Fareham Local Cycling and Walking Infrastructure Plan

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Hampshire County Council

Foreword from Councillor Heron

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Hampshire County Council is committed to delivering better environments for people to walk and cycle both for their day-to-day journeys, and when spending time in our public spaces. Walking and cycling are a big part of the solution to a number of the greatest challenges that we face including climate change; air pollution; obesity; equality of opportunity and access for all.

The disparity between the number of people who want to walk and cycle, and the number who have been able to do so, has never been more obvious than during the national lockdowns over the last two years. As motor traffic reverted to 1950s levels, our residents explored and rediscovered their local areas on foot and by cycle and felt safe to do so, without the fear of traffic. Families were cycling together through streets that are normally busy with cars, and many key workers found these to be practical and healthy ways to get to work. As traffic levels have returned to pre-COVID-19 levels and many have put their bikes away and returned to their cars.

If we are to meet our 2050 Vision, our Climate Change Emergency targets, and our Public Health goals we need walking and cycling to be safe, direct, and attractive for everyone from ages 8 to 80+. We need our networks to be accessible to everyone and cater for the majority of users, whether they are walking with a double buggy, have a health condition or disability that makes our public spaces more difficult to use. We have been challenged in recent years by walking and cycling advocates to do better. This has been tough without steady sources of funding, but we have always shared their ambition. Five other LCWIPs have been developed following successful bids to the Government's 'Transforming Cities Fund'. Winchester City and East Hampshire District Council also have LCWIPs. Building on this foundation, we have committed to a future program of LCWIPs covering every borough and district in Hampshire. This commitment is also reflected by Fareham Borough Council who have been actively involved in the development of this LCWIP.

Hampshire County Council and Fareham Borough Council officers, local interest groups and cross-party elected members have worked together to develop a common understanding of what improvements are needed. The 10 new walking and cycling principles included in this LCWIP were shaped by our first ever Active Places Summit in 2020.

The principles also feature in our emerging Local Transport Plan.

We embrace the Government's 'Gear Change' policy and cycle design guidance – Local Transport Note 1/20 (known as LTN1/20) launched in 2020 which sets out to achieve higher rates of cycling as well as better standards in cycle facilities. These documents, and related funding announcements, are welcomed by Hampshire County Council; they align closely with our own aspirations, and we are already applying the new design guidance to schemes under development.

Walking and cycling have the potential to replace shorter car trips made in Hampshire, including around a third of all commuting trips. With commuting trips representing around 16% of all trips, the overall potential is far greater. Walking and cycling are practical everyday ways of travelling, for even just part of a journey, that can help to make us healthier, greener, and more equal, and we look forward to supporting increases in these modes for everyone in Hampshire.

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Section one

Introduction

At both Hampshire County Council and Fareham Borough Council there is a desire to invest 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 or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being. In doing so all residents of Fareham 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 ability.

What is an LCWIP?

Local Cycling and Walking Infrastructure Plans (LCWIP), as set out in the Government's Cycling and Walking Investment Strategy, are a new, 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 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.

Local policies

This plan is supported by policies developed and delivered by Hampshire County Council including; the current and emerging Local Transport Plans 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 walking and cycling 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.

Why do we want an LCWIP for Fareham?

In June 2019, Hampshire County 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 adaption to climate change, including targets for carbon neutrality. Hampshire County Council and Fareham Borough Council are committed to developing a LCWIP for the whole borough through a long term and ambitious programme of measures and engaging with stakeholders and users to develop the wider network. We are committed to improving roads and paths in Fareham, helping to build healthier neighbourhoods and supporting active, healthier modes of transport including walking, cycling and public transport that are accessible to everyone.

Transformative walking and cycling improvement programmes in other parts of the country are helping to build healthy and friendly neighbourhoods. 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 pedestrians and cyclists 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, and have wider benefits such as improved public health, air quality, reduced community severance and congestion relief.**

This LCWIP was developed alongside proposals for a South East Hampshire Rapid Transit Network (SEHRT). The SEHRT bus schemes on the A27 at Delme roundabout to Downend road and in Portchester are funded by the Transforming Cities Fund.

Description of Fareham Borough

Fareham Borough has a population of around 117,000 and is located on the south coast between the cities of Portsmouth and Southampton. At almost 74 sq.km. in size, it borders Eastleigh, Winchester, Portsmouth and Gosport. Fareham Borough Council is the Local

Planning Authority. Hampshire County Council is the Highway Authority.

