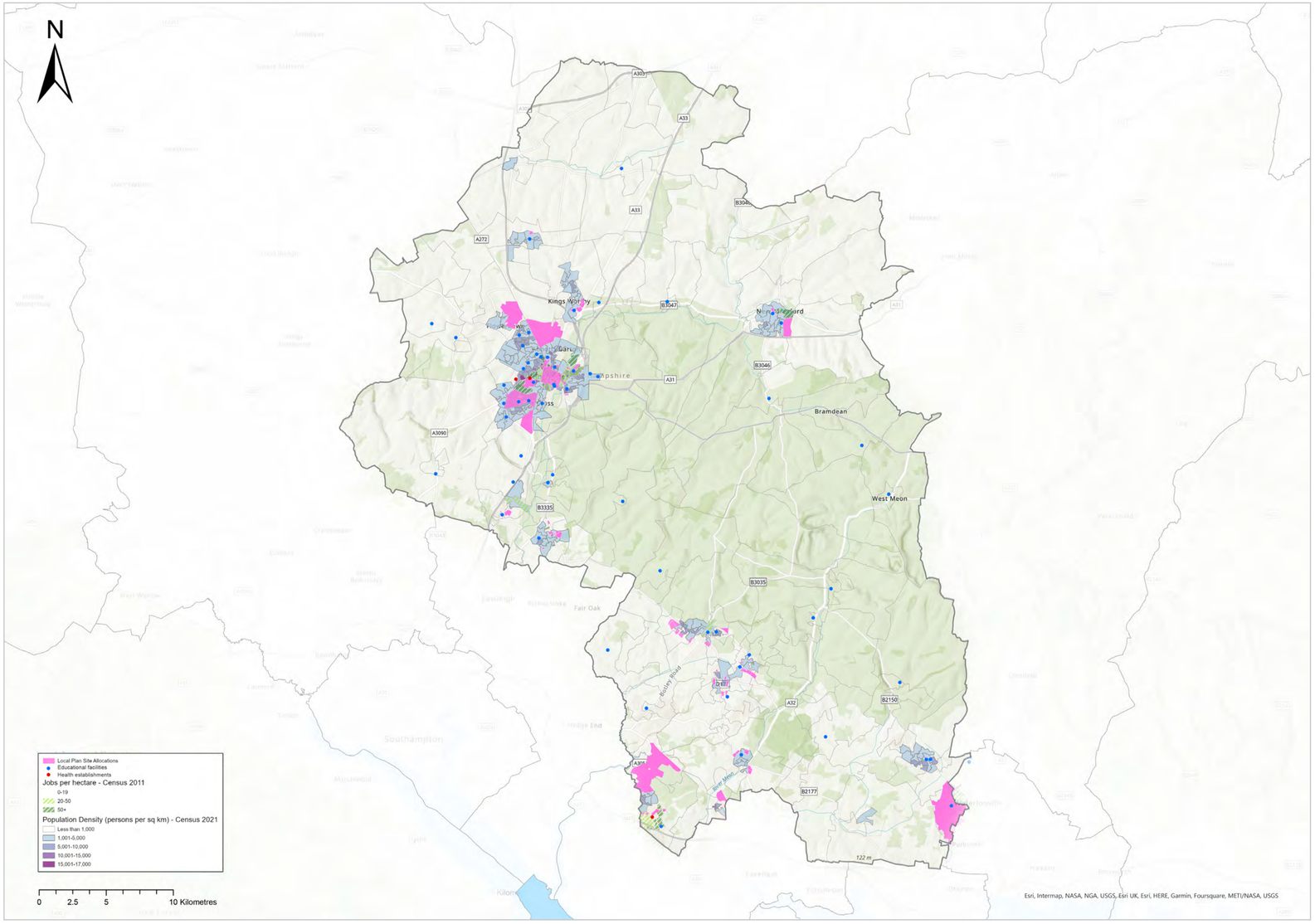


Figure 5 – Trip Attractors and Generators

Clusters and desire lines

This map shows clusters of trip attractors and generators overlaid with desire lines. Trip attractors include places of employment, areas of high population density, site allocations, railway stations and schools. Areas with greater population density and workplace density, as well as larger site allocations, are symbolised with larger circles, indicating the larger pull of these clusters.

The desire lines often link into Winchester City itself as a key destination and between towns in the region. Areas with greater population density and workplace density, as well as larger site allocations, are symbolised with larger circles, indicating the larger pull of these strategic clusters. Winchester City is the primary centre of gravity for trips within the district, and desire lines linking into the City are shown in thicker lines to reflect this.

Key areas outside the district that are origin-destination clusters include Eastleigh, Hedge End and Waterlooville (which straddles the district boundary).

The desire lines reflect greater potential demand for cycling, which is supported by the following Propensity to Cycle Tool (PCT) analysis and discussion from the stakeholder workshops.

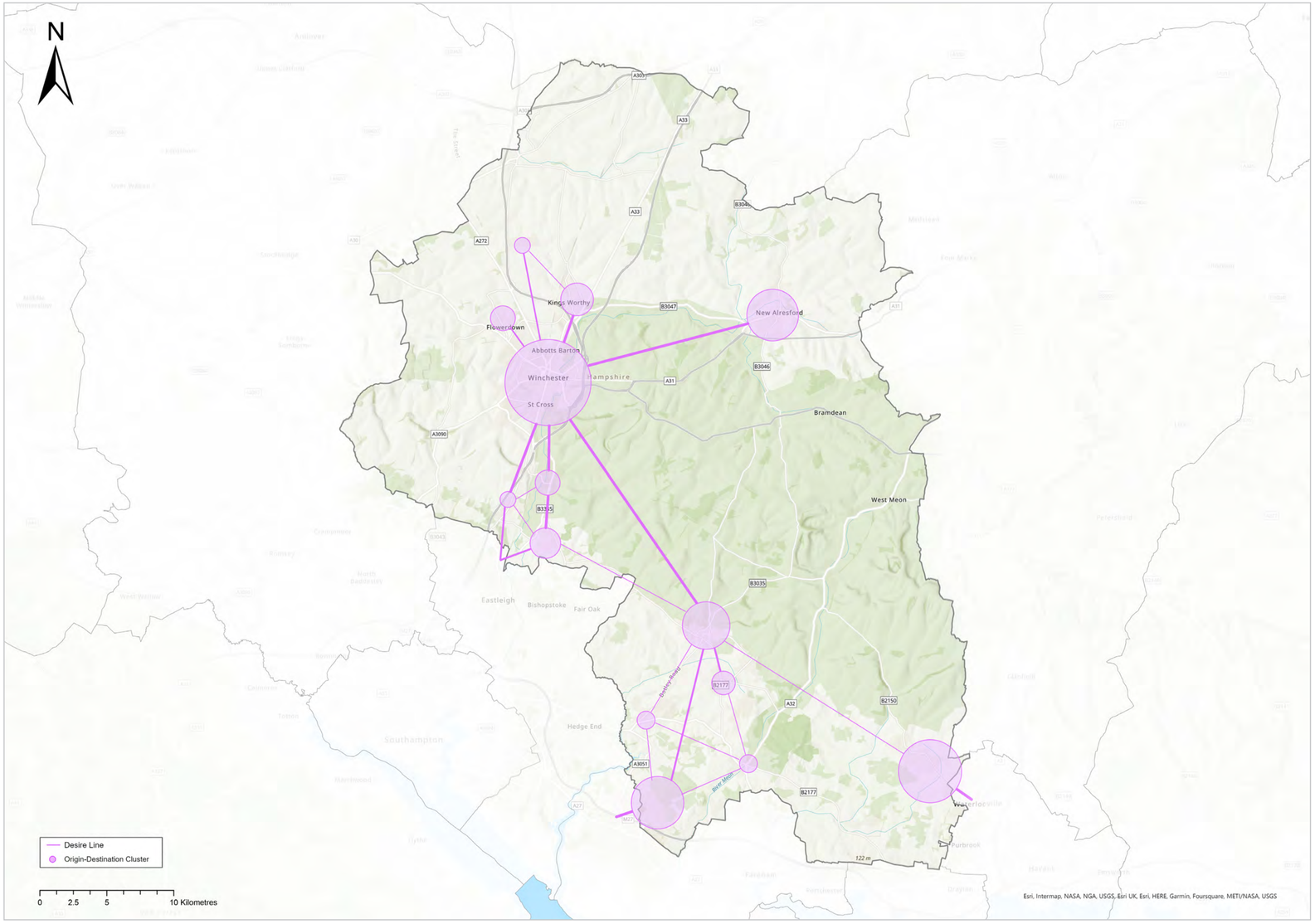


Figure 6 – Clusters and Desire Lines

Propensity to Cycle Tool data

The Propensity to Cycle Tool (PCT) is an open source transport planning system, part funded by the Department for Transport. It was designed to assist transport planners and policy makers to prioritise investments and interventions to promote cycling.

The PCT answers the question: ‘Where is cycling currently common and where does cycling have the greatest potential to grow?’

More information is available from the PCT website: **Welcome to the Propensity to Cycle Tool (PCT)**

The maps on the following pages outline the different scenarios from the PCT outputs, for the Winchester District area.

The aim of the PCT is to inform planning and investment decisions for cycling infrastructure by showing the existing and potential distribution of commuter and school cycle trips, and therefore inform which investment locations could represent best value for money.

PCT uses two key inputs:

- Census 2011 Origin and Destination commuting data and school data (O-D data) – 2021 Census commute data was gathered during a period of lockdown so is unlikely to reflect current commuting patterns.
- Cycle Streets routing – **www.cyclestreets.net**.

The model estimates cycling potential adjusted for journey distance and hilliness as well as predicting the likely distribution of those trips using the Cycle Streets routing application. The model can be applied to consider different scenarios which represent the maximum potential for cycling within the area, for example:

- Government Target (Equality): Corresponding to the proposed target in the DfT’s Walking and Cycling Investment Strategy, to double cycling in England by 2025;
- Go Dutch, if cycling levels were the same as in the Netherlands; and
- Government Target, where cycling levels meet the target for the current Government’s aim for cycling.

The following scenarios are presented on the pages below:

- commute and school travel data by zones based on the Census 2011, Government Target and Go Dutch scenarios;
- commute and school route data based on the Census 2011, Government Target and Go Dutch scenarios; and
- commute short car trips (under 5km) based on Census 2011 data.

Whilst the PCT model is a useful tool, there are a number of limitations which should be considered especially when making decisions based on the patterns shown. Firstly, the data only shows travel to work and school trips, only 27% of all journeys; travel for shopping, leisure and other purposes is not included.

Secondly, the data also misses out minor stages of multi-stage commuter trips, so cycle journeys to railway stations and bus stops/stations are not represented.

Lastly, the distribution of journeys is a prediction of the likely route taken based on the Cycle Streets routing algorithm and not the actual route being used.

It is worth noting that whilst the model builds an assessment of cycling propensity, it does not segment potential users, or provide any insight into people on foot. Although this model does provide planners with an overview to identify areas for appropriate investment for cycling trips to work, it does not provide further information on those potential cyclists and their personal attributes and behaviours to help design the most effective interventions.

People in the Netherlands make 28.4% of trips by bicycle, 15 times higher than the figure of 1.6% in England and Wales, where cycling is skewed towards younger men. By contrast, in the Netherlands, cycling remains common into older age and women are in fact slightly more likely to cycle than men. Whereas the cycle mode share is ‘only’ six times higher in the Netherlands than in England for men in their thirties, it is over 20 times higher for women in their thirties or men in their seventies.

The Go Dutch scenario represents what would happen if English and Welsh people were as likely as Dutch people to cycle a trip of a given distance and level of hilliness. This scenario thereby captures the proportion of commuters that would be expected to cycle if all areas of England and Wales had the same infrastructure and cycling culture as the Netherlands.

Within this LCWIP, the cycling network resulting from the scenarios below was used as a reference to select cycle routes to be included.

Propensity to Cycle Tool data

National Travel Survey of English residents published in 2022 is shown in the table below.

Journey purpose	Annual trips per person	Per cent
Commuting	119	14
Business	18	2
Education	62	7
Escort education	56	7
Shopping	151	18
Other escort	74	9
Personal business	69	8
Visit friends at private home	72	8
Visit friends elsewhere	41	5
Entertainment or public activity	50	6
Sport to participate	12	1
Holiday: Base	11	1
Day trip	34	4
Other (including just walking)	92	11
All purposes	**861**	**100**

PCT commute data

Propensity to Cycle Tool commute data shows that, in 2011, cycling made up less than 3% of mode share for work trips throughout Winchester District, which is comparable with the national average cycling mode share for commuter trips. The Government Target scenario reflects the cycling mode share that would be required to achieve a doubling of cycling nationally, as set out in the Department for Transport's Cycling Delivery Plan. To meet the Government Target, most zones shown in Figure 9 experience an increase in cycle mode share, with the exception of New Alresford and zones within the South Downs National Park. Outside of Winchester City, the Denmead area shows the highest percentage of cycle commuter trips at between 7% and 9%.

In the Go Dutch scenario, the Denmead area, Southwick, Twyford and Colden Common would see a substantial uplift in cycling to work mode share. In these areas, there is potential for 11–15% of work trips to be cycled. This projected uplift indicates a strong demand for cycling in key areas across the district if Dutch-style cycling interventions were implemented.

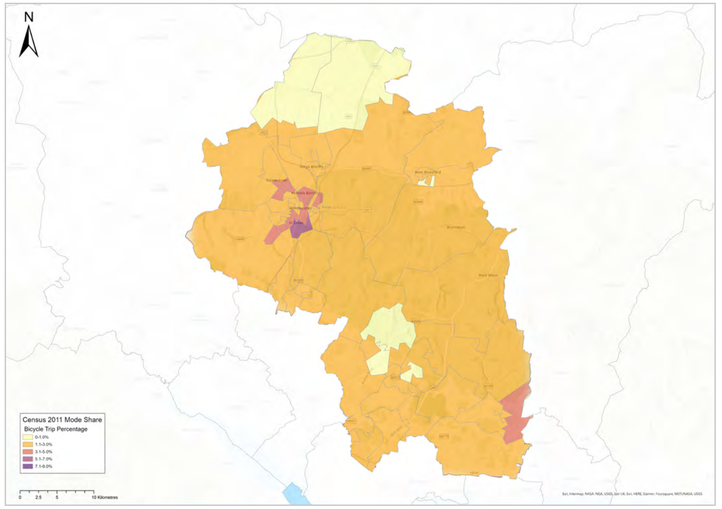


Figure 7 – PCT commute zone data – bicycle mode share – Census 2011

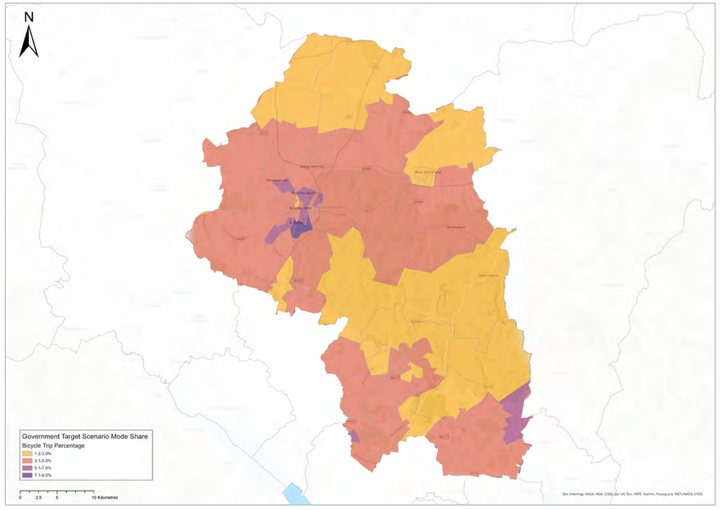


Figure 8 – PCT commute zone data – bicycle mode share – Government Target

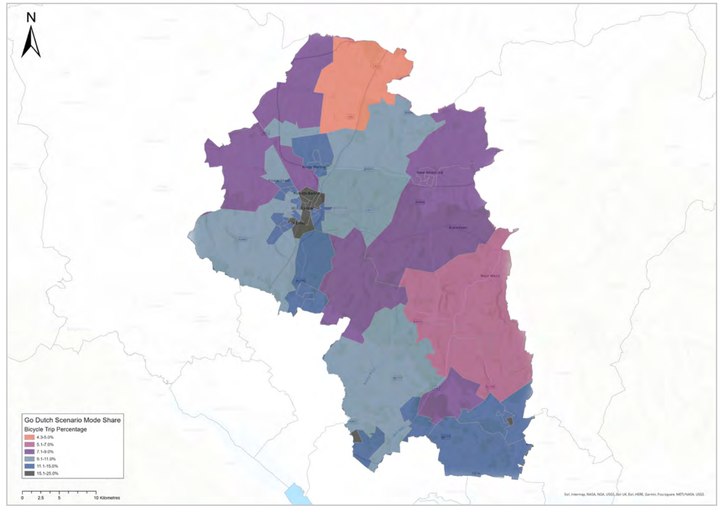


Figure 9 – PCT commute zone data – bicycle mode share – Go Dutch

PCT commute data

One weakness of the PCT cycle commute model is that it is based on existing trips by bike and will tend to emphasise those routes that are already being used. The target market for new cycle trips is people currently driving short distances to work. This map shows the car trips under 5km from the Census 2011 travel to work data, mapped to the best available roads.

We have analysed the short car trips under 5km for journeys to work, on the basis that these might reveal the potential for a modal shift towards walking and cycling.

According to the PCT, straight line commuting data shows car commuting patterns for trips of less than 5km between Lower Layer Super Output Areas[3] (LSOAs) within the Winchester District and the surrounding areas. Many short trips are taken by car within Winchester District, with most short trips to and from Winchester City from Kings Worthy, Sparsholt and Otterbourne. There are many short car trips in the New Alresford area, as well as between Bishop's Waltham, Waltham Chase and Swanmore. Short cross-boundary car trips illustrate strong commuting links between Denmead and Waterlooville, Whiteley and Fareham borough, and Otterbourne and Eastleigh borough.

Short trips that are 5km or less have the greatest potential to shift from car to bicycle. In particular, the trips to and from Winchester City, in the New Alresford area, and between Denmead and Waterlooville have great potential for a shift towards active travel, with trips mostly between 2km to 4km in length.

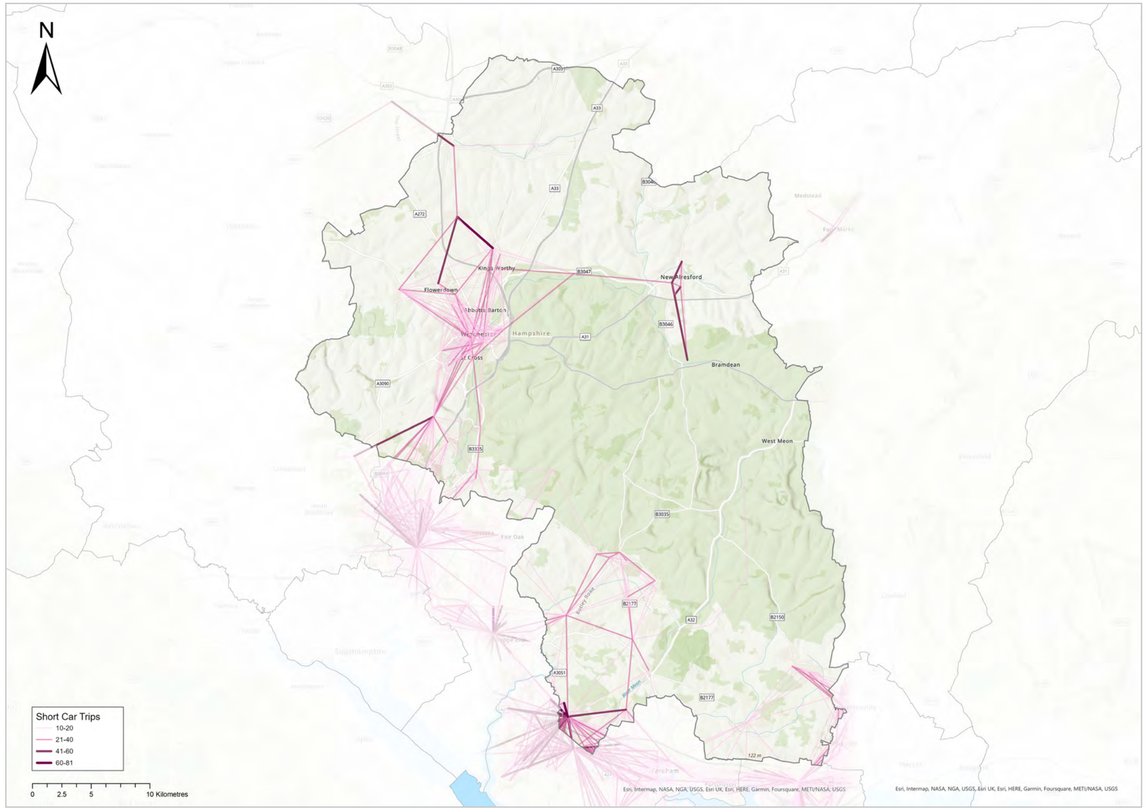


Figure 10 – PCT short car commuting trips (less than 5km)

3 **Lower layer Super Output Areas** (LSOAs) are made up of the lowest level of geographical area (OAs) for census statistics, usually four or five. They comprise between 400 and 1,200 households and have a usually resident population between 1,000 and 3,000 persons.

PCT commute data

Propensity to Cycle Tool commute data shows that in 2011 very few roads had a high volume of cycle trips. Routes with relatively higher numbers of commuting trips included Otterbourne Road from Otterbourne to Winchester City. In the Government Target scenario, many of the routes identified through the Census 2011 data are estimated to experience an increase in the number of cycle trips, particularly linking into Winchester City Centre. More rural routes, such as Alresford Road/ A31 between Winchester and New Alresford, show the potential for uplift in this scenario. Also, a cycling link between Denmead and Waterlooville would likely see an increase in cycling trips.

In the Go Dutch scenario, several key routes emerge that could see a significant potential uplift in cycling. A link between Eastleigh and Winchester City – through Otterbourne – shows significant uplift. Routes in Twyford and Colden Common would also see an uplift. Cross-boundary links to Fareham borough and to Waterlooville would see significant increases in cycle trips.

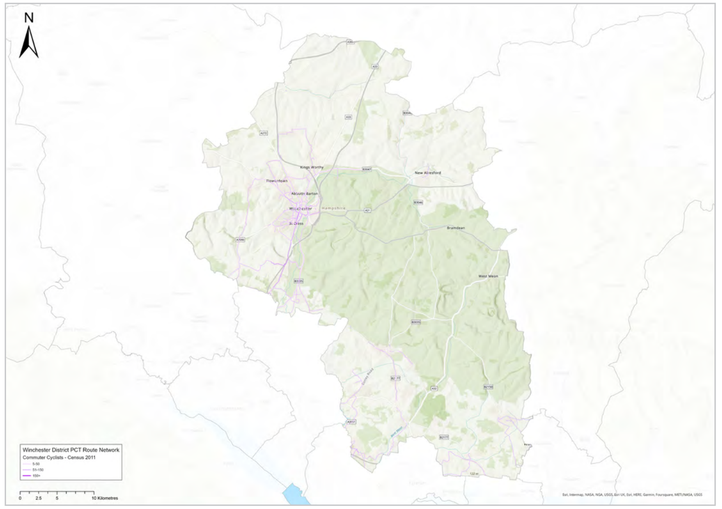


Figure 11 – PCT commute route network data – Census 2011

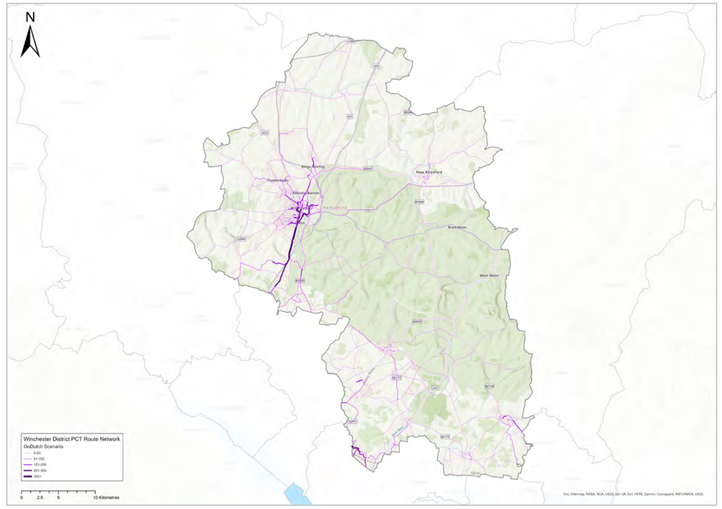


Figure 13 – PCT commute route network data – Go Dutch

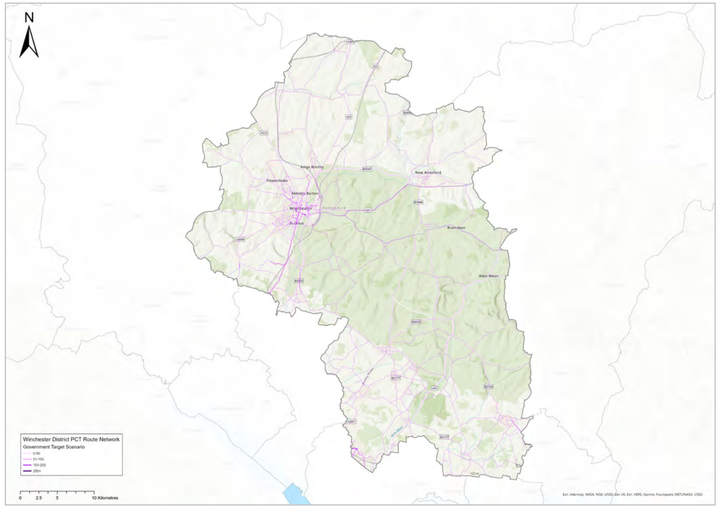


Figure 12 – PCT commute route network data – Government Target

PCT school data

Propensity to Cycle Tool school data shows that in 2011 very few roads had any cyclists to school. The PCT model considers 10km routes for secondary and 5km for primary schools. Only a few routes in Winchester City, a route between Otterbourne and Chandlers Ford (7 cyclists), and a route between Denmead and Waterlooville (9 cyclists), saw any cycling to school.

In the Government Target scenario, the Denmead to Waterlooville link shows an increase (24 cyclists) compared to the Census 2011 data.

In the Go Dutch scenario, many key routes emerge that could see a significant potential uplift in cycling. Otterbourne (83 cyclists), Twyford (56 cyclists) and Colden Common (56 cyclists) could see an uplift in school cycling to and from Winchester City. New Alresford (146 cyclists), Bishop's Waltham (65 cyclists), Waltham Chase (71 cyclists) and Swanmore (151 cyclists) could all see substantial uplifts in school cycling.

Figure 14 – PCT schools route network data – Census 2011

Figure 15 – PCT schools route network data – Government Target

Figure 16 – PCT schools route network data – Go Dutch

Stakeholder routes and barrier identification

This map shows the cycle routes and barriers suggested by stakeholders in the district. Recurring barriers to active travel were the lack of safe crossings at key locations, including schools, shopping districts and bus stops. Busy A and B roads were identified as both barriers to cross and to cycle along. The lack of segregated, safe cycle provision was specifically highlighted in Colden Common, Twyford, New Alresford and Bishop's Waltham.

Stakeholders also suggested specific routes that would be highly used and would benefit from segregated cycle provision if it were put in place. Linking New Alresford to Winchester City was a popular suggestion, as well as routes linking Colden Common and Twyford into Winchester City. In the south of the district, stakeholders suggested routes linking Bishop's Waltham, Botley and Wickham.

This dataset was used to support the development of the primary cycle network.

Figure 17 – Stakeholder engagement – cycle routes and barriers

Stakeholder Core Walking Zone identification

This map shows CWZs suggested by stakeholders in the district. A total of 22 zones were suggested. The polygons represent proposed CWZs, or simply areas of high pedestrian activity. These suggestions were fed into the identification process for the selection of CWZs for audit. Most villages and settlements throughout Winchester were suggested CWZs. Colden Common and Wickham received the greatest number of suggestions in the stakeholder workshops. The four CWZs that were chosen for audit were selected through a process which involved looking at the population, settlement hierarchy score and stakeholder workshop score, other factors including planned development were also taken into account.

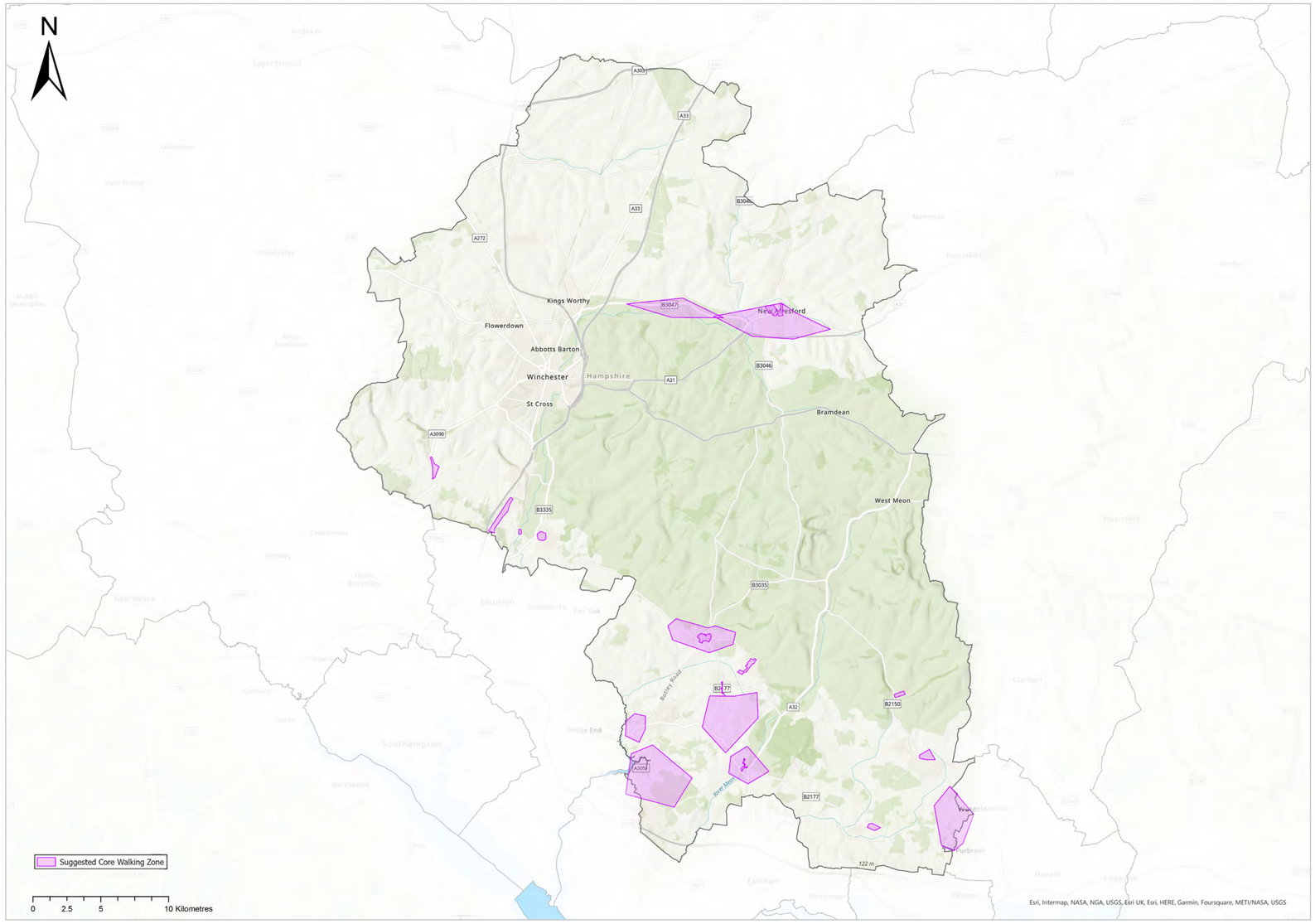


Figure 18 – Stakeholder engagement – suggested Core Walking Zones

Mini Holland engagement

The Mini Holland scheme has been developed in line with LTP4 guiding principles and supports some of the priorities set out in the Winchester Movement Strategy – it has been informed by early engagement from stakeholders. The Mini Holland proposal shows how current barriers to walking, cycling and wheeling limit current active travel choices.

Within the feedback received from stakeholders were comments regarding walking and cycling barriers and opportunities for The Worthies and Twyford/Colden Common areas. The feedback suggested that the B3335 is a major barrier to walking and cycling, with a lack of safe crossings, missing pavements and a lack of safe cycling provision. High traffic speeds were also highlighted as barriers to safe walking and cycling along the B3335 as well as throughout Kings Worthy. Comments and suggestions from the Mini Holland survey that were not related to the City were taken into consideration in the development of the district primary cycle routes and CWZs.

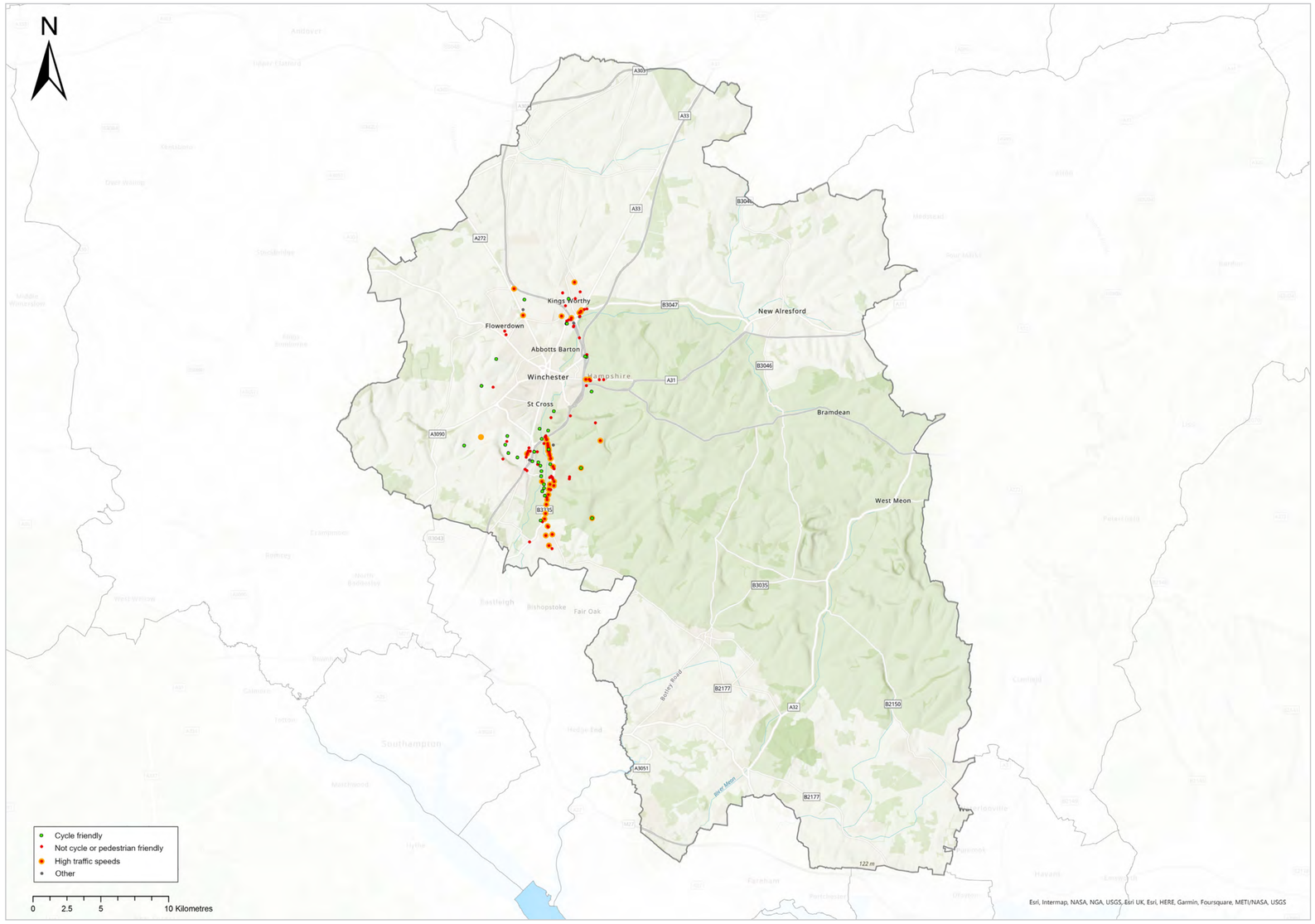


Figure 19 – Stakeholder engagement – Mini Holland engagement

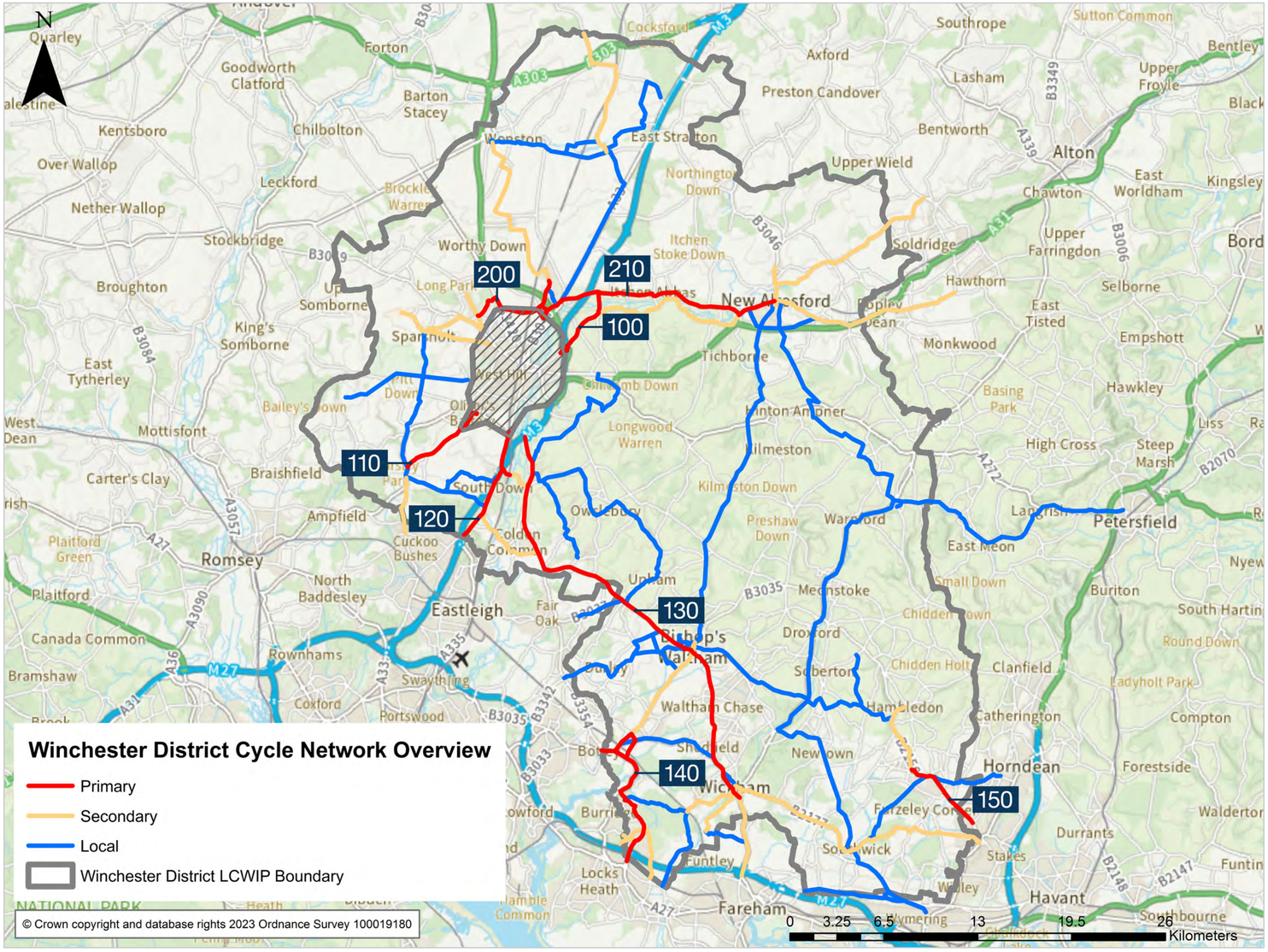


Figure 20 – Winchester LCWIP District Focus Cycle Network Overview Map

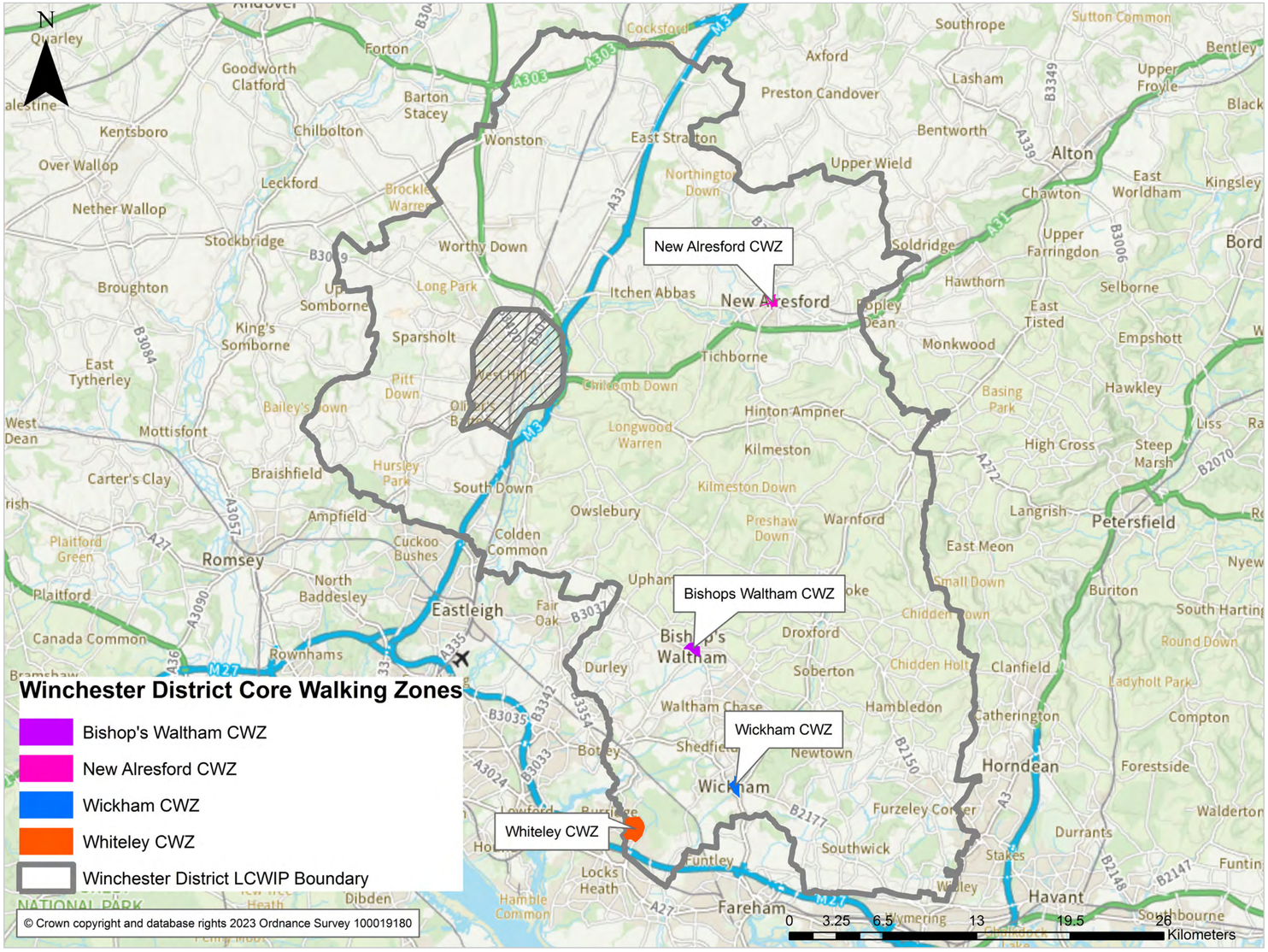


Figure 21 – Winchester LCWIP District Focus Core Walking Zones

Walking audit (Core Walking Zones)

Walking interventions toolkit

Dropped kerbs w/tactile paving

Necessary to create inclusive, accessible crossing points for pedestrians.

Wayfinding

Providing signage with key destinations helps improve the legibility of the pedestrian network.

Raised table

Raised tables at junctions reduce speeds of turning vehicles at side roads or across the entire junction.

Signalised crossing

Signal-controlled crossings comprising either a Pelican/ Puffin for pedestrians or a Toucan which can be shared between pedestrians and cyclists.

Zebra crossing

Pedestrian priority crossing requiring motorists to give way to pedestrians.

Public realm improvements

Adding green infrastructure such as planters, rest areas, cycle parking and other placemaking interventions creates a more welcoming environment for pedestrians.

All images provided by Sustrans unless otherwise noted.

Walking interventions toolkit

Parallel crossing

Similar to a zebra crossing, but with a separate parallel cycle crossing alongside the zebra crossing.

Source: LTN 1/20

Traffic calming

Measures to create slower speed environments can include build-outs, road humps, chicanes and planters.

One-way systems

Reallocating space from the carriageway to support wider footways, cycle facilities and vehicle parking. Can help increase cycle network permeability.

20mph speed zones

Lower speed limits and lower speed zones create safer environments for all, may need to be combined with infrastructure and enforcement changes to ensure compliance.

Continuous footway

Continuous footways extend across side roads at the same level and use coloured paving materials, pedestrians have priority over motor vehicles.

Modal filter

A bollard or planter in the carriageway which people can travel past be walking or cycling. Helps create a low traffic environment by restricting access to motorised through-traffic.

All images provided by Sustrans unless otherwise noted.

Methodology

The Core Walking Zone (CWZ) has been considered using the categories from the Walking Route Audit Tool (WRAT) and the Healthy Streets tool. The WRAT has not been used to calculate the existing condition of the CWZ as the calculations relate to auditing a route rather than a zone. As such, the categories from this and the Healthy Streets Check have been used instead, to provide an assessment. Locations identified for improvement are shown on the associated maps and are detailed in the paragraphs for each zone.

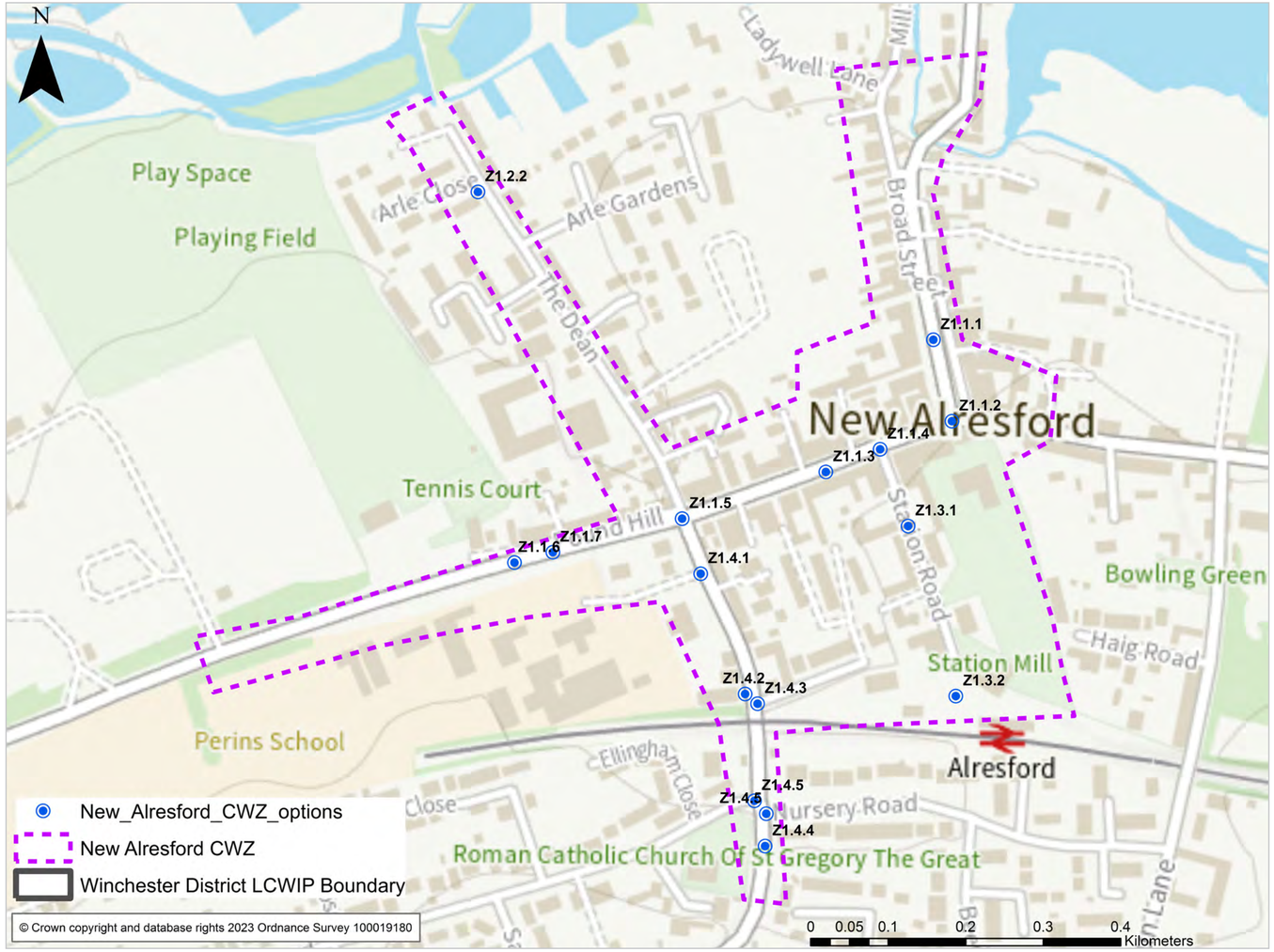
The core principles for consideration in the WRAT are:

- attractiveness;
- comfort;
- directness;
- safety;
- coherence.