As a market town and former centre of brick making and tanning, Fareham grew steadily during the 18th and 19th centuries. Post war expansion throughout the 1950s, 60s and 70s created the basis for the Borough we see today.

During the 20th century the old industries of ship building, brick making, and tanning came to an end, with employment focus shifting to new industrial estates, with Fareham Industrial Park and Solent Business Park laid out by the end of the 1980s.

Transport

Aside from the M27, where walking and cycling are not permitted, the A27 road is the main west-east road through the area and bisects many of the settlements. The only other A road is the A32 which runs north-south between Gosport and Alton.

Fareham Town is well connected by rail with direct services to London, Southampton, Portsmouth, Bristol and Cardiff. There are further stations at Portchester and Swanwick.

A Bus Rapid Transit route has dedicated facilities from Fareham into Gosport, which are also shared with cyclists. There is a large bus station within Fareham Town Centre, 600m from the railway station.

Both the Air Quality Management Area (AQMA) and Clean Air Zone designations encompass sections of the road network within the centre of Fareham, including the A27 and A32.

Air quality issues here are predominantly caused by high volumes of vehicles using these roads, especially diesel cars.

Local trip generators

Fareham town centre is a major destination for employment and shopping. Other large employers include HMS Collingwood, Defence Science Technology Laboratory, Office for National Statistics, and Segensworth business park.

Educational and healthcare facilities are among other key trip generators.

Walking and cycling in Fareham

The Borough comprises a mix of some urban, and some more rural communities. In the north of the Borough, journeys are constrained by the hilly terrain of Portsdown Hill.

Trips under 2km are very walkable for most people within around 30 minutes. The 2011 Census reported that around 13% of commuting trips in Fareham are under 2km. Of these around 55% are driven and only 13% are on foot.

Over 30% of commuting trips made by Fareham residents are under 5km, a distance that can easily be cycled in around 20-30 minutes. Over 70% of these short trips are currently made by car or van and only 7% by bicycle.

Other trips such as leisure, education and shopping can easily be made within 5km of most homes and workplaces. This means the Borough is ideally suited to having a high number of active travel users, but the road network and lack of dedicated cycling facilities make this an undesirable option for many people.

57% of children walk to school in Fareham, and 6% cycle. Around 27% travel by car. Cycling to secondary school is more common than cycling to primary school.

National Cycle Network (NCN) Route 2 runs along the coastline in the west of the Borough, before entering Gosport and on towards Portsmouth via the passenger ferry, as part of a long distance route from St Austell to Dover. Route 224 runs from Wickham, through Fareham, to Gosport. Route 236 runs west-east through Fareham town and Portchester.

Fareham Clean Air Zone (CAZ)

As part of the Governments response to predicted exceedance of legally binding targets to reduce roadside nitrogen dioxide levels, in July 2017 Fareham Borough Council (as Local Environmental Health Authority) was issued with a Ministerial Direction to develop and implement a Local Plan to bring predicted nitrogen dioxide levels in a Clean Air Zone (CAZ) on the A27 between Quay Street and Delme Arms junctions to within legal limits in the shortest possible time. Following technical assessment and public consultation, a plan to reduce traffic and nitrogen dioxide levels within the CAZ was approved and funded by Government, that included improved cycling and walking routes, live information at bus stops for a clearer and smoother journey, improved traffic signals and a scheme to help taxi drivers swap out polluting models for more efficient alternatives.

Cycling and walking measures were implemented during 2019-2020 in parts of the boroughs of Gosport and Fareham identified as origins or destinations of car trips passing through the CAZ and comprised various small scale measures deliverable within the requirement to bring exceedances within legal limits within the shortest possible time.

Developments and opportunities

Fareham Borough Council's Local Plan Part 2:Development sites and policies was adopted in 2015 and identified many sites across the Borough which would be made available for residential, business, or mixed- use development. The largest of these allocations, Welborne, has its own adopted Local Plan. Welborne has planning permission for 6,000 new homes on a new site north of the M27 close to junction 10.

Although no homes are built as yet, it is included in this LCWIP so that routes to and from this major settlement are considered.

For the same reason, a large development site at North Whiteley, just outside of the Borough, is also considered for its links to and from Fareham. Fareham Borough Council is revising the local plan to cover the period to 2037. The new local plan was submitted to the Planning Inspectorate in September 2021.

Lewes Road, Brighton

The Government has published a number of case studies which illustrate examples of good practice when developing new cycling infrastructure. One of the schemes featured was Lewes Road, Brighton.

Brighton and Hove Council reallocated an entire lane of Lewes Road in each direction from general traffic into a bus and cycle lane.