The core principles for consideration in the Healthy Streets Check are:

- everyone feels welcome;
- easy to cross;
- shade and shelter;
- places to stop and rest;
- not too noisy;
- people choose to walk, cycle and use public transport;
- people feel safe;
- things to see and do;
- people feel relaxed;
- clean air.

Z1 New Alresford Core Walking Zone



Z1 New Alresford Core Walking Zone

Zone description

New Alresford is a historic market town located approximately 13km north east of Winchester City. It is one of two of the largest market towns (along with Bishop's Waltham) in the Winchester District. New Alresford is situated in a gateway location to the South Downs National Park and is a service centre for a wider rural population providing a number of key facilities including medical provision, shops, library, education and sports facilities.

It is known for its colourful Georgian architecture and has a mix of wide streets and narrow passageways. Due to its character and large number of listed buildings, the three main medieval streets (West Street, East Street and Broad Street, as well as Pound Hill and The Soke) make up a designated conservation area. The centre of the town also is designated as a primary shopping area with active shopping frontages supporting the centre as a vibrant and attractive retail destination.

The main focus of the town centre is a large T-junction (West Street/East Street/Broad Street) off which the primary shops and other amenities are located.

There is a railway station in New Alresford that serves the Watercress Line heritage railway, which runs from New Alresford to Alton.

New Alresford is well known locally as a centre for watercress production and hosts an annual watercress festival – using the town centre space to accommodate the thousands of visitors that come to celebrate the area and its watercress history.

The CWZ for New Alresford includes the built-up core of the town centre shown on the map above. It includes the retail area of Broad Street, East Street and West Street. West Street connects the streets in the CWZ including Station Approach, The Dean, Jacklyns Lane and The Avenue/Pound Hill.

Key connections to the Town Trust and Parish Council buildings, heritage steam railway, the secondary school, church and the River Arle and its walking trail are all considered.

The streets are lit and generally have a good level of natural surveillance. There are trees which help to balance the visual impact of traffic and on-street parking in places such as Broad Street, although Broad Street is dominated by car parking. A 30mph speed limit covers the area.

There are two site allocations (mixed use) in the emerging Winchester City Council Local Plan in New Alresford; one of which is located partially within the CWZ boundary (The Dean, which has been partially completed) and the other is located to the south east of the CWZ (Sun Lane). These two allocations along with new sites to be allocated in the emerging Neighbourhood Plan and additional windfall allowance mean that over the plan period (2019-2039) there will be approximately an additional 700 homes built in New Alresford. For the existing and future residents, it is important that the connections for people walking to, from and around the town meet the needs of the people using them. There are challenges in achieving this due to the historic nature of the town which has a number of narrow alleyways which are not accessible for all users, especially those with mobility issues, but also some very wide roads that create issues of severance in the town. There are, however, many opportunities to improve the environment for people walking, wheeling and cycling – the two former are explored in the potential options set out in the audits below.

Z1.1 Broad Street/B3046 and West Street/Pound Hill/The Avenue/B3047

Existing conditions

Broad Street and West Street form the core retail area for the walking zone. Where they meet, there is a pedestrian refuge. Traffic flows feel fairly high in this location. Both streets have some benches.

Broad Street has the character of a busy centre, evidenced by the number of shops, pedestrians and parked cars. The tree-lined streets partially counter the visual impact of the motor vehicles and provide an element of shade and shelter.

West Street has the character of a high street, and the bus stop provides shade and shelter.

West Street leads to The Avenue and on to the Parish Council and Town Trust offices. There is a change in character in this area, with more green infrastructure evident.

Overall, the CWZ lacks wayfinding to the schools, leisure centre and River Arle. It is suggested that wayfinding signs are installed in key locations.

Barriers to walking

Parked cars and high traffic levels form barriers to movement and crossing. There is a lack of sufficient crossing points, even in locations with three or more traffic lanes. Some locations lack pavements or have narrow pavements due to additional traffic lanes, and during the audit there was evidence of cars parked on the pavements.

There is a single crossing facility on each of the retail streets. The Broad Street/East Street and West Street junction lacks tactile paving and has limited cycle parking facilities. Parts of the pavements are narrow and suitable only for single-file movements.

Potential options

Z1.1.1

For the area around Broad Street, consider a redesign for this area to increase the available space for people to move and spend time in. Space for parked and moving cars could be rationalised and more seating could be added, and a public space, such as a square, could be created.

Z1.1.2

At the B3046/East Street and West Street junction, consider junction tightening and installing a continuous footway across the junction, or a raised table across the whole junction, with tactile paving. Access for buses and agricultural vehicles will need to be taken into account for any alterations in this location.

Z1.1.3

On West Street, the pavements are further narrowed by shop billboards/A-frames – consider rationalising these or finding alternative ways to advertise shops. Widen pavements in places where they are narrow. Through Hampshire County Council's Community Funded Highway Infrastructure scheme, New Alresford Town Council has been working with HCC and WCC to develop plans to enhance a section of the pavement on West Street between Station Road and Jacklyns Lane.

West Street also forms part of the primary cycle route 210 and measures to reduce the parking spaces would need to be considered in line with the provision of segregated cycling facilities.

Z1.1.4

Consider tightening the junction and installing a continuous pavement at the West Street/Station Road junction.

Z1.1.2 – B3046/East/West Street junction

Z1.1.3 – West Street

Z1.1.1 –Broad Street

Z1.1.4 – West Street/Station Road junction

Z1.1.5

At the West Street/The Dean/Jacklyns Lane B3046/ Pound Hill junction, consider installing continuous footways over the side roads, or a raised table with tactile paving. The current crossing points are away from the desire lines of people walking. Gateway treatments could also be introduced to signal a change in environment at the entry to the centre. Consider formalising the informal crossing on West Street. Changes at this junction would need to be made in conjunction with junction designs to facilitate people cycling for Route 210.

Z1.1.5 – West Street/The Dean/Jacklyns Lane/Pound Hill junction

Z1.1.6

At Pound Hill/The Avenue/B3047, consider widening the pavement on the northern side of the road. This may require changes to parking provision for residents in some locations. Consider widening the pavement on the southern side between the fire station and the entrance to Perins School and widen the pavement on the southern side west of the Perins School junction.

Z1.1.6 – Pound Hill/The Avenue

Z1.1.7

At the Pound Hill/B3047 Perins School junction, consider installing a continuous footway over the junction with Perins School.

Z1.1.7 – Pound Hill/Perins School junction

Z1.1.8

Consider wayfinding and a 20mph zone, with appropriate infrastructure, for the whole area.

Z1.2 The Dean

Existing conditions

The Dean has a mix of residential and business uses and during the audit was observed to have low traffic flows. It leads on to the River Arle and a walking trail. There are some industrial uses located towards the southern end. Although there are trees, there is no seating or shelter in this location. There is a 30mph speed limit and on-street parking.

Z1.2.1 and Z1.2.2 – The Dean/Arle Close junction

Barriers to walking

The road has narrow pavements and lacks dropped kerbs and tactile paving in places. Junctions have wide bellmouths.

Potential options

Z1.2.1

Consider installing continuous footways and tightening bellmouths over side roads for the full length of The Dean. Alternatively, consider the provision of tactile paving and dropped kerbs, although the former option would better enhance space for pedestrians.

Z1.2.2

Consider widening the pavements between Arle Close and the B3047 on the western side, where possible.

Z1.2.3

Consider wayfinding and a 20mph zone, with appropriate infrastructure, for the whole area.

Z1.3 Station Road

Existing conditions

Station Road starts at West Street and runs to the Watercress Line – a heritage steam railway. It also connects to a hotel, GP surgery and a gym. It has on-street parking on the eastern side. The street has traditional street lighting and natural surveillance. It lacks shade and shelter.

Barriers to walking

Pavements are narrow and come to an end on the eastern side of the road at The Mill. The western side lacks a pavement by the public convenience/GP and lacks crossing facilities to link pedestrians to the east.

Potential options

Z1.3.1

Consider widening pavements along the full length of the road. This may require rationalisation of on-street parking.

Z1.3.2

A pavement or improved walking route from The Mill to the New Alresford Railway Station car park, and within the car park itself, could be considered. If this is not possible, consider redesigning as a pedestrian priority zone. Consider providing cycle parking.

Z1.3.3

Consider wayfinding and a 20mph zone, with appropriate infrastructure, for the whole area.

Z1.3.1 – Station Road

Z1.3.2 – New Alresford Railway Station car park

Z1.4 Jacklyns Lane/B3046

Existing conditions

The street has pavements on both sides and double yellow lines for the full length of the walking zone. It has street lighting and mature trees on the western side of the pavement that provide shade. Like West Street, it is a bus route. Perins School car park entrance is on this street, which is served by multiple buses daily.

Barriers to walking

The street appears to have medium traffic flows, with narrow pavements in parts, including through the section of pavement as you walk underneath the railway bridge. Roots from the mature trees on the west side of the street create uneven surfaces. There is no seating in this location for people to stop and rest.

Potential options

Z1.4.1

Consider installing a continuous footway on Jacklyns Lane at the junction of with Perins School.

Z1.4.2

Consider a pinch point/build-out near the Methodist Church on Jacklyns Lane to slow motor vehicles down and improve the crossing point to the church. Consider adding an informal crossing, with tactiles and dropped kerbs.

Z1.4.3

Consider installing a continuous footway across the junction of Jackylns Lane and Station Approach.

Z1.4.4

Consider widening the pavement on the eastern side of the road from the railway bridge to the uncontrolled pedestrian crossing and removing/replacing the barrier from the link with Lime Road to improve access.

Z1.4.5

Consider installing continuous footways across Nursery Road and Grange Road, and tighten bellmouths.

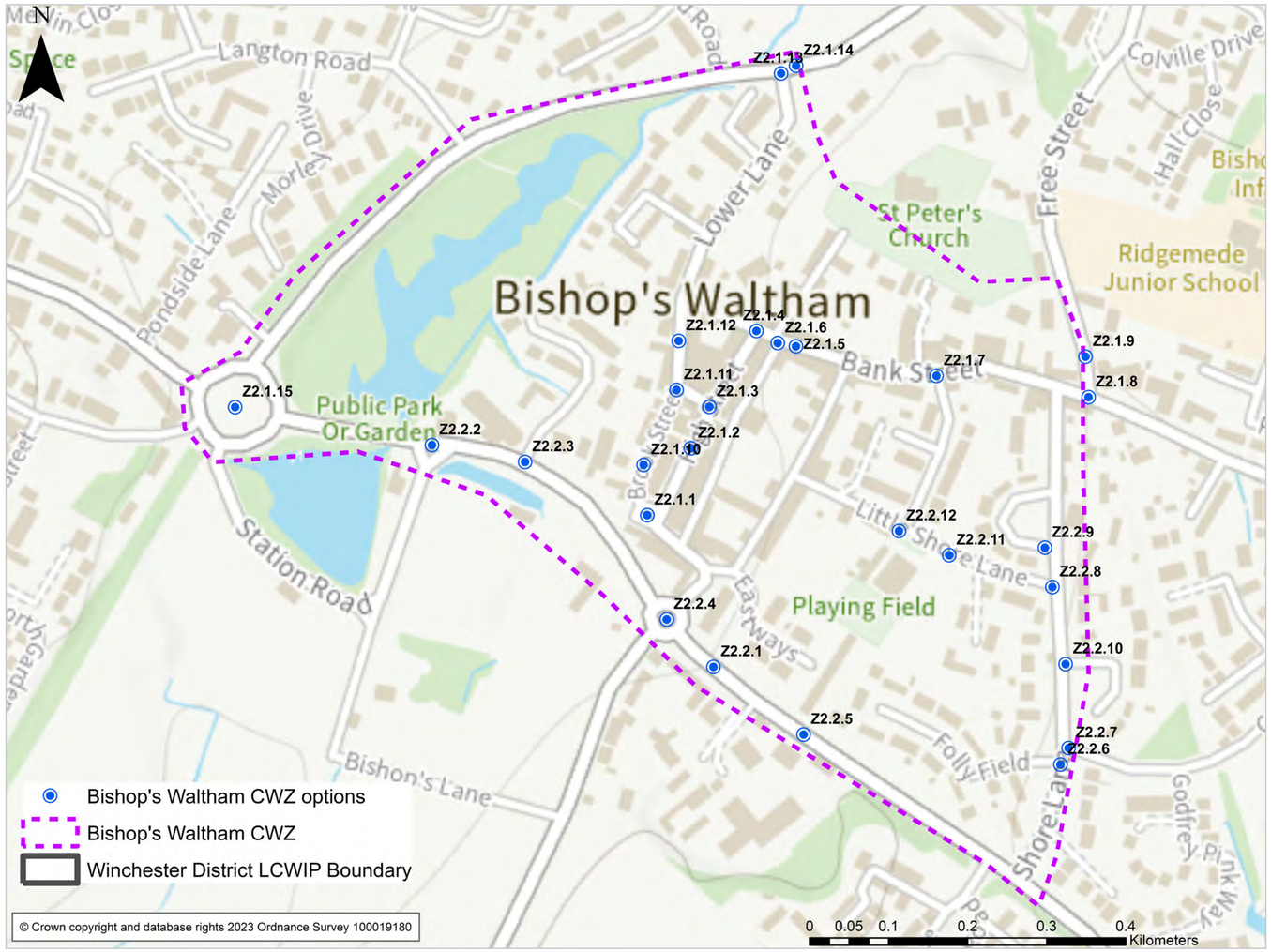
Z1.4.6

Consider wayfinding and a 20mph zone, with appropriate infrastructure, for the whole area.

Z1.4.1 – Jacklyns Lane/Perins School junction

Z1.4.4 – Jacklyns Lane

Z2 Bishop’s Waltham Core Walking Zone



Z2 Bishop’s Waltham Core Walking Zone

Zone description

Bishop’s Waltham is a historic and thriving market town in an attractive rural setting which borders the South Downs National Park to the north. The town centre has much historic interest including the Bishop’s Palace and fish ponds, which are both scheduled monuments. Part of the town centre is a designated conservation area with over 100 listed buildings in the settlement, the majority of which are located around the town centre. The centre of the town is also designated as a primary shopping area, with active shopping frontages supporting the centre as a vibrant and attractive retail destination.

The town centre acts as a service centre for a wider rural population providing a number of key facilities including medical provision, shops, library, education and sports facilities. The high street has a wide range of independent shops including restaurants, coffee shops, pubs and local businesses.

The emerging WCC Local Plan sets out that there is capacity for the development of about 700 houses in Bishop’s Waltham, the majority of the sites are located on the periphery of the settlement.

The CWZ includes the built-up town centre and is bounded by the B3035 to the north, B2177 to the south and Shore Lane to the east.

The CWZ includes retail areas, a number of historic buildings and streets, including the High Street, Cross Street, Brook Street, Lower Lane, Basingwell Street, Bank Street, Little Shore Lane and St Peter’s Street. There are no fully pedestrianised areas throughout the zone, although the historic nature of the village, with narrow streets, characterful buildings and narrow pavements, does mean that motor vehicle speeds on most roads generally feel quite low.

The CWZ zone also includes key roundabouts on the B2177 and B3035 where traffic speeds and volumes are higher. There is a large car park behind the main shopping area.

Key connections include the historic ruins of Bishop’s Waltham Palace, the long-distance walking and cycling route known as the Pilgrim’s Trail, Bishop’s Waltham Pond, the main shopping area, the Parish Council building, a nursery school and the library.

St George’s Square – the town square area – is predominantly made up of carriageway, has a town centre clock, with shade and shelter at the bus stop and additional seating, together with cycle parking.

Locations identified for improvement are shown below along with potential options to achieve these.

Z2.1 Bishop's Waltham centre

Existing conditions

For audit purposes the CWZ has been split; the first part of the audit covers the centre and the second part looks at the B2177 main road.

The CWZ for Bishop's Waltham has narrow historic streets with pretty local shops. There is a 30mph speed limit covering most of the zone with the exception of the B3035 which has a speed limit of 40mph. Street lighting is present and most of the zone has good natural surveillance, with the exception of some areas off Little Shore Lane. The B3035 has street lighting but no natural surveillance.

The CWZ also has areas with trees, including along the B3035. The pond area provides things to see and do, as well as places to stop and rest, and North Basingwell Street, Little Shore Lane and St Peter's Street are quieter streets.

Parts of High Street and Cross Street have block paving, reflecting their place function.

Barriers to walking

The historic nature of the town means many parts of the CWZ are missing pavements, or the pavements are very narrow as the buildings are close to the road edge.

Overall, there is a lack of crossing facilities in terms of tactile paving and dropped kerbs, with some locations having dropped kerbs on one side only and/or dropped kerbs are off the desire line. Installation of continuous footways should be considered for the different junctions across the zone.

Vehicles parked on either side of the road on the High Street are a barrier to people crossing and outdoor dining furniture and product displays reduce the available pavement space for people walking.

The walking zone also includes key roundabouts linked to the B2177 and B3035, which lack crossing facilities on some arms.

High levels of traffic are a barrier to walking and cycling both within the village centre and on the main roads.

There is an overall lack of consistent wayfinding, particularly from the High Street – Basingwell Street car park to the Parish Council/nursery school and St John Ambulance building.

Potential options

Z2.1.1

The area of St George's Square is currently under-utilised. It is mainly used as a bus stand/stop and has very narrow pavements. Consider expanding and redesigning the whole square area to increase legibility, permeability, sense of place and connectivity to the High Street, whilst retaining the turning room for the buses.

Z2.1.2

On the High Street, consider widening the pavements to provide more space for walking and outdoor seating. This would require a reduction in on-street parking. This could be facilitated by further reducing or removing traffic movements with exceptions for delivery vehicles, cycling and Blue Badge holders – particularly considering the proximity to the central car park.

Z2.1.3

At the High Street/Cross Street junction, consider providing continuous crossing or add tactile paving to dropped kerbs.

Z2.1.4

At the High Street/Bank Street junction, consider providing continuous footway and/or dropped kerbs and tactile paving. Tighten the junction if possible.

Z2.1.5

On Bank Street, consider increasing pavement widths where possible. Consideration should be given to turning Bank Street into a one-way for motor vehicle movements to enable wider pavement provision.

Z2.1.6

Consider tightening the junction to reduce the crossing distance and add a continuous footway or dropped kerb and tactile paving at Bank Street/Houchin Street.

Z2.1.7

Consider providing a continuous footway or dropped kerb and tactile paving at Bank Street/Malvern Close.

Z2.1.1 – St George's Square

Z2.1.2 – High Street

Z2.1.3 – High Street/Cross Street junction

Z2.1.8
At the junction between Bank Street/Free Street/Hoe Road, consider tightening the junction to reduce the crossing distance and install a continuous footway. Alternatively, a raised table could be considered to cover the whole junction, with tactile paving.

Z2.1.9
Consider widening pavements where possible and add a crossing point to the library on Free Street.

Z2.1.10
Consider installing continuous footways across residential accesses on Brook Street.

Z2.1.11
Install a continuous footway at the junction of Brook Street/Cross Street.

Z2.1.12
Tighten junctions and install continuous footways on residential access roads along Lower Lane. Widen pavements where space allows.

Z2.1.13
Consider tightening the junction and installing a continuous footway at Lower Lane/B3035 junction.

Z2.1.14
On the B3035, consider speed reduction from 40mph to 30mph. Consider resurfacing and widening the pavements to provide both pedestrian and cycle facilities.

Z2.1.15
At the Old Station roundabout (B3035/B2177) consider crossing provision on all arms of the roundabout as there are no formal crossings at present. This is particularly important given the link here to the Pilgrim's Trail long-distance walking and cycling route, but also to local trip attractors such as the supermarket.

Consider changes at this junction in conjunction with proposals in primary cycle route 130 for cycle priority and continuity, and the potential for Dutch-style roundabout.

Z2.1.4 – High Street/Bank Street junction

Z2.1.7 – Bank Street/Malvern Close junction

Z2.1.5 – Bank Street

Z2.1.8 – Bank Street/Free Street/Hoe Road

Z2.1.6 – Bank Street/Houchin Street junction

Z2.1.9 – Free Street

Z2.1.10 – Brook Street

Z2.1.12 – Lower Lane

Z2.1.15 – Old Station roundabout

Z2.1.11 – Brook Street/Cross Street

Z2.1.13 – Lower Lane/B3035 junction

Z.2.2 B2177

Existing conditions

The B2177 provides a link to Wickham to the south, which is another historic market town. It also forms part of primary cycle route 130. Bishop's Waltham Palace and the Pilgrim's Trail are accessed here.

The road has street lighting and has some natural surveillance by Botley roundabout and some to the south after the junction with Botley Road.

The road has some trees and seating areas to the northern side, as well as pavements on either side of the road. The Bishop's Waltham Pond is also visible on the northeastern side of this road.

Barriers to walking

The B2177 has narrow sections of pavement and mostly informal crossing points, primarily located by the two main roundabouts, and one crossing by a supermarket. The crossing facilities at the roundabouts lack tactile paving and dropped kerbs, and pedestrians do not have priority here. Motor vehicle movements and volumes feel high, making it difficult to cross and less pleasant to walk.

Potential options

Z2.2.1

On the B2177 (between Old Station Roundabout and Botley Road Roundabout) consider speed reduction in the area from 30mph to 20mph. Widen pavements on either side of the road up to the junction with Botley Road. Tighten junctions and install continuous footways over side roads and business accesses.

Investigate the potential to install a formalised crossing by the supermarket.

Changes here would need to take into account the primary cycle route 130, which proposes a segregated cycle route.

Z2.2.2

On the B2177 at the Station Road junction, consider reconfiguring the junction to a standard T-junction, with associated changes in speed limit on the B2177 if required. Install a continuous footway. Consider reducing the access on the northern side of Station Road or adding a modal filter. Add a crossing over the B2177 at the pond, as this is also a desire line.

Z2.2.3

At the B2177/Malt Lane junction reduce the bellmouth and consider installing a continuous footway, subject to HGV access for the supermarket.

Z2.2.4

On all arms of the B2177/Botley Road roundabout, consider improvements for people walking, which could include formalising the crossing points, reducing the number of entrance and exit lanes, widening pedestrian refuges and adding tactile paving where it is missing.

Changes at this junction will need to take into account proposals for cycle priority and continuity proposed in primary cycle route 130.

Z2.2.5

There are two footpaths between Houchin Street (B2177/Botley Road roundabout) and Shore Lane; one along the roadside and another set back and elevated behind trees. The latter provides a pleasant alternative to walking alongside traffic but is narrow and hilly at the start. Consider widening the pavement here or, alternatively, increase the pavement width next to the road on B2177.

Changes at this junction will need to take into account proposals for pavement widening to accommodate the shared use path proposed in primary cycle route 130.

Z2.2.6

Along Shore Lane, consider extending and widening the pavements where possible and consider adding shade and seating. Consider adding continuous footways across all side roads along Shore Lane.

B2177/ Shore Lane junction forms part of primary cycle route 130 to provide cycle priority and continuity.

Z2.2.7

At the Shore Lane/Cricklemede junction, tactiles are missing and there is a wide bellmouth. The crossing is off the desire line. Consider tightening the junction to reduce bellmouth and install a continuous footway.

Z2.2.8

Consider installing a continuous footway at the Shore Lane/Little Shore Lane junction.

Z2.2.9

The crossing point at the Shore Lane/Shore Crescent junction is off the desire line. Consider adding continuous footway.

Z2.2.10

The Shore Lane/Penford Paddock junction is missing tactile paving and the kerb appears to be in need of repair. Pavements along Penford Paddock are also narrow. Consider installing tactile paving or a continuous footway and widening the pavement on Penford Paddock.

Z2.2.11

Little Shore Lane is very narrow and has no pavements for most of the route. There is also very little street lighting. Consider measures to support very low vehicle speeds and lighting to improve pedestrian comfort. Install a dropped kerb and tactile paving at the Jubilee Hall car park entrance.

Z2.2.12

As above, consider improving pedestrian comfort along Little Shore Lane and access for the nursery and Jubilee Hall/Town Council/St John Ambulance, and ensure wayfinding is improved.

Z2.2.1 – B2177

Z2.2.4 – B2177/Botley Road roundabout

Z2.2.8 – Shore Lane/Little Shore Lane junction

Z2.2.11 – Little Shore Lane/Jubilee Hall car park entrance

Z2.2.2 – B2177/Station Road junction/Bishop's Waltham Palace

Z2.2.5 – B2177 (South) – between Houchin Street and Shore Lane

Z2.2.9 – Shore Lane/Shore Crescent junction

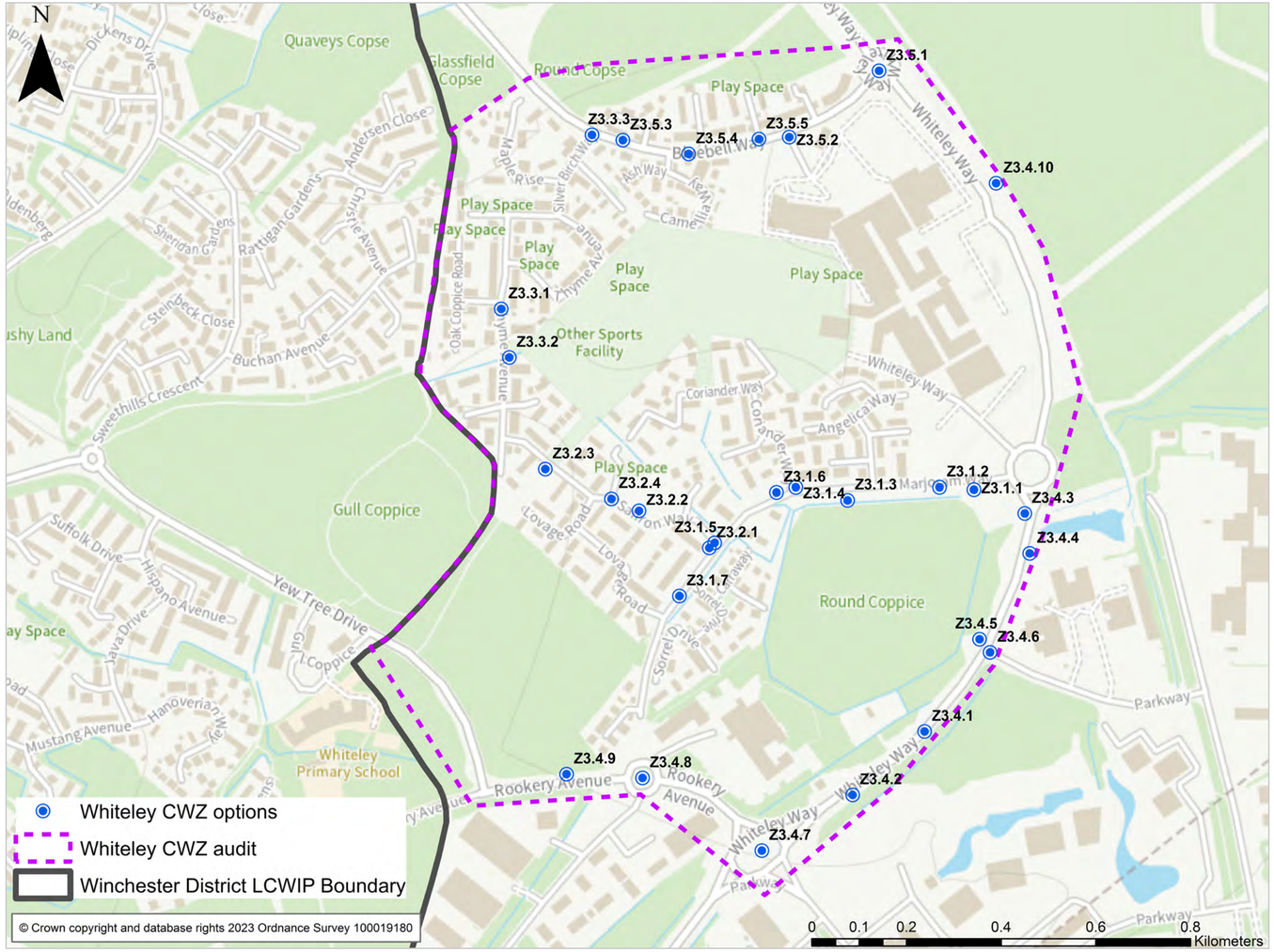
Z2.2.12 – Little Shore Lane/St John Ambulance/ Nursery school entrance

Z2.2.3 – B2177/Malt Lane junction

Z2.2.7 – Shore Lane/Cricklemede junction

Z2.2.10 – Shore Lane/Penford Paddock junction

Z3 Whiteley Core Walking Zone



Z3 Whiteley Core Walking Zone

Zone description

For the purposes of this LCWIP, the Whiteley CWZ has been defined as the built-up area to the north and west of the Whiteley shopping village (see map above).

This CWZ differs from the other CWZs in the Winchester District as it includes a purpose-built shopping village. Originally built as an outlet centre, Whiteley village has since transformed into a modern retail high street. The shopping village itself is private land and, as such, is not included in the audit as Hampshire County Council has no influence over its design and layout. The connections to and from the shopping village are, however, included in this audit as the shopping village functions as a local centre for the area and has a range of services including shops, a leisure centre, cafes, restaurants and a cinema.

The shopping village has a large amount of car parking on site (free for the first four hours). This, coupled with the transport network around Whiteley, generates a large amount of motor vehicle traffic from outside of the CWZ.

The access points to the shopping village for people walking and driving are predominately separate. There are three main access points for people driving (two off Whiteley Way and one off Bluebell Way) and there are numerous access points for people walking to the shopping village – the majority of these are footpaths from the residential streets around the shopping village.

The CWZ can be divided into two main sections – the residential area, and the access roads from the motorway and business park. These areas have very distinct characters and barriers.

The residential part includes Marjoram Way, Saffron Way and Thyme Avenue and their associated residential streets. There are a number of Local Equipped Areas of Play (LEAPs) and Local Areas of Play (LAPs) located throughout the residential areas.

The residential area also has footpaths connecting the roads, which makes the area fairly permeable for people walking. The footpaths also connect to the open spaces that are within this CWZ or within close proximity to it. The majority of these footpaths have bollards to ensure that they are only accessible to people walking and cycling and not by people driving.

The access roads section of the CWZ includes Whiteley Way, Bluebell Way, Rookery Avenue and Yew Tree Drive. These roads have been assessed based on their broad characteristics, with Bluebell Way being audited separately due to the different nature of this road.

This audit focuses specifically on the connectivity within the CWZ for people walking from the residential area to the shopping village but also considers links to the large business park located immediately outside the CWZ boundary.

It is important to note that there is a major development site located just outside the CWZ known as North Whiteley. This site was allocated in the Winchester City Council Core Strategy (2013) for approximately 3,500 dwellings and is in the process of being delivered. As of the end of October 2023, 1,265 new dwellings had been constructed.

To ensure that the residents occupying these new homes are able to travel to the shopping village by walking, wheeling and cycling, the connections to Whiteley shopping village from these new houses are critical. Links to this site have also been included in the audit, with reference made to improvements already delivered or planned some time ago through the planning process, including a new 3m wide shared use path and signalised crossing facilities at Parkway South roundabout. More information about these improvements can be found using the following link:

M27 Junction 9 and Parkway South roundabout improvements, Whiteley | Transport and roads | Hampshire County Council (hants.gov.uk)

Z3.1 Marjoram Way

Existing conditions

Marjoram Way runs from the Whiteley Way roundabout to Hyssop Close. It is a long, straight road with a 30mph speed limit and speed cushions in a number of places. There are no properties fronting onto Marjoram Way; however, a number of residential cul-de-sacs are accessed off it including Angelica Way, Coriander Way, Sorrel Drive, Lovage Road and Hyssop Close.

Marjoram Way links to Saffron Way, which also functions as a spine road but differs in that it has properties fronting it.

There are sections of shared use path and pavement on alternating sides of the road with crossing points mainly located at the junctions with the residential cul-de-sacs. There are a number of footpaths that link the residential roads to the shopping village via an open green space located to the west of the shopping village, which has a football pitch, a play park and other associated open green space.

Barriers to walking

Due to the lack of property frontages along Marjoram Way, there is very little natural surveillance which may be a barrier to people walking, especially at night or during the winter.

Pavements are not continuous on both sides of the road, which requires people to cross over multiple times on some routes.

The shared use path is narrow compared with current guidance. Bollards in the centre of this path could be a barrier as they reduce the usable width.

From Whiteley Way roundabout to Coriander Way the lighting provision is mainly angled over the road and not the shared use path. Between Hyssop Close and Lovage Road there is fairly dense tree coverage which, alongside the lack of natural surveillance, makes the footpath feel rather secluded and isolated.

At side road junctions, although there are continuous footways of a sort, bollards intended to prevent pavement parking are reducing the effective width, sometimes to under a metre.

Potential options

Z3.1.1

Consider widening the existing shared use path along Marjoram Way or installing segregated facilities for people walking and cycling. Installing pavements on both sides of Marjoram Way would also improve walking facilities. Removing the bollards located in the centre of the path would increase the usable width and remove unnecessary obstructions.

Z3.1.2

At the crossing point between the Whiteley Way roundabout and the Angelica Way junction, install tactiles and a change of colour in surfacing of the raised table to highlight this as a crossing point. Or, alternatively, install a parallel crossing.

Z3.1.3

Due to the lack of natural surveillance, ensuring adequate lighting along Marjoram Way is very important. A potential option would be to install more and better positioned street lighting which covers both the pavement and the road.

Z3.1.1 – Existing shared use path along Marjoram Way

Z3.1.2 – Crossing point on Marjoram Way leading to the shopping village

Z3.1.3 – Limited surveillance of shared use path along Marjoram Way

Z3.1.4

To increase the usable pavement width at the junctions along Marjoram Way, a potential option would be to remove the bollards at the junctions to ensure that there is more space for people walking and waiting to cross the road.

Z3.1.4 – Bollards at junctions along Marjoram Way

Z3.1.5

Install continuous footways on all side roads.

Z3.1.6

Consider removing the wooden barriers near the junction with Coriander Way. Consider installing some additional benches along Marjoram Way, like the one at the Saffron Way junction.

Z3.1.6 – Wooden barriers near the junction with Coriander Way

Z3.1.7

Consider reducing the design speed of Marjoram Way to 20mph with additional traffic calming and public realm features.

Z3.2 Saffron Way

Existing conditions

Saffron Way is one of the main spine roads in the residential area in the CWZ. It forms a link between Marjoram Way and Thyme Avenue and has a speed limit of 30mph. Lovage Road is a residential road off Saffron Way. It is at the junction of Marjoram Way and Saffron Way that the shared use path along Marjoram Way ends. There is a bench located at this junction, which provides an opportunity for people to stop and rest. There are some speed cushions located along Saffron Way (on the straighter sections) and the presence of parked cars may also help to reduce the speed of motor vehicles along this road.

Saffron Way has a number of residential properties which front onto it; however, due to the position and orientation of some of these, the level of natural surveillance is not continuous along the entire road.

Barriers to walking

There are a number of bollards on the pavement at the Saffron Way/Marjoram Way junction which reduce the available space for walking and could be problematic for people pushing a pram or using a wheelchair due to the reduced pavement width. The southern section of Saffron Way has pavements on both sides, but this provision ends at the open space where the pavement only continues on the western side of the road. However, the pavement's functional width is also reduced here by the presence of a grass verge. About two thirds of the way along Saffron Way, a footpath crosses the road; at this crossing point the road is raised and there is also a change in surface. There are, however, no tactiles. The entrances to the footpath on either side of Saffron Way are restricted in width due to the presence of wooden fencing.

Potential options

Z3.2.1

Remove bollards at the junction of Saffron Way and Marjoram Way to ensure there is more available pavement width.

Z3.2.2

Install crossing points with dropped kerbs and tactiles between the residential properties and the open space provision. Install a pavement on the side of the road where there is currently none and widen the access points to the open space by removing some of the low-level wooden fencing. The open space could benefit from some public realm improvements, for example some seating or features to provide shade and shelter.

Z3.2.3

Where the footpath crosses Saffron Way, widen the crossing point and install tactiles and coloured surfacing to provide more of a contrast. It would also be advantageous to remove or redesign the wooden barriers to provide more space.

Z3.2.4

Consider changing the design speed to 20mph. This is especially important as there is a Local Equipped Area of Play (LEAP) located to the north of the open space provision on this road – a key destination for families and children.

Z3.2.1 – Bollards at the junction of Saffron Way and Marjoram Way

Z3.2.2 – Open space provision on Saffron Way

Z3.2.3 – Footpath crossing Saffron Way

Z3.3 Thyme Avenue/Silver Birch Way

Existing conditions

Thyme Avenue is a residential road which connects to Saffron Way in the south and Silver Birch Way in the north of the CWZ. It has a speed limit of 30mph. It has a number of cul-de-sacs that route off it, including Oak Coppice Road and Rowan Close.

Silver Birch Way links Thyme Avenue to Bluebell Way and also has a number of residential cul-de-sacs leading off it, including Maple Rise and Kingswood Close.

Barriers to walking

Thyme Avenue is characterised by lots of residential properties fronting it, which means it has good levels of natural surveillance. However, this also means that there are a high number of motor vehicle crossovers. There are speed cushions and the presence of parked cars in the road provides a natural traffic calming feature. The pavement is fairly narrow in some places.

A shared use path called Strawberry Track crosses Thyme Avenue. Strawberry Track connects the shopping village to a number of roads in Whiteley and also Yew Tree Drive (part of the CWZ audited below). It forms a primary connection for people walking in Whiteley to the shopping village. At the Thyme Avenue/Strawberry Track intersection there is a community noticeboard, a planter and a wayfinding information board. However, there is also a wooden fence/barrier which reduces the width. This could be problematic for people with mobility issues in part due to the staggered nature of the entrance to Strawberry Track.

Silver Birch Way is a small length of road which forms a key connection from Thyme Avenue to Bluebell Way. At its junction with Bluebell Way there are dropped kerbs and tactiles; however, the junction geometry is fairly wide and there is no continuous footway here.

Maple Rise is a side road from Silver Birch Way. During the audit, cars were parked partially on the pavement, reducing the available pavement width. There are footpaths to access Bluebell Way from Maple Rise.

Potential options

Z3.3.1

Consider reducing the speed environment on all the residential roads in this section to 20mph.

Z3.3.2

The Thyme Avenue/Strawberry Track intersection could benefit from some additional facilities including a bench and other place-making improvements. Installing tactiles and having a bigger contrast in colour of the raised crossover could also be considered.

Z3.3.3

The Silver Birch/Bluebell Way junction could benefit from the installation of a continuous footway.

Z3.3.2 – Thyme Avenue/Strawberry Track intersection

Z3.3.3 – Junction of Silver Birch Way and Bluebell Way

Z3.4 Whiteley Way/Rookery Ave/ Yew Tree Drive

Existing conditions

Whiteley Way is a main distributor road in Whiteley and it is also a key route to the strategic road network. It connects Whiteley shopping village to the M27 to the south and to Bluebell Way to the north. It is a busy road with high volumes of traffic. There are three large roundabouts along Whiteley Way and one on Rookery Avenue within the defined CWZ. Parkway South roundabout to the south of the CWZ has recently been upgraded and now has four traffic lanes and signalised crossing facilities on each arm.

The speed limit on Whiteley Way within the boundary of this CWZ is 40mph; however, its proximity and access to the M27 means many people driving along this road have just left the motorway and the speed of traffic here feels very high. The road alignment of Whiteley Way is fairly straight, and the area feels very car dominated.

There are no residential properties fronting onto Whiteley Way; however, it does provide access to both the Solent Business Park and Whiteley shopping village. Whiteley Way also links to residential areas via Rookery Avenue, Marjoram Way and Bluebell Way.

Yew Tree Drive connects to Rookery Avenue and provides access to a residential area outside of the CWZ. It is the only road of these three which has traffic calming features.

Barriers to walking

The roundabouts located along Whiteley Way and Rookery Avenue feel intimidating to cross – even the Parkway South roundabout that has signalised crossing facilities on each arm is not a pleasant experience due to the volume and speed of motor vehicles and the need to cross four lanes of traffic. The roundabouts that do not have any signalised crossing facilities (Rookery Avenue roundabout, Whiteley Way roundabout, and the Whiteley Farm roundabout) are unwelcoming to cross and feel car dominated.

Due to the level of traffic, it is a noisy environment and not a pleasant place to walk. There is a lack of continuous footpaths along Whiteley Way.

There is a shared use path along the entire length of Whiteley Way/Rookery Ave/Yew Tree Drive; however, it is narrow and not wide enough to comfortably accommodate people walking and cycling.

There is street lighting along Whiteley Way; however, it is positioned over the road and not the shared use path. The path is also not continuous on both sides of the road. This forces people using the path to cross the road more often than should be necessary. The roundabout on Rookery Avenue has poor surfacing where people cross, missing tactiles and little in the way of infrastructure to prioritise people walking. The surface quality of the shared use path is generally poor throughout.

There are a few examples along Whiteley Way, Rookery Avenue and Yew Tree Drive of bus stops located on the side of the road where there is no pavement, waiting area or crossing facility.

In some locations there is no infrastructure for people walking – for example, footpaths ending without alternative provision, and in some places the total absence of footpath, such as the northern side of the road between the Whiteley Way and Whiteley Farm roundabouts.

Potential options

Z3.4.1

Consider reducing the speed environment along Whiteley Way to 30mph.

Z3.4.2

Install/relocate lighting to ensure it covers the pavement along the entire length of these roads.

Z3.4.3

At the Whiteley Way roundabout, remove the guard rail and install crossing facilities (potentially signalised) to enable people walking to safely cross here to provide access to the shopping village.

Z3.4.4

Widen the existing shared use path or consider installing separate facilities for people walking and cycling. Where there is available space, relocate the pavement further away from the road; this has been done in some sections and provides a more pleasant walking environment.

Z3.4.5

On the section of Whiteley Way between the Parkway South roundabout and the Whiteley Way roundabout consider installing a crossing facility and continue the pavement/shared use path on the side of the road where it currently ends.

Z3.4.6

At the Whiteley Way/Parkway junction install tactile paving and tighten the bellmouth to make the crossing point for people walking shorter. Install an informal crossing. Another option would be to install a signalised crossing facility in this location.

Z3.4.7

Consider redesigning the Parkway South roundabout to make it smaller and easier to cross. Any future redesign of this roundabout will need to consider the use of this road as a route to the strategic road network.

Z3.4.8

Consider installing formal crossings on all arms of the Rookery Avenue roundabout.

Z3.4.9

On Rookery Avenue install crossing facilities to support access to bus stops.

Z3.4.10

Consider installing pavements on sections within the CWZ that currently have none. An example of this would be on the northern side of Whiteley Way in between the Whiteley Way roundabout and the Whiteley Farm roundabout.

Z3.4.3 – Approach to Whiteley Way roundabout

Z3.4.6a – Whiteley Way/Parkway junction

Z3.4.7 – Signalised crossing on Parkway South roundabout

Z3.4.9 – Bus stop on Rookery Avenue

Z3.4.4 – Whiteley Way shared use path between Parkway and Whitely Way roundabouts

Z.3.4.6b – Whiteley Way/Parkway junction

Z3.4.8 – Rookery Avenue roundabout

Z3.4.10 – Whiteley Farm roundabout

Z3.5 Bluebell Way

Existing conditions

Bluebell Way runs along the northern boundary of Whiteley shopping village. There are residential properties located along the northern side of the road and the shopping village is located to the south. It has a 30mph speed limit. Connecting Bluebell Way to Whiteley Way is Whiteley Farm roundabout. A new arm to this roundabout has recently been constructed to serve the new planned residential development to the north of Whiteley shopping village. This new development can also be accessed via the western end of Bluebell Way which has recently been constructed to make this link. This makes Bluebell Way a key link road to the new development. There is an access point to Whiteley shopping village off Bluebell Way.

There are double yellow lines along the section of Bluebell Way which falls within the CWZ. This results in a fairly wide and straight road with no significant traffic calming features apart from a limited number of speed cushions. There is pavement along both sides of Bluebell Way; however, due to the alignment of the road, walking along here feels very car dominated.

There are dropped kerbs and tactiles in some locations which provide informal crossing locations to cross Bluebell Way.

Barriers to walking

Whiteley Farm roundabout, which serves the new development to the north of the CWZ, currently does not have any crossing facilities for people to cross from the new development to access the shopping village.

The environment along Bluebell Way is fairly noisy due to the volume and type of traffic. Construction traffic associated with the development of the strategic allocation uses this road and during the audit other large motor vehicles, including a tractor, were observed using Bluebell Way.

The vehicular access point to the shopping village off Bluebell Way has a wide junction geometry, making it harder to cross. There are no signalised crossing points or refuge islands along Bluebell Way for the people who live across the road who want to access the shopping village. The demand for crossing facilities will increase when the strategic allocation is fully built and occupied.

Potential options

Z3.5.1

Consider providing crossing facilities on all arms of Whiteley Farm roundabout. This will be especially important to facilitate safe access from the new residential development.

Z3.5.2

Tighten junction geometry of the vehicular access to Whiteley shopping village off Bluebell Way and install a continuous footway here to reinforce priority for people crossing here.

Z3.5.3

Consider installing raised tables at the points along Bluebell Way which currently have dropped kerbs and tactiles to make the locations where people cross more prominent. These raised table crossings will not only enhance priority for people crossing at these locations but could also provide a traffic calming feature to slow traffic using this road.

Z3.5.4

Another potential option in this location would be to reduce the speed environment on Bluebell Way to 20mph. This speed could be reinforced with raised table crossing points located along the road, as suggested in Z3.5.3.

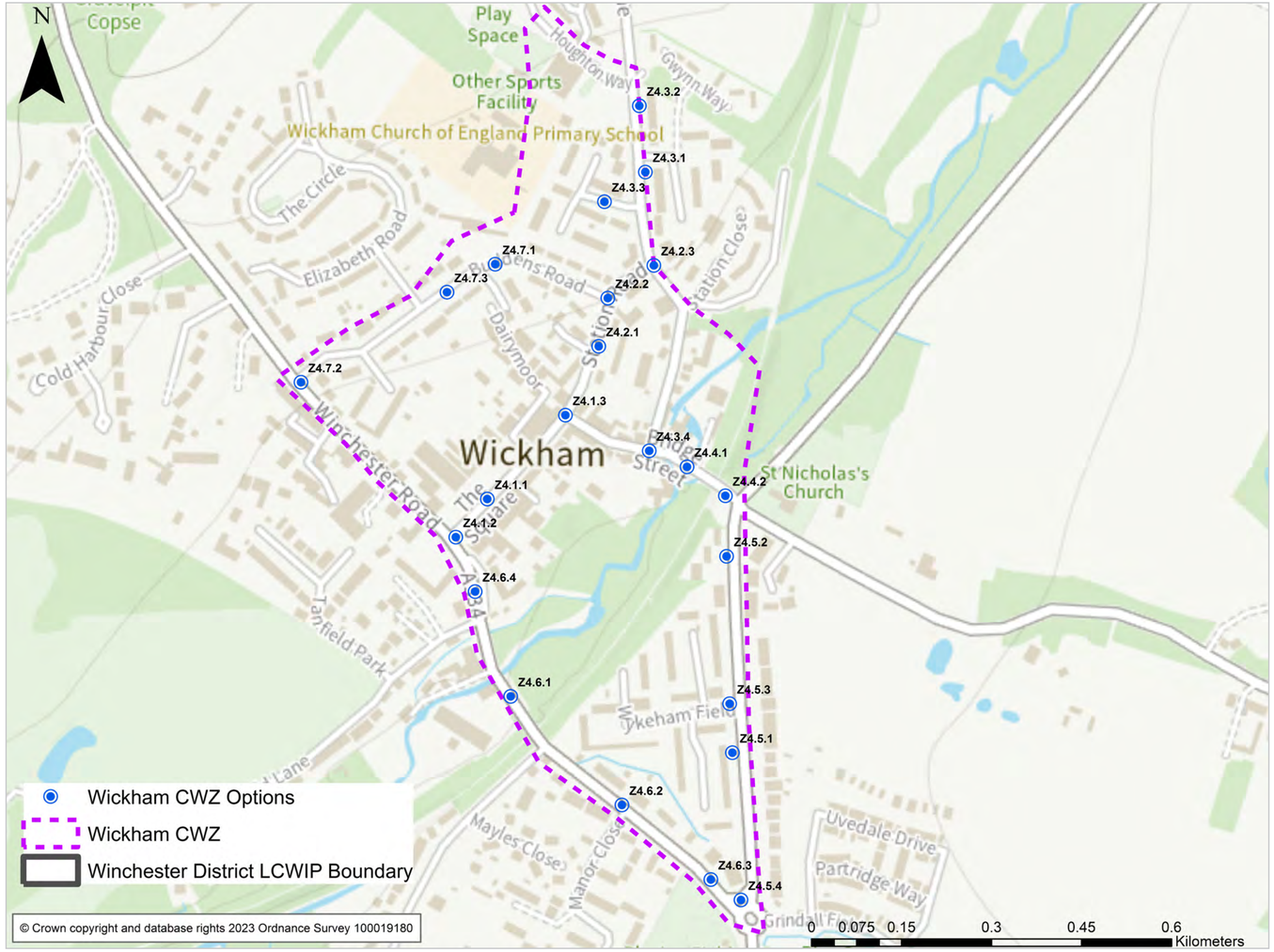
Z3.5.5

Install continuous footways over the side roads along Bluebell Way including Arbour Court, Jasmine Court, Acanthus Court, Lavender Court and Camellia Way.

Z3.5.1 – Bluebell Way just off Whiteley Farm roundabout

Z3.5.5 – Bluebell Way/Lavender Court junction

Z4 Wickham Core Walking Zone



Z4 Wickham Core Walking Zone

Zone description

Wickham is a compact market village with historic buildings and shops that are characteristic of the area. It is located in the rural setting of the Meon Valley in the south east of the Winchester District, close to the Winchester-Fareham border.

The CWZ for Wickham includes the built-up core of the village centre, part of which is also a designated conservation area. It is bounded by Buddens Road to the north, School Road to the south, the A334 to the west, and Mill Lane and Bridge Street to the east.

Key connections considered include the pre-school and primary school, community centre, the Meon Valley Trail and the Wickham Water Meadows.

The CWZ covers the centre of the village and main retail area of The Square (the second largest medieval market square in England) which has a good number of local shops and is designated as a primary shopping area. It functions as a service centre for a wider rural population providing a number of key facilities including medical provision and shops. Wickham hosts an annual horse fair (The Wickham Horse Fair), which attracts large numbers of visitors and horses, The Square is closed to motor vehicle traffic during this event. The Square also hosts fresh food markets on Wednesdays and Saturdays.

Whilst it has some characterful properties on three sides, The Square is dominated by parked cars and functions as a very large car park with two-way traffic on all sides.

Other streets in the CWZ include Station Road, Buddens Road, Mill Lane, Bridge Street, School Street and the A334.

Owing to the historic nature of the area, it has narrow pavements in some places, and in others, no pavement at all due to private properties being very close or on the road. Consistent pavement widening across the CWZ will be hindered by this lack of space.

Most streets have good lighting and generally a good level of natural surveillance. A 30mph speed limit covers the area.

There are trees in places such as The Square, Buddens Road, Mill Lane and School Street. Here they provide shade but can also impact on natural surveillance, particularly on Mill Lane. The CWZ also includes some public conveniences located on Station Road.

The emerging Winchester Local Plan sets out that there is capacity for the development of about 450 houses in Wickham over the plan period (2020–2040).

Z4.1 The Square

Existing conditions

Although there are pavements on all sides of The Square, the area feels dominated by parked cars and vehicle movements. The bus stop to the west provides both a shelter and additional seating.

The are a few trees, mainly on the northern side of The Square.

The area has a 30mph speed limit with traditional-style street lighting and good natural surveillance.

Barriers to walking

The Square is dominated by parked cars and traffic movements. It also functions as a through-road to the eastern side of the walking zone, with only a single crossing location to the far west of The Square. Traffic lanes are very wide – some areas even have hatching.

To the southern side, pavements are fairly narrow, and are narrowed further by A-boards advertising local businesses.

Overall, there is a lack of wayfinding in this location.

Potential options

Z4.1.1

There is great potential to redesign The Square in Wickham to improve the experience of people walking and cycling. This could include a reduction in the number of traffic lanes, narrowing of traffic lanes and/or consideration of the road alignment through the centre – at least reducing it to one-way around the central car park. The design could go further if car parking were rationalised and the design speed was 20mph. Additional seating and shade and shelter could be considered, as well as an increase in the number of informal pedestrian crossing points. Planting could also be added in this area.

Z4.1.2

At the junction of Winchester Road/The Square, consider installing a continuous footway and tightening the bellmouth, see option Z4.6.1 and, in addition, note that bus and delivery goods vehicle movements will need to be taken into account here, together with any changes to Z4.1.1.

Z4.1.3

The Square/Bridge Street/Station Road junction could be tightened to make it easier to cross. A continuous footway or raised table across the Station Road junction could be considered. Features such as trees and benches could be added outside of the Indian restaurant.

Z4.1.1 – The Square

Z4.1.3 – The Square/Bridge Street/Station Road junction

Z4.2 Station Road

Existing conditions

Station Road is a mixed residential and business use road, with relatively low traffic flows. The walking conditions are mixed with some wide pavements south of the road, which narrow after Cases Bakery Close.

The area is 30mph and has some on-street parking which reduces the space available for pavements in some places.

There is a tree and seating on this road and some amenities including public toilets to the south of the road.

Barriers to walking

Station Road has narrow pavements in parts, particularly on the northern part of the road. The two side roads off Station Road are without tactile paving or dropped kerbs.

Potential options

Z4.2.1

On Station Road, consider widening pavements where width is available and install continuous footways over accesses to residential side roads. A 20mph design speed could be introduced through traffic calming. The addition of planting and seating, particularly opposite the properties close to Buddens Road, could be considered.

Z.4.2.2

At the Station Road/Buddens Road junction, consider junction tightening and installing a continuous footway. Alternatively, consider junction tightening and provision of tactile paving and dropped kerbs. Additional planting and trees could be considered here.

Z4.2.3

At Station Road/Mill Lane junction, consider junction tightening and installing a continuous footway. Planting and seating could also be added.

Z4.2.1 – Station Road

Z4.2.2 – Station Road/Buddens Road junction

Z4.2.3 – Station Road/Mill Lane junction

Z4.3 Mill Lane

Existing conditions

Mill Lane is a mixed residential and business use road, with relatively low traffic flows. There is a narrow footpath on the eastern side of Mill Lane which provides walking facilities to the community centre.

There are no dedicated walking facilities on the road connecting Station Road to the residential development to the northeast of Mill Lane. Instead, people walking need to use the footpath to the northwest from Station Road towards the community centre and use the informal crossing at the community centre to walk to the residential area to the west.

To cross from the eastern side to the community centre, people walking have to pass through a tight gate, which will not be accessible to all users. There is an informal crossing point with tactile paving, which shows signs of poor drainage.

There are some mature trees on the northern side, which provide some shade but limit natural surveillance.

Barriers to walking

There are limited walking facilities, with the northern side of Mill Lane from the fire station to the community centre lacking a direct route. The paths that are provided are narrow, making it more difficult to walk side by side or with a double buggy, for example. Mill Lane is steep and lacks places to stop and rest. Traffic feels fast for the conditions, possibly due to the gradient.

South of Mill Lane, the pavements are narrow or absent in places due to private property boundaries.

There is no lighting on the section of Mill Lane leading to Station Close, by the fire station. The footpaths here are very narrow, and there are wide entrances to the fire station and local businesses. Station Close leads to a large area of car parking, serving the Meon Valley Trail. Dropped kerbs and tactile paving are missing, and natural surveillance is poor.

Potential options

Z4.3.1

On Mill Lane, consider reducing the design speed to 20mph, tightening bellmouths and installing continuous footways across the side road junctions.

Z4.3.2

At the Mill Lane/Community Centre junction install pedestrian facilities on the eastern side of Mill Lane, starting from the north at Wickham Community Centre to Bridge Street. Provide a continuous footway at Station Close.

Consider widening the footpath on the western side of Mill Lane from the Station Road junction to the community centre and add the access to the community centre along the desire line for people walking.

As Mill Road is hilly, consider seating by the footpath, north of Station Road, to provide a place for people to stop and rest.

Z4.3.3

Garnier Park is a residential cul-de-sac with narrow pavements and on-street parking, although additional parking is also available at the back of properties. Consider rationalising parking and reducing the road space and increasing the pavement width. The junction with Mill Lane has a wide bellmouth; consider tightening the junction.

Z4.3.4

At the Mill Lane/Bridge Street junction reduce the bellmouth to tighten the junction and install a continuous footway. This would increase the width of the pavement, which is very narrow at the junction on the western side.

Z4.3.2 – Mill Lane/Community Centre junction

Z4.3.3 – Garnier Park

Z4.3.1 – Mill Lane

Z4.3.4 – Mill Lane/Bridge Street junction

Z4.4 Bridge Street

Existing conditions

Bridge Street is primarily a residential road with some businesses on the eastern part of the street. There are two bridges – a disused railway bridge (which is part of the Meon Valley Trail) and a bridge over the River Meon.

There are no street trees, shade, shelter or areas to stop and rest. It currently has a 30mph speed limit.

Bridge Street has natural surveillance and limited street lighting provision.

Barriers to walking

Pavements are very narrow and are missing in places due to the proximity to the road of residential housing, businesses and the bridge. Creating pavement space would require reducing vehicle movements to one way.

Bridges at the eastern end of Bridge Street restrict the movements of people walking here and there is potential for pavement widening.

Potential options

Z4.4.1

On Bridge Street, consider introducing a 20mph zone, with appropriate infrastructure.

Z4.4.2

The Bridge Street and A32/School Road/Southwick Road junction is a staggered three-way junction and the area lacks crossing provision.

Consider junction tightening and installing a continuous footway across the junction at Bridge Street and Southwick Road junctions.

Z4.4.1 – Bridge Street

Z4.4.2 – Bridge Street/A32/School Road/Southwick Road junction

Z4.5 A32/School Road

Existing conditions

The road has a high traffic flow, creating a noisy environment. This impact is somewhat balanced by the presence of trees on the eastern side of the road, which also provide shade.

The western side lacks sufficient pavement width primarily due to residential property boundaries, but there are opportunities to widen in places.

This is a 30mph road with natural surveillance but very limited street lighting and no shelter.

Barriers to walking

There is limited pavement space on both the eastern and western sides of the road, which makes it difficult to walk side by side.

The traffic noise makes this an unpleasant walking environment. There are limited crossing facilities, with the roundabout to the south of School Road the only crossing location. The road also lacks shelter.

Potential options

Z4.5.1

At A32/School Road, consider widening and enhancing footpath space along the full length. Opportunities exist to widen the footpath on the eastern side with sufficient space to also accommodate cycling. The bus stop could be upgraded to provide shade, shelter and seating. Consider a 20mph zone with appropriate infrastructure.

Z4.5.2

In the School Road/Southwick Road residential area, consider providing a pedestrian refuge/crossing facility south of the junction after Southwick Road. Consider widening the pavement from this point, north of School Road towards the church.

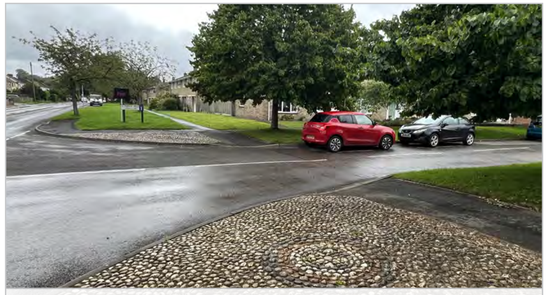
Z4.5.3

At the School Road/Wykeham Field junction, consider junction tightening and installing a continuous footway.

Z4.5.4

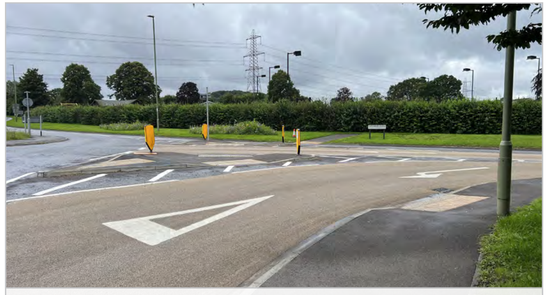
At the School Road/Hoad's Hill/A334 roundabout, there is an existing crossing. This location is where primary cycle route 130 ends and connects to secondary route 108 – measures described in those routes should also be considered here.

Z4.5.1 – School Road



Z4.5.3 – School Road/Wykeham Field junction

Z4.5.2 – School Road



Z4.5.4 – School Road/Hoad's Hill/A334 roundabout

Z4.6 A334 Fareham Road/ Winchester Road

Existing conditions

Fareham Road (A334) appears to have high traffic volumes. This road has a 30mph speed limit with natural surveillance (although this is obscured in places by planting) and some limited street lighting and trees. Crossing facilities are only available at the roundabout at the School Road/Hoad's Hill junction which has informal crossing points, and by The Square, which has a signalised crossing.

The road has narrow pavements partly due to the proximity of private property to the road.

Barriers to walking

The pavements are narrow on both sides of the road.

There is a lack of crossing facilities, and the road has high traffic volumes, which creates an unpleasant walking environment.

There is limited street lighting in this location.

Potential options

Z4.6.1

Consider installing continuous footways and tightening bellmouths over side roads for the full length of the A334 Fareham Road/Winchester Road. Alternatively, tighten bellmouths and consider the provision of tactile paving and dropped kerbs.

Consider additional lighting and trees along Fareham Road, in particular at the southern end.

The A334 forms part of primary cycle route 130 and changes to facilitate walking will need to take account of cycling measures proposed.

Z4.6.2

On Fareham Road, consider widening the footpath to the west of the road at the southern end of Fareham Road and widen pavements where width allows alongside the full length of the road within the CWZ. If widening cannot be achieved, consider reducing the speed environment to 20mph.

Z4.6.3

By Fareham Road/petrol station area, provide a continuous footway by the petrol station, across the side road junctions. Opposite the roundabout, consider adding trees. Consider upgrading the bus stop to provide additional seating, shade and shelter.

Z4.6.4

At the A334 Fareham Road/Winchester Road junction, improvements for pedestrians will need to take into account the provision for cycle priority and continuity proposed in primary cycle route 130.

Z4.6.1 – Fareham Road

Z4.6.2 – Fareham Road

Z4.6.4 – A334 Fareham Road/Winchester Road junction

Z4.7 Buddens Road

Existing conditions

Buddens Road is a residential road that leads to the local primary school and also connects to the community centre via a footpath.

Traffic levels feel low here. Car parking is present along the road on alternate sides depending on the conditions, e.g. presence of driveways, double yellow lines.

The road has a 30mph speed limit and has natural surveillance and good street lighting. There are trees by the school and seating.

Barriers to walking

Buddens Road has narrow pavements with junctions lacking dropped kerbs and tactile paving. Some roads have wide bellmouths creating longer crossing distances.

Potential options

Z4.7.1

Install continuous footways and tighten bellmouths over side roads for the full length of Buddens Road. Alternatively, consider tightening bellmouths and providing tactile paving and dropped kerbs.

There are also opportunities to widen pavements in places.

Consider reducing the speed environment to 20mph.

Z4.7.2

At the junction of Buddens Road and the A334, reduce bellmouths and provide a continuous footway.

Z4.7.3

At the junction with the school, widen the pavement and provide better transition from the pavement on to the road for people cycling to school.

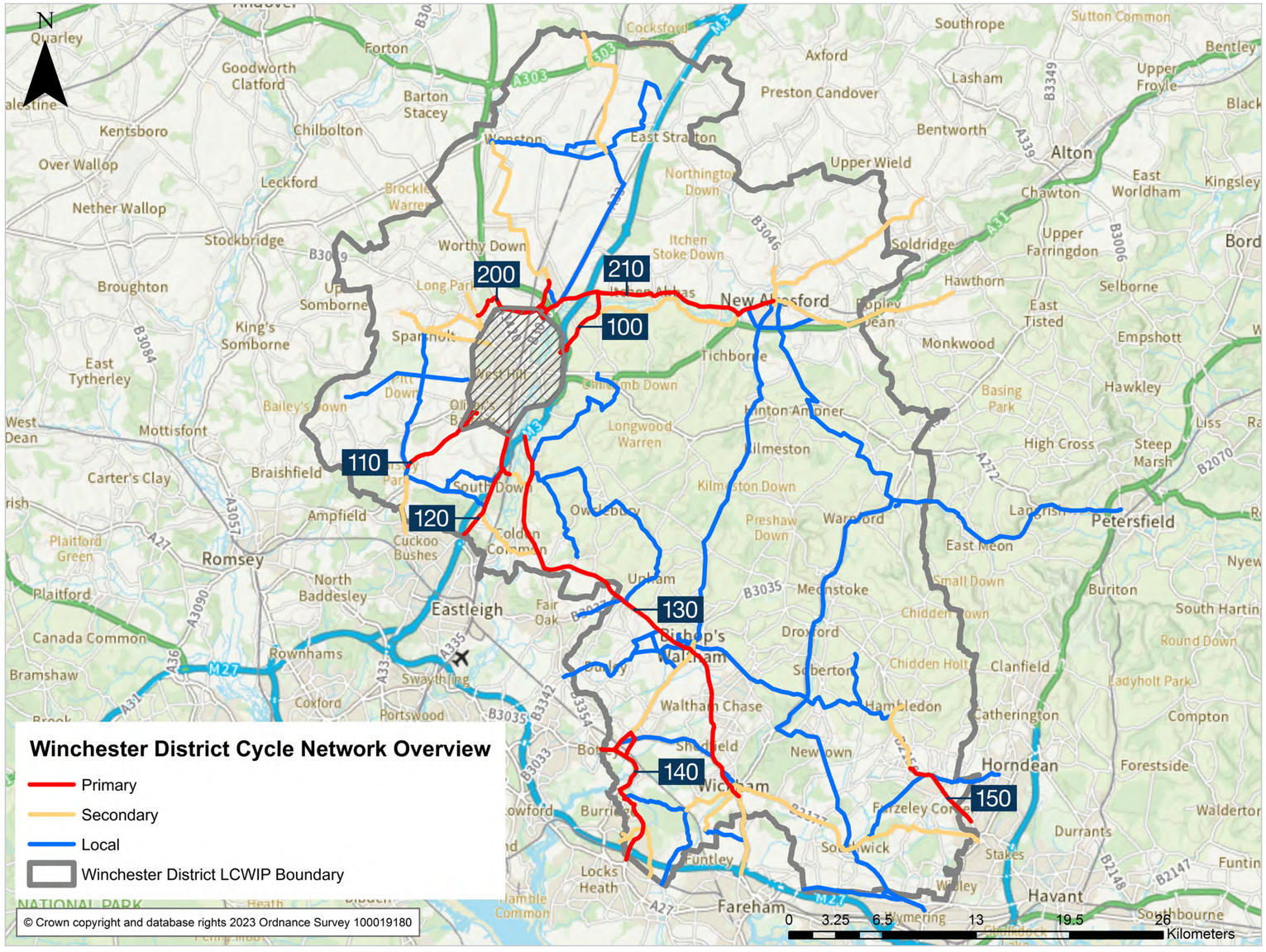
Explore further widening the footpaths leading to the Scouts building and the community centre.

Z4.7.1 – Buddens Road

Z4.7.2 – Buddens Road/A334 junction

Z4.7.3 – Buddens Road junction with school

Proposed cycle networks


N
200
210
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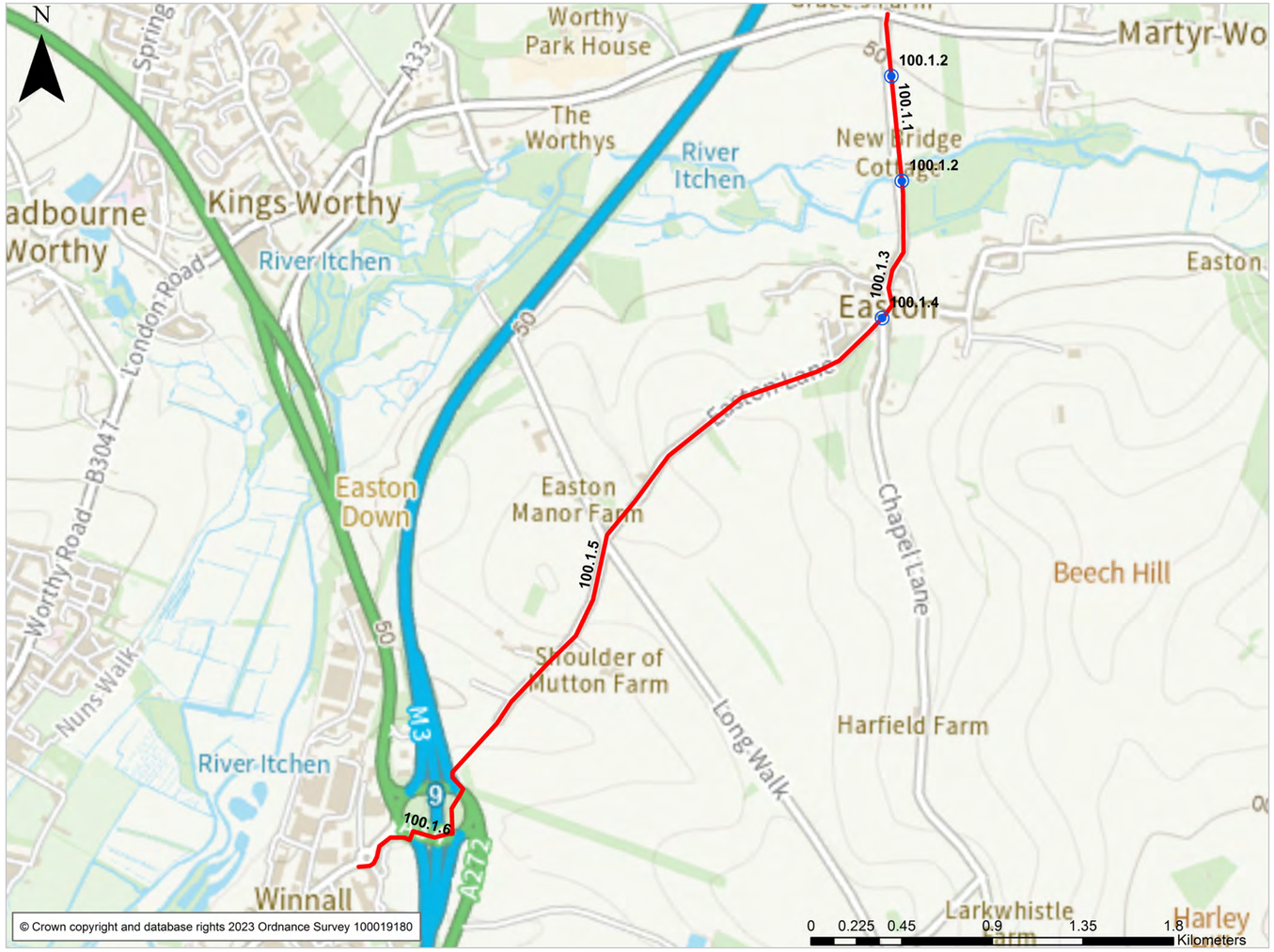
Winchester District Cycle Network Overview
Primary
Secondary
Local
Winchester District LCWIP Boundary
© Crown copyright and database rights 2023 Ordnance Survey 100019180
0 3.25 6.5 13 19.5 26
Kilometers

Route 100: Easton to Winchester



Route 100: Easton to Winchester

Route description

Route 100 starts just north of Easton (where it connects with Route 210 (Kings Worthy to New Alresford) and heads southbound through the village. From here it continues southwest along Easton Lane, crossing Junction 9 of the M3, as far as Winnall where the route ends on the roundabout with Tesco.

The northern section of Easton Lane is a predominantly rural road. It crosses the B3047 and heads in a south westerly direction towards the edge of Winchester City.

The route goes through the small village of Easton and then heads towards the Winnall roundabout and the M3. Once past the motorway roundabout, Easton Lane becomes much more urban in nature. National Highways is currently proposing a scheme which would change Junction 9 so that it has free-flowing links between the M3 and the A34 in both directions. The proposals include widening the junction, increasing the number of lanes and the addition of two new bridges. People walking and cycling will benefit from the upgrade as it includes improved provision, connecting Kings Worthy and Winnall and Long Walk and Easton Lane.

M3 junction 9 improvements – National Highways

Background

The route was supported by local stakeholders at the mapping event. There are no bus stops along Easton Lane. Easton Lane is part of the National Cycle Route 23.

Existing conditions

The route moves from rural to urban settings. Cycling is mostly on-road in mixed traffic, although for much of the route, traffic flows appear to be low. There are no pavements alongside the roads. There are a number of small bridge crossings along the route.

Barriers to walking and cycling

The route has no dedicated facilities for walking and cycling along Easton Lane. There is no street lighting outside of Easton village and most of the bridges along the route narrow the road so much that cars cannot pass each other. In some sections, there is a 60mph speed limit. Along the section that heads towards the cycle path through Winnall, the road narrows and has limited visibility before entering the cycle path.

Potential options

100.1.1

Easton Lane is a rural road with low traffic flow. The road has no pavements or lighting and a 60mph speed limit; however, actual speeds are likely to be lower due to the constraints in certain areas. Field edge pathways could be considered at this location, with a reduction in speed limit and traffic calming when the road crosses over the river. Street lighting could also be considered.

100.1.2

Along Easton Lane there are two bridges that narrow the road for short sections. Due to spatial constraints, priority measures for cycling could be considered. Field edge paths could be considered if land were available.

100.1.3

Entering the village of Easton, the speed limit reduces to 30mph. The road narrows again and is very tight in some areas. Consider reducing the speed limit to 20mph with traffic calming to enable cycling in mixed traffic.

100.1.4

The junction in the centre of Easton that connects Easton Lane and Chapel Lane is narrow with no facilities for cycling. Consider reducing the speed limit to 20mph with traffic calming to enable cycling in mixed traffic.

100.1.5

Easton Lane becomes an access road after the junction with Chapel Lane. The remainder of Easton Lane is 60mph and narrow; however, traffic flow is minimal. Due to the road not being directly used for traffic. Consider reducing the speed limit to 20mph with traffic calming to enable cycling in mixed traffic.

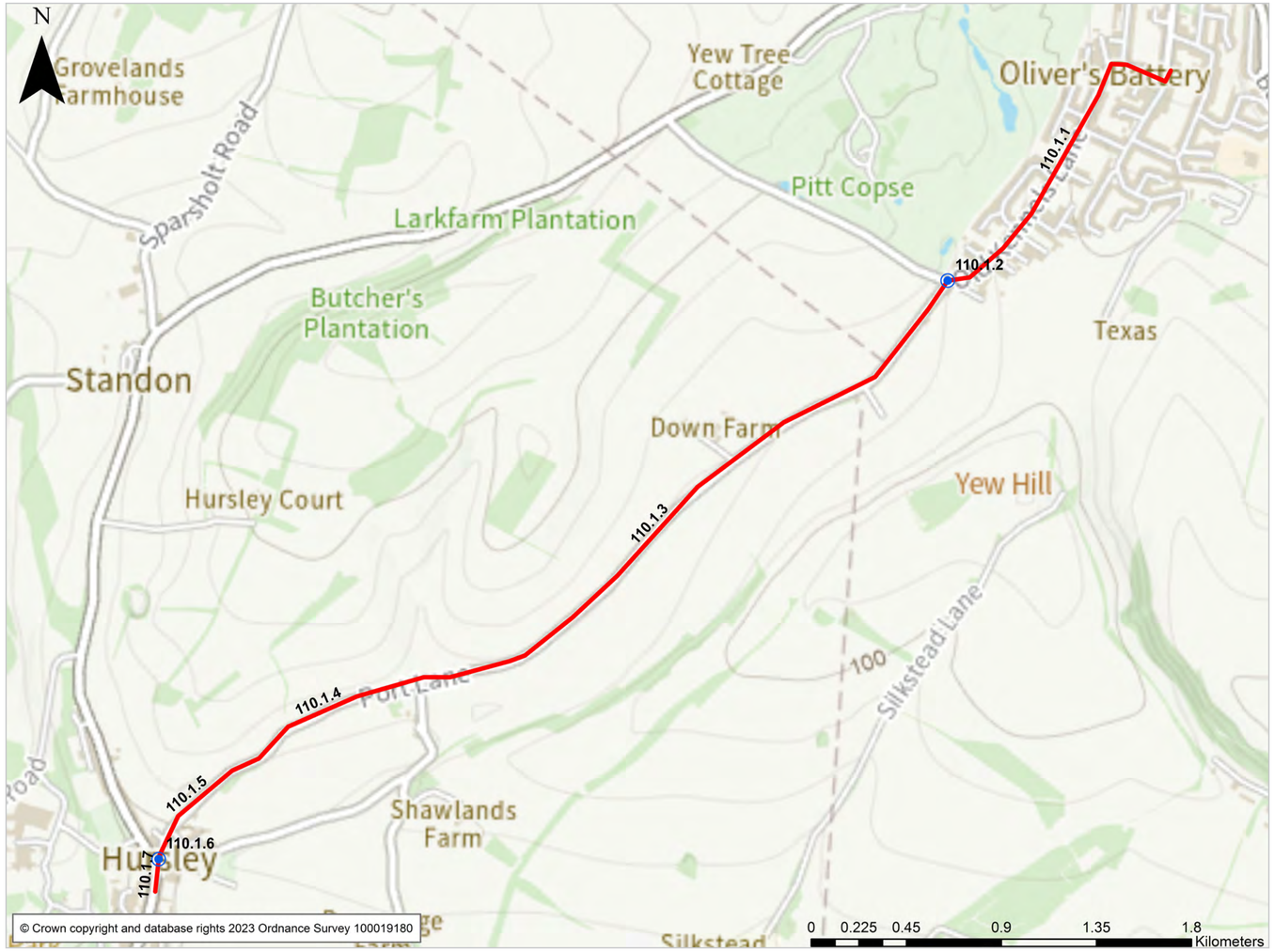
100.1.6

At the end of Easton Lane, the route becomes a cycle track that continues to Winnall roundabout. Consider widening the pathway to better accommodate cycling.

100.1.1 – Easton Lane between the B3047 and Easton

100.1.2 – Bridges along Easton Lane

Route 110: Winchester (Oliver's Battery) to Hursley



Route 110: Winchester to Hursley

Route description

The route runs from Oliver's Battery in the south of Winchester City and ends in the village of Hursley. It begins at the junction with Oliver's Battery Road South and Old Kennels Lane. The route primarily comprises of Old Kennels Lane and Port Lane.

Background

The route was supported by local stakeholders at a mapping event. The route does not support or connect to the existing National Cycle Network.

Old Kennels Lane up to the junction with Millers Lane and Port Lane is primarily a residential street with a 30mph speed limit and forms part of bus route 63 that runs from Sunnydown Road into Winchester bus station.

Existing conditions

The route follows a rural road that is not wide enough for cars to pass each other. The road has no pavements and has a 60mph speed limit. It currently has very little street lighting. There are several sections of the road that are narrow due to nearby property boundaries. The route appears to have low traffic volumes.

Barriers to walking and cycling

The route has no dedicated facilities for people cycling and a number of areas with constraints that affect the ability for drivers to pass safely. The route is also heavily used by local residents as a footpath.

Potential options

110.1.1

Old Kennels Lane between the Oliver's Battery Road South and Port Lane/Millers Lane junctions is currently 30mph so is unsuitable for cycling in mixed traffic. There is insufficient width to provide segregated cycle tracks. Investigate the implementation of a 20mph quiet mixed traffic street with supporting traffic calming measures and modal filters (if flows are high).

110.1.2

Consider undertaking a review of the junction between Old Kennels Lane and Port Lane to explore improvements for cycle route continuity. The bellmouth on Millers Lane east and west of the junction could be reduced.

110.1.3

The section of Port Lane between the Millers Lane junction in the north and the start of the residential properties in Hursley is a rural single-track road. Although there appears to be available width to provide a segregated cycle track between Millers Lane and Bunstead Lane, the significant level difference beyond this point precludes this type of facility. As the narrow road width continues along the residential section, consideration could be given to continuing the 20mph approach for the full extent of Port Lane.

110.1.4

Port Lane between Bunstead Lane junction and Keble Close is narrow. Consider implementing a continuation of the 20mph, quiet mixed traffic street with supporting traffic calming measures and modal filters if traffic flows are too high.

110.1.5

Port Lane going through Hursley is narrow and has lots of constraints including property frontages, on-street parking and a narrow footpath. Consider continuing the 20mph quiet mixed traffic street with supporting traffic calming measures and modal filters.

110.1.6

Consider undertaking a review of the left turn on the Collins Lane/A3090 junction leading to the A3090 to explore improvements for cycle route continuity.

110.1.7

The A3090 Main Road carriageway width could be reduced, along with rationalising of the car parking, to widen the footpath for a shared use path.

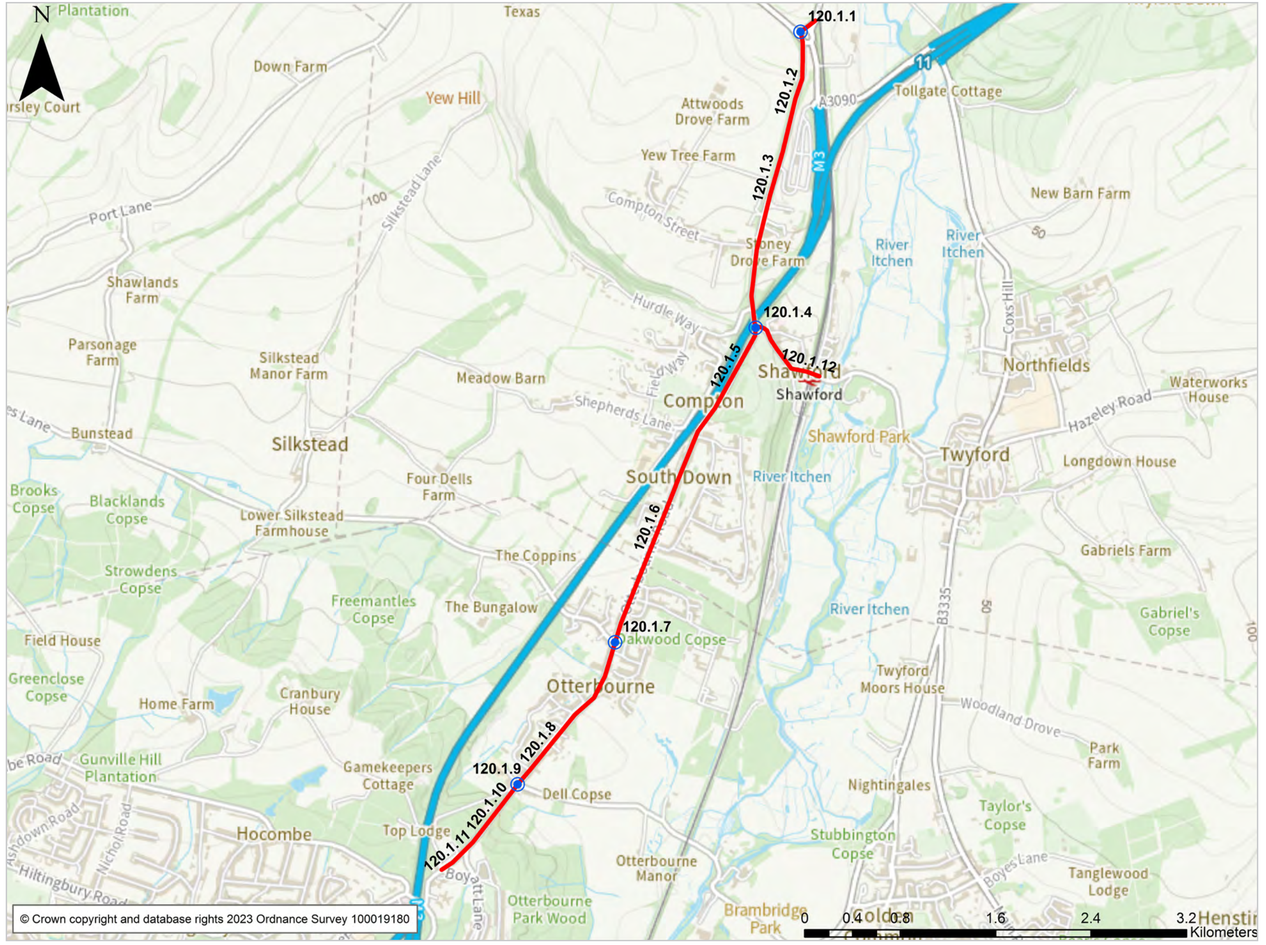
110.1.2 – Port Lane/Millers Lane junction

110.1.4 – Port Lane between Bunstead Lane and Hursley

110.1.3 – Port Lane between Millers Lane and Bunstead Lane

110.1.5 – Port Lane passing through Hursley

Route 120: South Winchester to Otterbourne and Shawford



120.1 South Winchester to Otterbourne and Shawford

Route description

The route begins in the south of Winchester City on Otterbourne Road at the roundabout connecting to Badger Farm Road and St Cross Road. The route heads south along Otterbourne Road and over the M3 via a bridge. Continuing along Otterbourne Road, the route enters Compton and joins Main Road through the centre of the village. The route then continues south along Otterbourne Road and through Otterbourne itself and continues to the junction with Winchester Road.

Background

The route was supported by local stakeholders at the mapping event. There are two bus services that also use this route, the star 1 route from Southampton to Winchester City Centre. The other bus is the local route 63 that forms a circuit to Owlesbury and Winchester City Centre. A large section of the route is also National Cycle Route 23.

Existing conditions

The route follows a residential road through the villages of Shawford and Otterbourne. The road has pavements on both sides that follow Otterbourne Road through both villages. The speed limit of the roads varies from 30mph to 40mph. The roads are lit where the area is residential, but there are short sections without street lighting. The road is reasonably wide with plenty of passing space along the majority of the route.

Barriers to walking and cycling

The main barrier to cycling here is likely to be sharing the road with motor vehicles. For people walking, many of the pavements are too narrow to walk side by side with someone else, and dropped kerbs are missing in places.

Potential options

120.1.1

The Otterbourne Road/Badger Farm Road roundabout has poor provision for people cycling with uncontrolled crossing points on each arm. A review of the junction should be carried out to explore improvements for cycle route connectivity and continuity.

120.1.2

The section of Otterbourne Road between the St Cross Road roundabout and the South Winchester Park & Ride has existing shared use facilities, but there appears to be scope to provide a fully segregated cycle track along the majority of the route, subject to land availability.

120.1.3

There is scope to provide a segregated cycle track or shared use path between the South Winchester Park & Ride and the M3 motorway bridge, but this would require land purchase and the removal of a large number of trees. Level differences are also a constraint.

120.1.4

There is sufficient space to provide a segregated cycle track or shared use path over the motorway bridge. If people cycling are placed next to the parapet, its height should be raised to 1.4m.

120.1.5

Between the motorway bridge and Southdown Road there is scope to provide a segregated cycle track along the eastern side of the road, but land may be required from Shawford Down. A shared use path may be appropriate in this location and would require less land. Priority crossings should be considered for people walking and cycling, at the Southdown Road and Shawford Road junctions.

120.1.6

For the majority of the route between Southdown Road and Poles Lane there is insufficient space to provide a segregated cycle track or shared use path without purchasing land from a large number of private properties. Therefore, it is likely that the only option would be to make this road suitable for cycling in mixed traffic would be a 20mph speed environment and measures to reduce the level of traffic.

120.1.7

The Main Road/Poles Lane roundabout could be redesigned to provide a slow speed environment and improve conditions for on-road cycling. If a cycle track is feasible along Otterbourne Road, suitable crossings and links to Poles Lane could be provided.

120.1.8

For a large proportion of the route between Poles Lane and Kiln Lane there may be sufficient space to provide a segregated cycle track, but there are areas through the centre of the village where it will not be possible without land purchase from a number of private properties, and in some locations the route is constrained by buildings. The existing pedestrian refuges along this section would need to be removed and replaced with controlled crossings. Therefore, it may be more suitable to make this section suitable for cycling in mixed traffic with a 20mph speed environment and measures to reduce traffic levels.

120.1.9

The Main Road/Kiln Lane junction is very constrained and there is little scope to change the junction type, but it may be feasible to provide a priority crossing on the Kiln Lane arm.

120.1.10

Between Kiln Lane and Boyatt Lane there are separate routes for people walking and cycling that are separated by a significant level difference for the majority of the route. There is scope to widen the cycle track by reallocating road space if the existing traffic calming on Otterbourne Hill is amended.

120.1.11

There is an existing shared use path along Otterbourne Hill between the Boyatt Lane spur and the subway underneath Winchester Road. There is scope to widen this to provide a segregated cycle track if land can be purchased, some of which is common land. Priority crossings for people walking and cycling should be considered at side road junctions.

120.1.12

The route has a small spur from Otterbourne Road to Shawford Road where it continues to Shawford railway station. This section of Shawford Road currently has a narrow footpath and grass verge between the path and the road. There is space to create a fully segregated cycle track along this section to the station.

120.1.2 – Otterbourne Road between St Cross Road roundabout and South Winchester Park & Ride

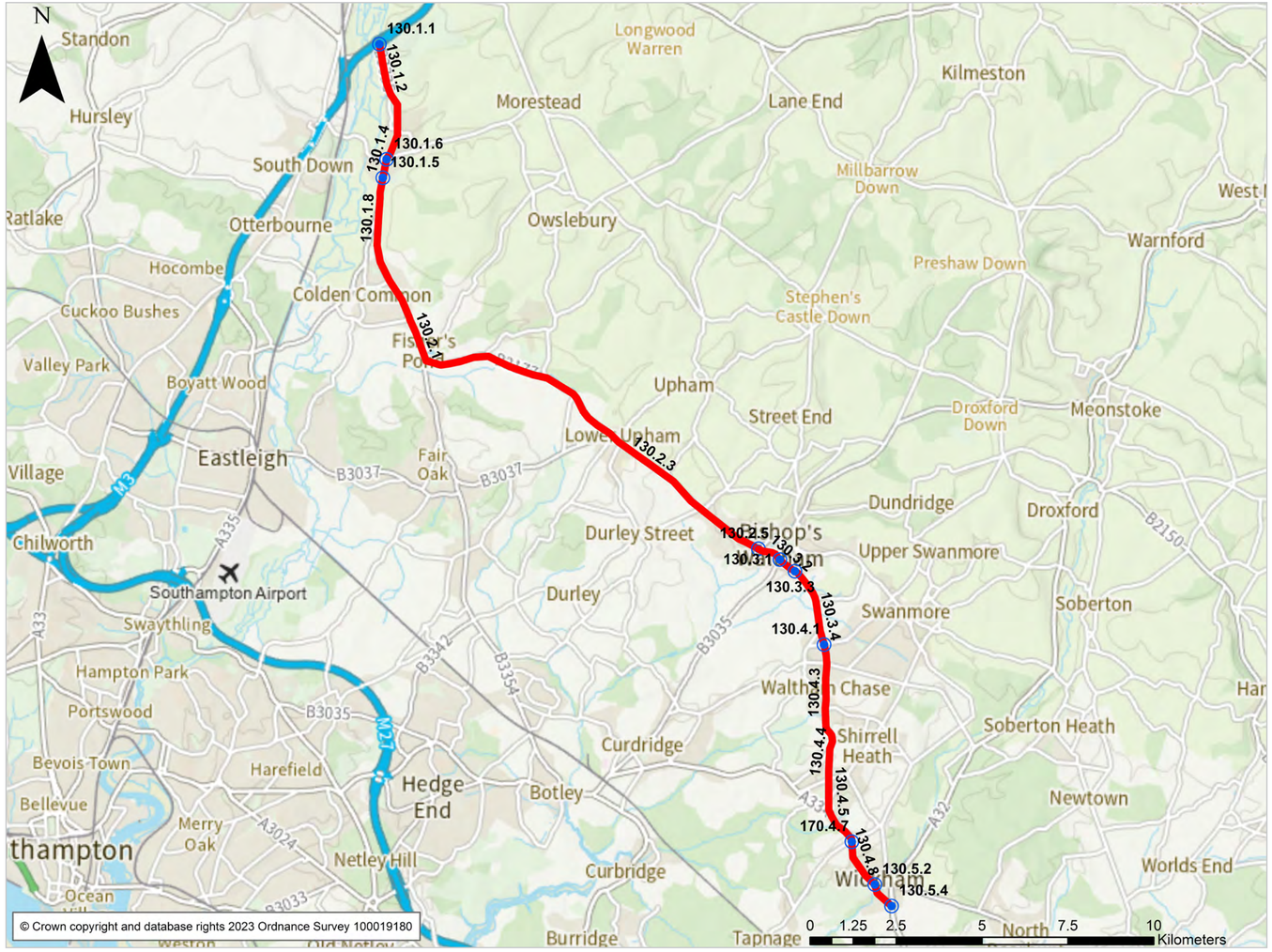
120.1.5 – Otterbourne Road between the motorway bridge and Southdown Road

120.1.3a – Shared use path ends for cyclists at the pedestrian entrance to the South Winchester Park & Ride

120.1.7 – Main Road/Poles Lane roundabout

120.1.3b – Otterbourne Road level approaching the bus entrance to the South Winchester Park & Ride

Route 130: Hockley to Bishop's Waltham and Wickham



Route 130.1: Hockley to Colden Common

Due to the length of this route, it has been split into five sections and each section includes a route section description, background and existing conditions information, to ensure that each section and supporting text is easy to follow.

Route description

Connecting to the existing cycle network in Winchester City, this section of the route begins at Junction 11 of the M3 and continues along the B3335 on Coxs Hill and into Twyford. The route then continues south along the B3354 into Colden Common. The route has a varying speed limit between 30mph and 60mph. The route is approximately 12km long.

Background

This section of the route was supported by local stakeholders at the mapping event. There are two bus services that use large sections of Coxs Hill and Main Road, services 61 and 69; the bus routes connect Winchester to both Fareham and Eastleigh. This route section does not support or connect to the existing National Cycle Network. The bus route 69 follows much of the LCWIP Route 130 and passes through most of the sections with regular stops in key destinations.

Existing conditions

The route has sections of very narrow pavement, and in some sections, no pavement. From Winchester, the road has a 60mph speed limit, reducing to 40mph at Coxs Hill then 30mph when entering the village of Twyford. From Twyford village, the speed limit changes to 50mph and then 30mph. Upon entering Colden Common, the road returns to 30mph. The route has street lighting along the road and there are sections of the route that have natural surveillance.

Barriers to walking and cycling

The B3335 and B3354 appear to have high traffic volumes and speeds. The pavements are too narrow for people to walk side by side. There is no cycling-specific infrastructure.

Potential options

130.1.1

Consider undertaking a review of the Hockley Link signalised junction and pavement links to make improvements for cycle route and walking connectivity and continuity.

130.1.2

There is scope to provide a fully segregated cycle track just south of the Hockley link junction adjacent to the Hockley Golf Course, but this would require significant widening of the pavement along the entire length and the removal of trees and a retaining structure for a majority of the route. A slightly narrower track could be provided if the speed limit on the road was reduced. Bus laybys would need to be replaced with stops on the main road.

130.1.3

The 40mph section of Coxs Hill is narrow and unsuitable for cycling mixed traffic. Consider extending the measure suggested in 130.1.2 along the 40mph section, as the verge on the northern side is wide and could be converted.

130.1.4

There is no scope to provide any protected space for people cycling along this section. Traffic volumes are too high for cycling in mixed traffic even if the speed limit was reduced to 20mph, so modal filters would be required.

An alternative route avoiding the B3335 Coxs Hill could be explored via Church Lane and Old Rectory Lane past St Mary's Church and the footpath towards Churchfields Road. This alternative route would need to be widened subject to land availability. It could continue south to the junction of Finch's Lane, turning west towards Queens Street, The Drove and Manor Road.

130.1.5

Consider undertaking a review of the B3335/Manor Road priority junction to make improvements for cycle route connectivity and continuity. Investigate providing a parallel crossing to the south of the junction to facilitate people cycling, crossing to the eastern side.

130.1.6

The junction in the centre of Twyford with High Street/ Hazeley Road and Finch's Lane is a high-traffic junction with multiple signalised crossings. People cycling currently mix with traffic to use the junction. Consider segregating people cycling through the crossing.

130.1.7

There are boundary constraints on the B3335 between Manor Road and the 30mph/50mph gateway to the south; explore widening the pavement on the eastern side to provide a shared use facility by reallocating road space and acquiring land, subject to availability.

130.1.8

Due to property boundary constraints there is no available width to continue the off-road facility through Colden Common. Making this route suitable for mixed traffic may be the only option as there are no alternative routes, so appropriate traffic calming measures would need to be considered to reduce the speed environment to 20mph. However, traffic volumes are too high for cycling in mixed traffic even if the speed limit is reduced, so measures to reduce traffic volume, such as bus gate modal filters, would be required to meet LTN1/20 compliance.

130.1.2 – B3335 south of Hockley Link

130.1.6 – High Street/Hazeley Road junction

130.1.4 – Coxs Hill

130.1.8 – High Street, Twyford

Route 130.2: Colden Common to Bishop’s Waltham

Route description

This section of Route 130 begins on Portsmouth Road in the Fisher’s Pond area of Colden Common. Continuing along Portsmouth Road, the route goes through Lower Upham and on to Winchester Road. It then follows Winchester Road until it reaches the roundabout in the centre of Bishop’s Waltham that connects the B2177 and B3035. This section of Route 130 has been identified to connect Bishop’s Waltham and Wickham to the southern end of Winchester and other settlements including Colden Common and Twyford. This section of the route is approximately 8km long.

Background

This part of the route was supported by local stakeholders at the mapping event. It has several bus stops on Winchester Road which serve the local bus networks. The main services are 69, which connects Winchester to Fareham, and also the 49, which connects to Bishop’s Waltham and Waltham Chase. It does not currently support nor connect to the National Cycle Network.

Existing conditions

For most of the route, the speed limit is 60mph. There are no pavements on either side until you reach Bishop’s Waltham. The road is wide with additional space in the centre along with wide grass verges on both sides before each property boundary. There is currently no cycling-specific infrastructure along the route, and it has high traffic flow.

Barriers to walking and cycling

The route has no dedicated cycling infrastructure and currently requires people cycling to mix with other traffic at 60mph speeds. It has no pavements for people walking. There are no alternative options for routes into Winchester from Bishop’s Waltham and Wickham.

Potential options

130.2.1

There is scope to provide a segregated cycle track along the B2177 between the B3354 Winchester Road and Mortimers Lane, subject to land availability, tree removal and modification of existing ditches. However, due to the expected low flows of people walking, it may be more appropriate to provide a shared use path. Consideration should be given to reducing the size of the Mortimers Lane junction to providing a priority crossing for people walking and cycling.

130.2.2

The section of the B2177 through Lower Upham is constrained by buildings, but it may still be feasible to provide a segregated cycle track along this section.

130.2.3

Between Lower Upham and Albany Road, there is sufficient space to provide a segregated cycle track, but this would require the removal of a large number of mature trees. The junction of Winchester Road with Winters Hill could be reduced in size to allow for a priority crossing to be provided for people walking and cycling.

130.2.4

Between Albany Road and the B3035 roundabout, the route goes through a built-up area and space is constrained by the boundary of private properties. It may be feasible to provide a segregated cycle track along the majority of this section with priority crossings at side road junctions, but if this is not possible, the road could be made suitable for cycling in mixed traffic with a 20mph speed limit and measures to reduce traffic to an appropriate level.

130.2.5

Consider undertaking a review of the B2177/B3035 roundabout junction to make improvements for cycle route connectivity and continuity. Investigate potential for a Dutch-style roundabout.

130.2.2 – B2177 through Lower Upham

130.2.3c – B2177 between Ashton Lane and Clover Way

130.2.3a – B2177 between Lower Upham and Albany Road

130.2.4 – B2177 between Albany Road and the B3035 roundabout

130.2.3b – Winchester Road / Winters Hill junction

130.2.5 – B2177 / B3035 roundabout

Route 130.3: Bishop’s Waltham to Waltham Chase

Route description

This section of the route starts in Bishop’s Waltham at the B3035 roundabout and follows the B2177 ending in Waltham Chase. The section of route in between Bishop’s Waltham and Waltham Chase is very rural in nature with open fields on either side. The sections of the route that fall within the built-up settlements of Bishop’s Waltham and Waltham Chase are more urban in nature and have different features including property boundaries and on-street parking.

Background

This section of Route 130 was supported by local stakeholders at the mapping event. There are two bus services that use the B2177 and Winchester Road; the service 69 that connect Winchester to Fareham and the 49 that continues to Waltham Chase. The route is not part of or connected to the current National Cycle Network.

Existing conditions

The first section of this route passes through Bishop’s Waltham, to the south of the town centre, and through a primarily residential area. The route has varying speed limits of 30mph in the areas within village boundaries and an increase to 60mph along the rural areas. Sections of the pavement within the village areas are narrow and unsuitable for cycle use. Along the rural roads between villages, the road does maintain a pavement for the whole stretch of road due to clear special constraints.

Barriers to walking and cycling

This section of the route includes the major roundabout at Winchester Road and the B2177, which has no dedicated provision for people cycling. This section of the route overall lacks continuous cycle infrastructure. The residential nature of the initial part of this section of the route means on-street parking is a barrier to people cycling and walking. As the route leaves the built-up area of Bishop’s Waltham, it enters an area which is much more rural in nature, the barriers to walking and cycling differ from those in the first part of this section of route and are more associated with the higher traffic speeds and volumes. The speed limit on this part of the route can be up to 50mph.

Walking along this section feels unwelcoming, uncomfortable and noisy, as it is too close to motor traffic, as well as lacking natural surveillance and adequate lighting.

Potential options

130.3.1

Consider undertaking a review of the Botley Road roundabout to explore improvements for cycle route continuity through the junction by investigating the potential for providing a Dutch-style roundabout to improve connectivity. Changes here need to consider pedestrian proposals highlighted in the Bishop’s Waltham CWZ audit.

130.3.2

There is a significant level difference on the northern side that will preclude a segregated cycle track along this section. There may be potential to explore widening the pavement to create a shared use facility and continue the off-road facility. Changes here need to take into account proposals highlighted in the Bishop’s Waltham CWZ audit.

130.3.3

Consider undertaking a review of the Shore Lane junction to explore improvements for cycle route continuity and priority improvements. Changes here need to take into account potential improvements for people walking, as set out in the Bishop’s Waltham CWZ audit.

130.3.4

There appears to be scope to provide a combination of fully segregated and shared use facilities along this section of the route, subject to land availability and reallocation of road space.

130.3.1 – Botley Road roundabout

130.3.3 – B2177 / Shore Lane junction

130.3.2 – B2177 Coppice Hill

130.3.4 – B2177 between Bishop's Waltham and Waltham Chase

Route 130.4: Waltham Chase to Wickham

Route description

This route section starts in Bishop's Waltham at the B3035 roundabout and follows the B2177 south passing through the settlements of Waltham Chase and Shedfield, ending in Wickham at the A334/School Road junction.

Background

This section of Route 130 was supported by local stakeholders at the mapping event. There are multiple bus stops located along 130.4, on Winchester Road (B2177), which service the 69, 691 and SD4. These services connect with Fareham, Knowle Village, Winchester, Bishop's Waltham, and Havant Campus. The section does not form part of, nor connects with, the wider National Cycle Network, but does connect with the local route (no. 2013) south of Shedfield.

Existing conditions

This section of the route passes through the settlements of Waltham Chase and Shedfield. After leaving the sparsely populated area of Shedfield, the route follows a road that passes through a number of fields along a rural road until it enters Wickham.

Barriers to walking and cycling

This section of the route lacks continuous cycling infrastructure and has traffic travelling at what feels like high speed. The footpath is narrow and unlit and walking along here feels uncomfortable due to the close proximity to the motor traffic. This gives an unwelcoming and unsafe feel to the route. Parts of the section lack walking infrastructure altogether.

Potential options

130.4.1

Consider undertaking a review of the Lower Chase Road/ Clewers Lane junction to explore improvements for cycle route continuity and priority through the junction.

130.4.2

There appears to be sufficient road width on the B2177 between the Lower Chase Road/Clewers Lane junction and the Curdridge Lane/Forest Road junction to provide segregated cycle tracks.

130.4.3

There is insufficient width to provide light segregation or fully segregated cycle tracks at this point. A potential option could be to explore widening the pavement on the western side to provide a shared use path subject to land availability and reallocation of road space. If this is not feasible then the only option would be to reduce the speed limit to 20mph with traffic calming to make it suitable for cycling in mixed traffic, but traffic volumes are likely to prevent this.

130.4.4

There appears to be scope to provide a segregated cycle track between the Black Dog public house and the Dell Cottage, subject to land availability. If this is not feasible then explore widening the existing pavement to provide a shared use path along this section.

130.4.5

Explore continuing the segregated cycle track between McCarthy's Fruits and Veg shop and the Titchfield Lane junction if land availability and level difference on the southern side allow. If this is not feasible then there appears to be scope to widen the existing footway to provide a shared use path along this section subject to land availability.

130.4.6

Consider undertaking a review of the Titchfield Lane junction to explore improvements for cycle route continuity and priority through the junction.

130.4.7

On the A334 from the Titchfield Lane junction, there appears to be scope continue a shared use path on the eastern side, subject to land availability, and extend this as far as Buddens Road.

130.4.1 – Lower Chase Road/Clewers Lane junction

130.4.5 – B2177, Shedfield

130.4.2 – B2177 through Waltham Chase

130.4.7 – A334 north of Wickham

130.4.4 – B2177 between Waltham Chase and Shedfield

Route 130.5: Wickham village

Route description

On this final section of Route 130. The route goes through the centre of Wickham village, the route crosses the River Meon on the A334 (Winchester Road). The route concludes at the roundabout of the A334 and Hoad's Hill.

Existing conditions

This section of the route passes through Wickham village, starting north of the settlement and ending at Fareham Road's (A334) junction with the A32. The route begins rural in nature, along a single carriageway road with tree coverage. As the route enters Wickham, the surroundings become more residential, with occasional commercial frontages. This continues as far as the A32 junction.

Background

This section of Route 130 was supported by local stakeholders at the mapping event. There are multiple bus stops located along 130.5, on Winchester Road (A334), which service 20, 69, 691 and SD4. These services connect with Fareham, Knowle village, Winchester, Bishop's Waltham, and Havant Campus. The section does not form part of, nor connects with, the wider National Cycle Network. The route does connect with the local Route 1009 south of the Redhill crossroads and secondary routes 207, 109, 208 and 108 in Wickham village.

Barriers to walking and cycling

This section of the route lacks sufficient dedicated cycling infrastructure and follows a road with high volumes of traffic. The footway is narrow throughout, on one side of the road before entering Wickham village where footways are then present on both sides. There is a pinch point in Wickham village where there is a railway underpass. At the northern part of this section, the route is not lit nor is there natural surveillance from overlooking residences, making it feel uncomfortable especially due to the close proximity of motor traffic.

Potential options

130.5.1

There is insufficient width to provide any off-road cycle provision on the A334 between Cold Harbour Close and The Square due to property boundary constraints, so 20mph speed limits with traffic calming would be required to make it suitable for mixed traffic; traffic volumes would also need to be reduced.

130.5.2

Consider undertaking a review of the A334 / The Square junction to explore improvements for cycle route continuity and priority through the junction. Changes here would need to take account of pedestrian movements and any proposed design for Wickham CWZ.

130.5.3

There does not appear to be sufficient road width available to provide segregated cycle tracks from The Square to the School Road roundabout; however, a shared use path provision could be explored, subject to land availability. Changes here would need to take into account Wickham CWZ proposed improvements.

130.5.4

Consider undertaking a review of the School Road/Hoad's Hill/A334 roundabout to explore improvements for cycle route continuity. Investigate the potential for providing a Dutch-style roundabout to improve connectivity. This location forms part of the Wickham CWZ and changes here would need to consider those proposals.

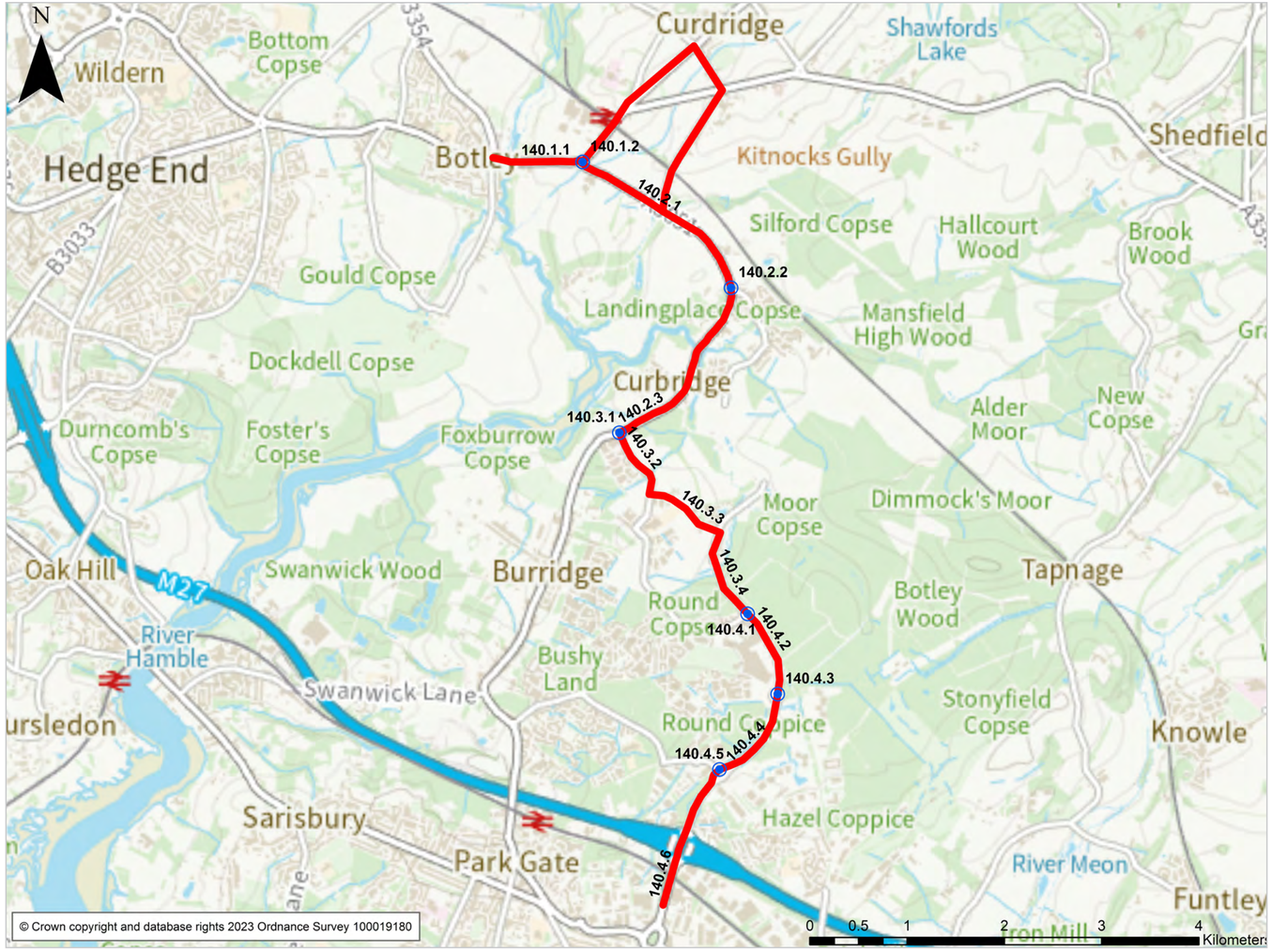
130.5.1 – A334 between Cold Harbour Close and The Square, Wickham

130.5.2 – A334 / The Square junction

130.5.3 – A334 between The Square and School Road roundabout

130.5.4 – School Road/Hoad's Hill roundabout

Route 140: Botley to Whiteley



Route 140: Botley to Whiteley

Route description

Route number 140 starts in Botley village centre and ends south of Whiteley at Junction 9 of the M27. It also passes through the village of Curbridge.

Botley is on the Portsmouth to London railway line and has a railway station. Whiteley is a major employment and retail centre.

The route runs along the A3051 and then along Bluebell Way and Whiteley Way where it meets the M27 roundabout at junction 9. The route then crosses the M27 Junction 9 roundabout and enters Segensworth in Fareham Borough where is meets secondary route number 271 (in the Fareham LCWIP) at the subway under the A27. The route is approximately 7.5km long. There is also an additional section north of Botley along the A334 and Botley road that loops round along the A334 and Outlands Road to create an additional section to connect this primary route to the secondary Route 106 and further north to Bishop's Waltham.

Background

The North Whiteley development is within proximity to this route. This site was allocated in the Winchester City Council Core Strategy (2013) for approximately 3,500 houses and is in the process of being delivered. As of the end of May 2023, 1,054 new dwellings had been constructed.

Part of this route was supported by stakeholders and has also been extended to reach Whiteley. It also has links to the Whiteley CWZ.

https://www.hants.gov.uk/transport/transportschemes/botleybypass

Junction 9 and the Parkway roundabout have recently been subject to a major scheme. The details in relation to this are available here:

M27 Junction 9 and Parkway South roundabout improvements, Whiteley | Transport and roads | Hampshire County Council (hants.gov.uk)

There is an aspiration to continue the shared use path from Junction 9 towards Segensworth.

Existing conditions

Botley is an attractive village location but is currently dominated by traffic. The traffic flows are currently over 20,000 vehicles a day, although traffic flows are expected to reduce if the Botley bypass is completed.

The first section of route follows the A334, and the speed limit along here varies between 30 and 40mph.

There is currently no dedicated cycle infrastructure in this location. There is a pavement on the northern side of the road. There are no continuous footways over side roads, and it is a bus route.

There is a proposal for a new bypass scheme that would go around Botley and end at the junction between the A334 and the A3051.

Where the A334 meets the A3051, a shared use path heads north towards Botley railway station. An extension of the off-road facility to the railway station should be explored along with suitable crossing provision on the Hillsons Road side road.

Barriers to walking and cycling

Lack of dedicated cycling infrastructure and intermittent pavement provision are barriers here, along with high traffic flows.

140.1 Botley village centre to junction with A3051

Potential options

140.1.1

At the junction with Winchester Street there is no existing cycle infrastructure and no available scope to provide off-road facilities due to property boundary constraints. Due to current high traffic volumes and speeds, it is unsuitable for cycling in mixed traffic. Therefore, a 20mph low speed, quiet mixed traffic street with bus modal filters would be required.

140.1.2

A further review of the A334/A3051 junction will be required as if the Botely Bypass scheme is implemented, it suggests uncontrolled crossings which are unsuitable for all users. Due to traffic volumes and speeds, signal-controlled crossings would be required to give people walking and cycling priority through the junction.

At the junction with the A3051, a roundabout is proposed to tie into the bypass – uncontrolled crossings are currently proposed which will not meet LTN1/20 cycle design guidance on all arms of the roundabout due to higher traffic volumes and speed. Uncontrolled crossings on the A334 Mill Hill could be acceptable if traffic levels significantly reduce on this arm, however, additional traffic calming measures and bus gate modal filters may also be needed. Signal controlled crossings would also be needed on all other arms of the roundabout to meet LTN1/20 cycle design guidance.

140.1.1 – Winchester Street

140.1.2 – A334/A3051 junction

140.2 – A334/A3051 to Bluebell Way

Potential options

140.2.1

There is currently a short section of shared use path on the northern side of the A3051 which then switches to the southern side continuing to the Whiteley Way signalised junction. It is relatively wide, lit and has continuous footways across side roads so this is considered suitable provision for the location. The uncontrolled crossing point, approximately 200m east of the junction with the A334, is unsuitable due to vehicle speeds, so a signal-controlled crossing could be considered instead. The proposed bypass scheme if implemented will extend scheme will extend the shared used path on the southern side to the junction which should negate the need for a crossing point at this location.

140.2.2

The A3051/Whiteley Way signalised junction has a toucan crossing which connects the existing shared use paths on the A3051 and Whiteley Way. However, a review of this junction could be carried out to identify improvements to tie-in to any future cycling infrastructure which is provided further south along the A3051.

140.2.3

There is currently no dedicated cycle infrastructure on the A3051 from the Whiteley Way junction to the Bluebell Way junction. Property boundary constraints and the narrow bridge between the Whiteley Way junction and the Harmsworth Livery access prevent fully segregated cycle tracks from being installed in this section, so a 20mph low speed, quiet mixed traffic street with bus modal filters would be required here, to meet guidance. However, due to traffic speeds and volumes this is unlikely to be feasible. There does appear to be scope to provide a fully segregated cycle track from the Harmsworth Livery access to the Bluebell Way junction, subject to land availability.

Due to the constraints outlined above, an alternative route is suggested (140.2.4).

140.2.4 (alternative route)

Explore providing an alternative route which runs along Whiteley Way and/or Curbridge Way from the A3051/ Whiteley Way junction and reconnects with the primary route further south on Whiteley Way. This alternative route avoids the A3051. This alternative route has not been audited at this time and therefore no potential options have been suggested for it.

140.2.1 – Footpath along A3051

140.2.2 – A3051/ Whiteley Way Junction

140.2.4 – Whiteley Way/ Curbridge Way alternative route

140.3 – Bluebell Way to Whiteley Farm roundabout

Potential options

140.3.1

A review of the A3051/Bluebell Way signalised junction should be carried out to identify improvements to tie-in to any future cycling infrastructure which is considered or installed along the A3051.

140.3.2

There is currently a shared use path which runs along the western side of Bluebell Way to the Glassfield Road junction. Due to property boundary constraints along some sections, a fully segregated facility cannot be provided. A review of the connections to the shared use path should be carried out to connect and enhance the continuity of the route.

140.3.3

Glassfield Road from the junction with Bluebell Way to the junction of Whiteley Way is traffic calmed so is considered to be a low speed, quiet mixed traffic street, which should be suitable for cycling. The current speed limit is 30mph, although due to the factors of the road there is a possibility to further reduce this to 20mph. Upon completion of the housing development in the area, the route will have a shared use path that continues along from the existing shared use path referenced in 140.3.2.

140.3.4

Whiteley Way from the junction of Glassfield Road to the Whiteley Farm roundabout has an existing shared use path on the eastern side. Although there are some localised property boundary constraints, there appears scope to widen this facility and provide segregation along the vast majority, subject to land availability.

140.3.2 – Bluebell Way

140.3.3 – Bluebell Way junction

140.3.4 – Whiteley Way

140.4 – Whiteley Farm roundabout to A27 Segensworth roundabout

Potential options

140.4.1

A review of the Whiteley Farm roundabout should be carried out to provide priority and continuity of route for people walking and cycling. Investigate the potential to provide a Dutch-style roundabout, subject to vehicle speed/volume and land availability.

140.4.2

There is an existing shared use path which runs along the western side from the Whiteley Farm roundabout the stops abruptly at the Whiteley village car park roundabout. There appears scope to provide a fully segregated cycle track on the eastern side of Whiteley Way between the Whiteley Farm and Whiteley Way roundabouts.

140.4.3

A review of the Whiteley Way roundabout should be carried out to provide priority and continuity of route for people walking and cycling. Investigate the potential to provide a Dutch-style roundabout, subject to vehicle speed/volume and land availability.

140.4.4

There is currently a short section of shared use path and a toucan crossing just to the south of the Whiteley Way roundabout, which primarily serves an east/west desire line. There is currently no existing cycle facility beyond this heading towards the Parkway South roundabout; however, there appears to be scope to provide fully segregated cycle tracks between the two roundabouts, subject to land availability.

140.4.5

A significant capacity improvement scheme was delivered at the Parkway South Roundabout in summer 2023. As part of these works, toucan crossings and shared use paths were provided to tie-in to existing cycle facilities. A shared use path has been provided on the western side of Whiteley Way between the Parkway South and M27 Junction 9 roundabouts along with toucan crossings and shared use path links around the M27 Junction 9; however, this route is currently not signed due to the lack of cycle route continuity further south.

140.4.6

The existing shared use path on the eastern side of the A27 Link Road extends for a short length until it ends abruptly due to the significant level difference on this side. A scheme to extend the pavement to link to the Segensworth roundabout is currently being developed, but this is for walking only. Further investigation should be undertaken to explore the feasibility of extending the cycle facility to the Segensworth roundabout and beyond, alongside ramping the facility down to tie-in with the existing shared use path and underpass.

140.4.1 – Whiteley Farm roundabout

140.4.4 – Crossing South of Whiteley Way roundabout

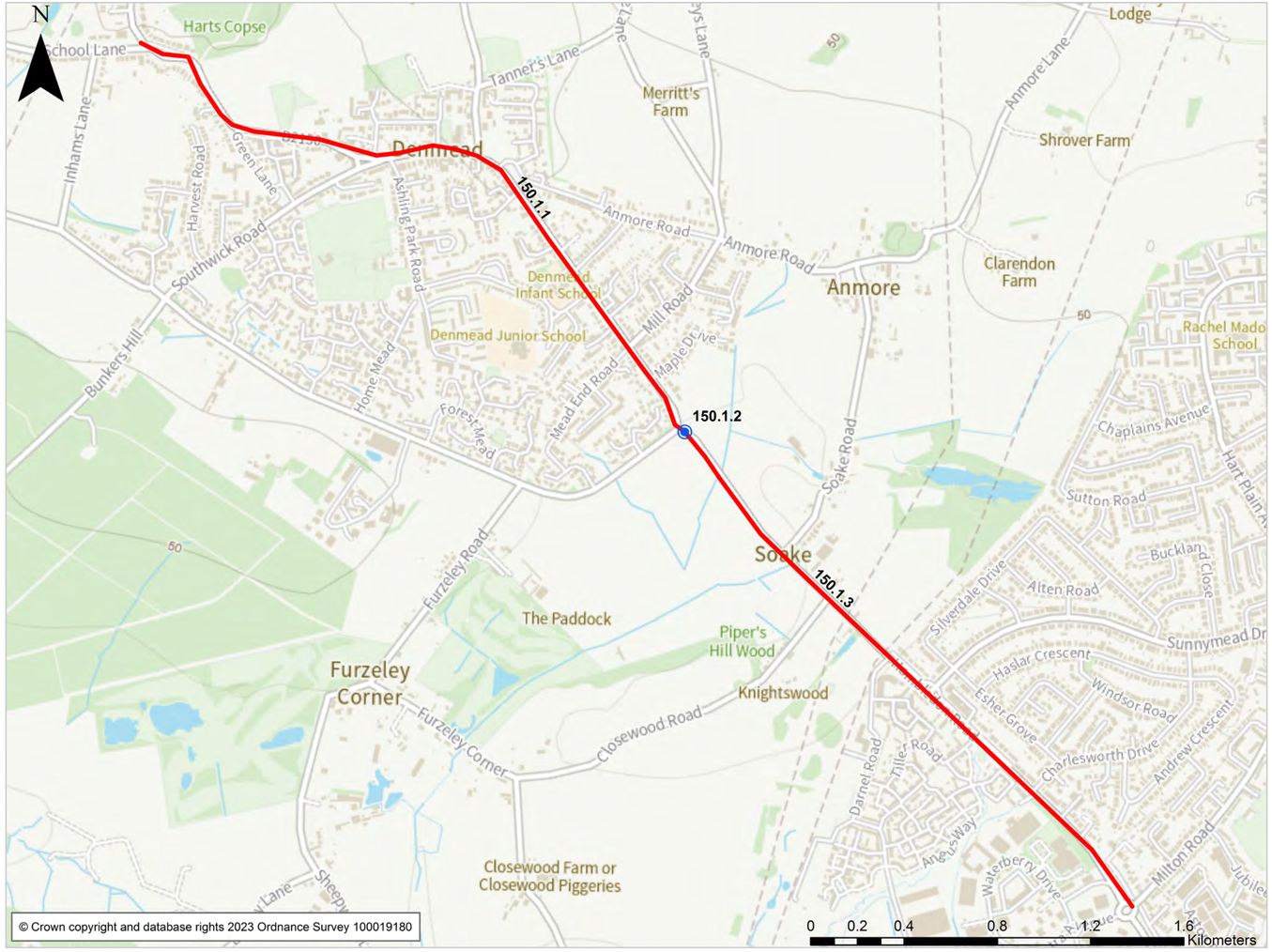
140.4.2 – Whiteley Way along Whiteley village

140.4.5 – Parkway South roundabout

140.4.3 – Whiteley Way roundabout

140.4.6 – Footpath over M27 along Parkway South roundabout

Route 150: Denmead to Waterlooville



Route 150: Denmead to Waterlooville

Route description

The route starts to the northeast of Denmead, on Hambledon Road's (B2150) junction with School Lane. The route runs for 2.8km southbound through Denmead, along Hambledon Road (B2150) as far as Winchester's District boundary. Beyond this point the route forms part of the Havant LCWIP, Route 361.

Route 150 connects with secondary route 107 (Hambledon to Denmead) to its north and local routes 1013 (Denmead to Southwick) and 2019 (Denmead to Horndean) in Denmead.

Background

The route was supported by local stakeholders at the mapping event. There are three bus routes along Hambledon Road, 654, D1 and D2 with multiple stops through Denmead and Hambledon. The bus routes connect Hambledon to Waterlooville. The route does not support or connect to the existing National Cycle Network.

Route 150 connects to the northern-most extent of the major development site known as land West of Waterlooville – a Winchester Local Plan allocation with approval for 2,550 homes, two schools and various commercial spaces.

Existing conditions

The route follows Hambledon Road (B2150), a rural road in character with a consistent 30mph speed limit, through the village of Denmead. The route has no pavements outside of Denmead and a narrow pavement in sections of the village.

Barriers to walking and cycling

Certain sections of pavement through the villages are narrow, making it difficult for people to walk side by side. The route has some advisory cycle lanes and shared use paths, none that meet current design guidance. The traffic flow on the road was observed to be substantial, with the potential for higher traffic speeds during off-peak times when traffic flow is lower.

Potential options

150.1.1

There appears to be width to provide a shared use path on the northern side of Hambledon Road (B2150) between the School Lane junction and Denmead Allotment access, subject to land availability and reallocation of road space. However, the available width is insufficient to continue this facility as far as the Forest Road roundabout further south, the road could be made suitable for cycling in mixed traffic with a 20mph speed limit and measures to reduce traffic to an appropriate level.

150.1.2

Consider a review of the Hambledon Road (B2150)/ Forest Road roundabout to explore improvements for cycle route continuity. Investigate the potential for providing a Dutch-style roundabout to improve cycle priority through the junction.

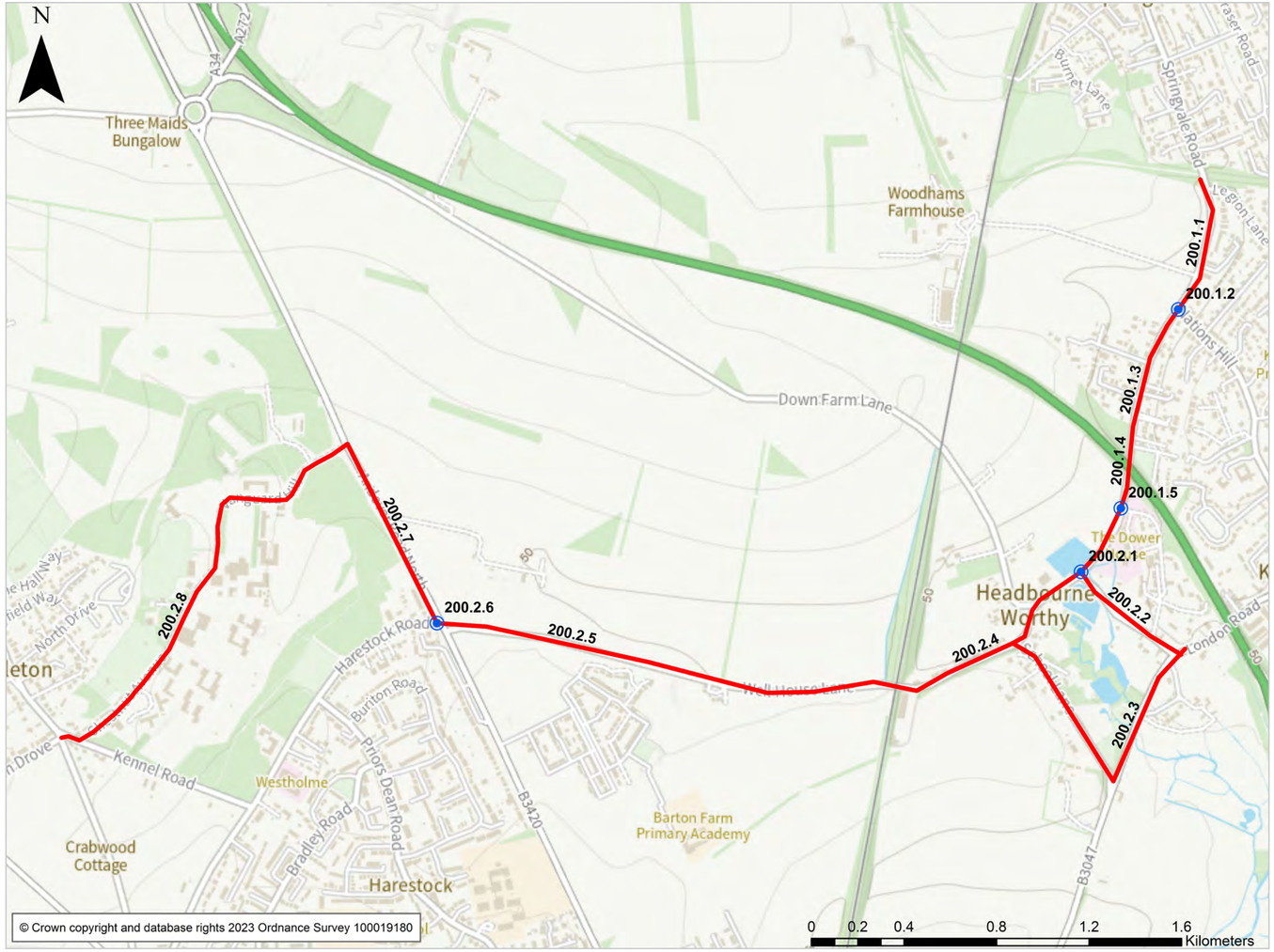
150.1.3

There appears to be width to provide a segregated cycle track along the southern side of Hambledon Road (B2150) between the Forest Road roundabout and Darnel Road junction, subject to land availability and property boundary constraints. Beyond this point, the route forms part of the Havant LCWIP, Route 361, where a shared use pathway is proposed.

150.1.1a – Hambledon Road (B2150) through Denmead

150.1.1b – Hambledon Road (B2150) through Denmead

Route 200: Springvale to Littleton



Route 200.1: Springvale to Bedfield Lane

Route description

The first section of the route starts in Kings Worthy and passes through the village of Headbourne Worthy and ends at the junction of Springvale Road and Bedfield Lane. The route comprises of a single carriageway road with a mixture of residential and rural frontages. There is no existing cycle-specific infrastructure. There are pavements on the eastern extent of the section, which run for 1.3km.

Background

This section of the route was supported by local stakeholders at the mapping event. There is one bus service along Springvale Road (Springvale), which connects Springvale to Winchester City. This route section does not support nor connect to the existing National Cycle Network.

Existing conditions

The first section follows Springvale Road, a 30mph rural road with residential properties. There is no dedicated cycling infrastructure, but pavements follow the eastern extent throughout and occasionally sections of the western extent of the highway. The route passes under the A34 via an underbridge, which reduces the highway width.

Barriers to walking and cycling

There is no dedicated infrastructure for cycling. The road is straight, which may enable faster driving, whilst the narrow underbridge creates unfavourable conditions for cycling on the road.

Potential options

200.1.1

Along Springvale Road from the start of the route at the Legion Lane junction to the junction with Nations Hill, there appears to be width on the western side to provide a fully segregated cycle track, subject to land availability. However, due to property boundary constraints further south, this type of facility could not be continued further. Therefore, to provide continuity, a 20mph mixed traffic street with traffic calming could be considered. A bus gate modal filter may be required if flows are above 2,000 vehicles a day.

200.1.2

At the junction with Nations Hill there are no suitable crossing points to access the other side of the road. The junction radius could be tightened and a continuous footway could be considered.

200.1.3

Past the junction, the 20mph approach could continue.

200.1.4

Continuing along Springvale Road, the road passes under the A34. The underbridge has two lanes for traffic and a narrow pavement on either side. At this point the character of the section changes from residential to more rural. A 20mph mixed traffic street with traffic calming measures could be considered to help enable a better cycling environment.

200.1.5

At the junction with the Dower House Nursing Home, the shared use path could have priority over the side road junction.

2001.1.1 – Springvale Road

2001.2 – Springvale Road – junction with Nations Hill

2001.1.3 – Springvale Road

2001.1.4 – Springvale Road

Route 200.2: Bedfield Lane to Littleton

Route description

This section begins at the Bedfield Lane junction with Springvale Road and splits in two. One part follows Bedfield Lane as far as London Road (B3047), where it heads southeast as far as School Lane. From here, it follows as far as Well House Lane. The second part follows Wellhouse Lane, where it meets again with the initial section, as far as Andover Road North (B3420). From here, it heads north up Andover Road North for a short distance before turning into the Sir John Moore Barracks site. It travels through the Sir John Moore Barracks site and the route ends at Main Road in Littleton.

Background

This section of the route was supported by local stakeholders at the mapping event. There are two bus services along London Road (B3047) and four along Andover Road North (B3420). These are the 67 and Springvale, and 85, 86, 851 and 852, respectively. These services connect Winchester with Springvale, Petersfield, Middle Wallop, Hatch Warren, Whitchurch, Charlton and Andover. This route section does not support nor connect to the existing National Cycle Network.

The route passes through Sir John Moore Barracks, a military site which currently has restricted access. The site is allocated in the emerging Winchester City Council Local Plan for residential development, along with an associated Park & Ride site. No detailed options are proposed for the route inside this site, but it would be expected that the infrastructure proposed as part of the redevelopment of the site would support walking and cycling and meet the design guidance set out in LTN1/20.

Existing conditions

This section of the route follows rural roads with varying speed limits. Wellhouse Lane, School Lane and a section of London Road (B3047) are 30mph, a section of London Road (B3047) is 40mph, a section of Wellhouse Lane is 60mph and Andover Road North (B3420) is 50mph. There is no dedicated cycle infrastructure at any point. Andover Road North (B3420) is a dual carriageway, high volumes and speeds of vehicles were observed on this road during the audit.

Barriers to walking and cycling

The section has no dedicated cycling infrastructure and currently requires people cycling to mix with motor traffic on a road with up to a 70mph speed limit. It has limited sections with no pavements along Well House Lane and School Lane for people walking.

Potential options

200.2.1

The Bedfield Lane/Springvale Road junction requires realignment by narrowing the junction mouth. The existing crossing should be upgraded to a parallel crossing depending on flow rate.

200.2.2

Bedfield Lane has a medium to high traffic flow with no cycle provision and, although there appears to be available width along the majority of the route to provide an off-road facility, property boundary constraints prevent the continuation of this type of facility along the full extent. Therefore, a low speed, mixed traffic approach could be considered combined with village gateways and other appropriate signage and traffic calming measures. Explore narrowing road widths and cutting back verge vegetation to widen existing pavements.

200.2.3

London Road (B3047) is a high traffic volume, 30mph road with no cycling provision and limited road widths due to residential frontages. A low speed, mixed traffic approach could be considered combined with village gateways and other appropriate signage and traffic calming measures. The existing junction mouth at Bedfield Lane requires narrowing and resurfacing. Explore potential for cycle road markings to improve right turns into and left turns out of Bedfield Lane.

200.2.1 – Springvale Road/Bedfield Lane junction

200.2.2 – Bedfield Lane

200.2.3 – Bedfield Lane/London Road (B3047) junction

Explore upgrading the existing crossing facility to parallel depending on traffic flows.

200.2.4

Springvale Road, Wellhouse Lane, School Lane and Green Close have a rural character with residential frontages and a medium traffic flow. Conditions do not allow for full segregation due to lack of available width. To meet design guidance, a 20mph limit, and perhaps reductions in traffic flow, would be required. Formalised priority over side roads and accesses could be provided. A suitable crossing for people cycling, travelling from London Road (B3047) to School Lane should be considered.

200.2.5

Beyond the signalised underbridge, Wellhouse Lane becomes a national speed limit single carriageway road with no dedicated cycling provision or pavements. Explore the opportunity to use the verges and reallocate road space, and providing a fully kerbed cycle track. Alternatively, a reduction in the speed limit to 30mph and light segregation or a shared use path could be considered.

200.2.6

The route crosses Andover Road North (B3420), which is a 50mph dual carriageway, via two priority junctions. There is currently no cycling nor walking provision. The existing layout does not lend itself towards a grade separated crossing facility, although there may be sufficient road width to accommodate it; this could be explored. A signalised toucan crossing and a segregated link between Wellhouse Lane and Harestock Road could be considered.

200.2.7

This section follows Andover Road North (B3420) as far as the entrance to Sir John Moore Barracks. This currently has a pavement along the western extent of the highway. There appears to be enough highway width (if the central verge is reduced) to introduce full kerbed segregated cycle tracks. The nature of the road, a fast flowing and high-volume route, lends itself towards complete segregation.

200.2.8

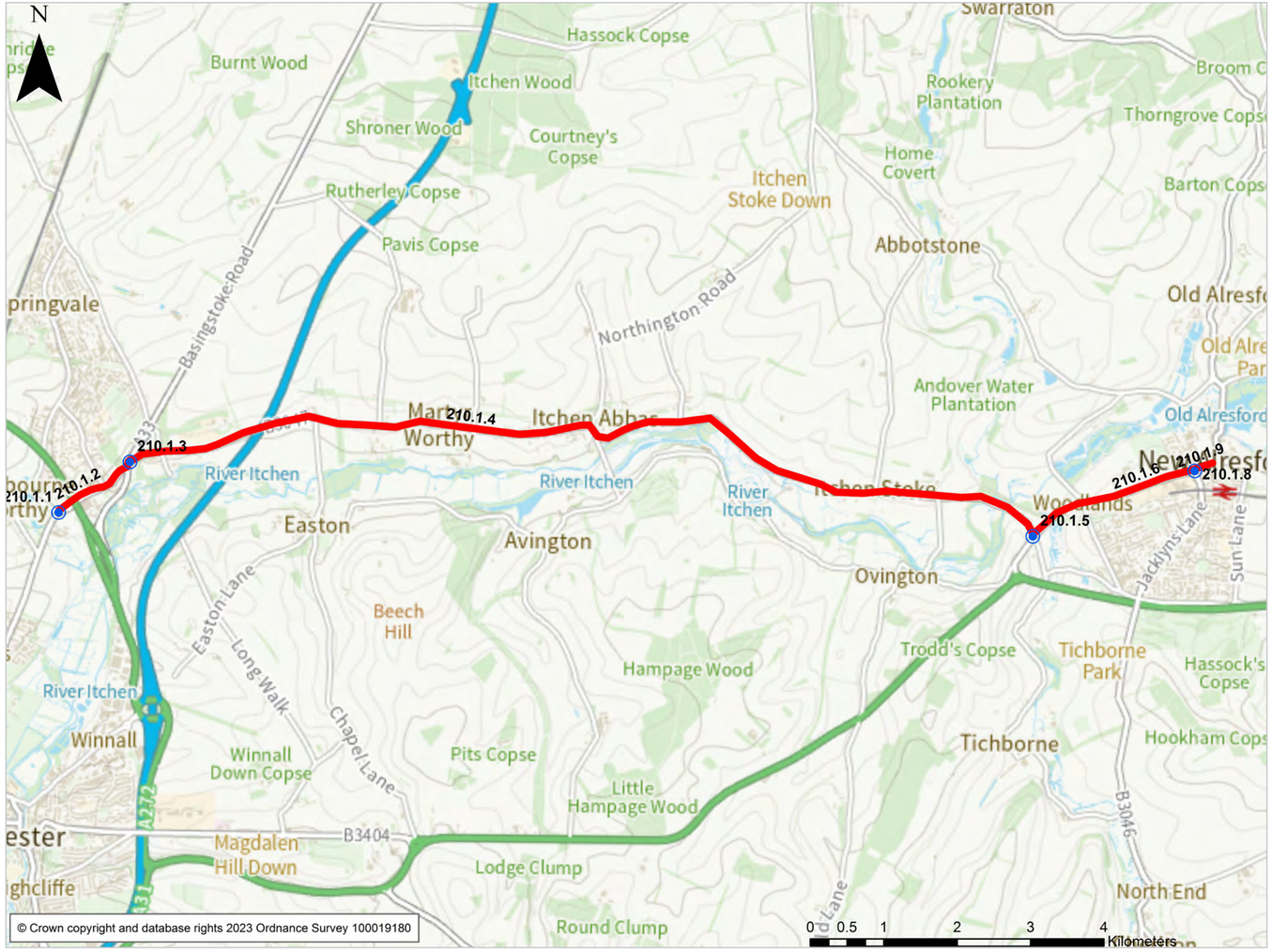
The proposed interior road design for the redevelopment of Sir John Moore Barracks is currently unknown. Many future plans for this site would be assessed through a planning application and would have to adhere to LTN1/20.

200.2.4 – Springvale Road

200.2.5 – Wellhouse Lane underbridge

200.2.6 – Wellhouse Lane/Andover Road North junction

Route 210: Kings Worthy to New Alresford



Route 210: Kings Worthy to New Alresford

Route description

This route connects Kings Worthy and the north of Winchester City to New Alresford. The route begins at the junction of Basingstoke Road and the B3047. It then continues along the B3047 out of Kings Worthy and into the next village of Itchen Abbas. It then follows the B3047 out of Itchen Abbas and on to a rural road with fields on either side before reaching Itchen Stoke. Leaving Itchen Stoke, the route ends with the junction with Alresford Road and the B3047.

Background

The route was supported by local stakeholders at the mapping event. It supports one major bus service, the bus number 67 from Winchester to New Alresford, and there are multiple stops along the B3047. The route does not support nor connect to the existing National Cycle Network.

There is currently a scheme underway to look at active travel improvements along Worthy Road, which includes the section of this route between Bedfield Road and Church Lane. The scheme specifically looks at improving the route for people to walk, wheel and cycle, and proposals currently include new crossings, widened pavements and continuous crossings. Further details about this can be found on the following page:

Worthy Road Active Travel Improvements | Transport and roads | Hampshire County Council (hants.gov.uk)

Existing conditions

The route is a rural road that passes through two small villages. There is little space for segregated cycle facilities and the current conditions do not encourage walking and cycling. There are short sections of narrow pavements within the villages. The road is predominantly a 60mph speed limit with a drop to 30mph through the villages. It has moderate traffic flows and cyclists are mixed in with general traffic.

Barriers to walking and cycling

The route does not have any dedicated cycling infrastructure. It is narrow with a lack of space available along large sections, particularly the 60mph sections, to make any improvements.

Potential options

210.1.1

Consider undertaking a review of the B3047 London Road/Bedfield Road priority junction to make improvements for cycle route connectivity and continuity. Investigate upgrading the refuge island and providing a parallel crossing to the east of the junction.

210.1.2

There is no available width to provide a segregated cycle track along the section of the B3047 between the Bedfield Lane junction and the A33 junction. However, there appears to be width to provide a shared use path along the vast majority of the road, subject to land availability and reallocation of road space, although there are property boundary constraints along a short section.

210.1.3

Consider undertaking a review and potential reconfiguration of the A33/B3047 junction to provide safe crossings for people cycling, as there is currently a lack of east/west connection through the junction.

210.1.4

There are currently no existing cycle facilities on the B3047 between the A33 and Alresford Road junctions and current vehicle speeds and volumes make it unsuitable for cycling. Although there appears to be width to provide segregated and shared facilities along the majority of this section, property boundary constraints prevent a continuous off-road facility. For cycle provision continuity and depending on traffic flows, the only achievable option may be to make the route suitable for cycling in mixed traffic with a 20mph speed limit and appropriate traffic calming features.

210.1.5

Consider undertaking a review and potential reconfiguration of the B3047 Alresford Road crossroads junction to provide better crossings for people cycling.

210.1.6

There are currently no existing cycle facilities along the B3047 between the Alresford Road crossroads in the west and The Avenue (service road) in the east. There appears to be sufficient width along the route, subject to land availability, to provide segregated cycle facilities. However, there is a width constraint at the railway bridge and the facility will need to cross from north/south with controlled crossings at strategic points due to property boundary constraints along the route.

210.1.7

The Avenue and Pound Hill (service roads) are currently low-speed environments with low traffic volume, so are likely to be suitable for cycling in mixed traffic. 20mph speed limits could be considered to support this. Implementation of measures here should be considered with New Alresford CWZ measures.

210.1.8

Consider undertaking a review of the B3047/B3046/The Dean crossroad junction to provide priority for people cycling through the junction. Implementation of measures here should be considered with New Alresford CWZ measures.

210.1.9

There are currently no existing cycle facilities along the High Street, although there appears to be available width to provide segregated cycle facilities by reallocating road space along this section. Implementation of measures here should be considered with New Alresford CWZ measures.

210.1.4 – B3047 between the A33 and Alresford Road junction

210.1.7 – Pound Hill, New Alresford

210.1.5 – Alresford Road / B3047 crossroads

210.1.8 – B3047 / B3046 junction

210.1.6 – B3047 between the Alresford Road crossroad and The Avenue

Winchester Local Cycling and Walking Infrastructure Plan

(District Focus) Consultation draft

May 2024

Hampshire County Council

Winchester City Council