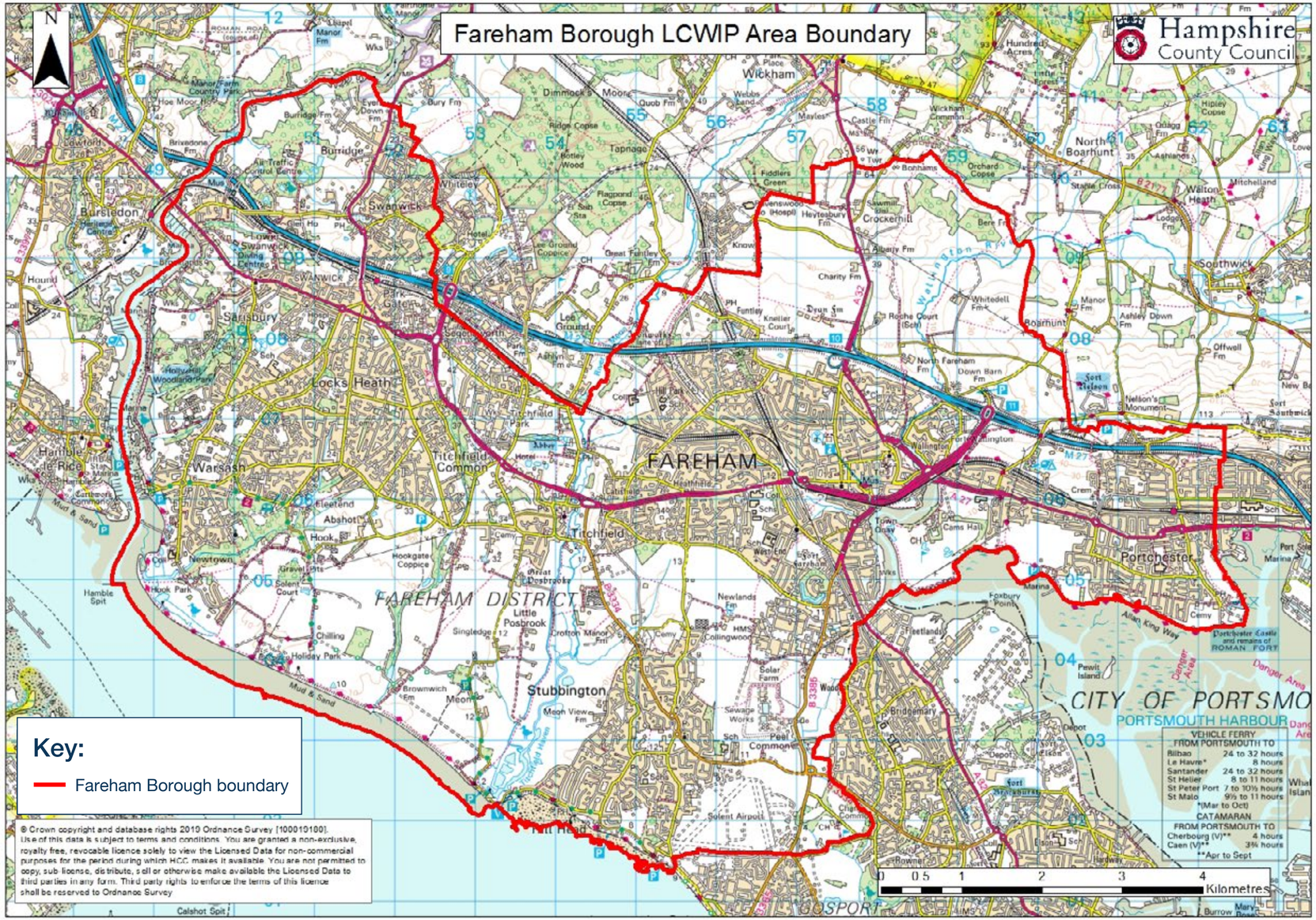
Lewes Road, a busy 4.5km dual carriageway carrying 25,000 vehicles per day, has been transformed into a rapid transit style bus and cycle corridor.

The £1.4m scheme includes innovative features to maintain continuity for cyclists, such as a dedicated cycle bypass at traffic lights, an early start signal for cyclists and ‘floating’ bus stops (as pictured below) where cyclists can pass behind bus stops with no interference from stopping buses.

Lewes Road, Brighton

Fareham LCWIP boundary

The red boundary outlined in this map shows the extent of the Fareham LCWIP. This boundary is consistent with the Fareham Borough Council administrative area.

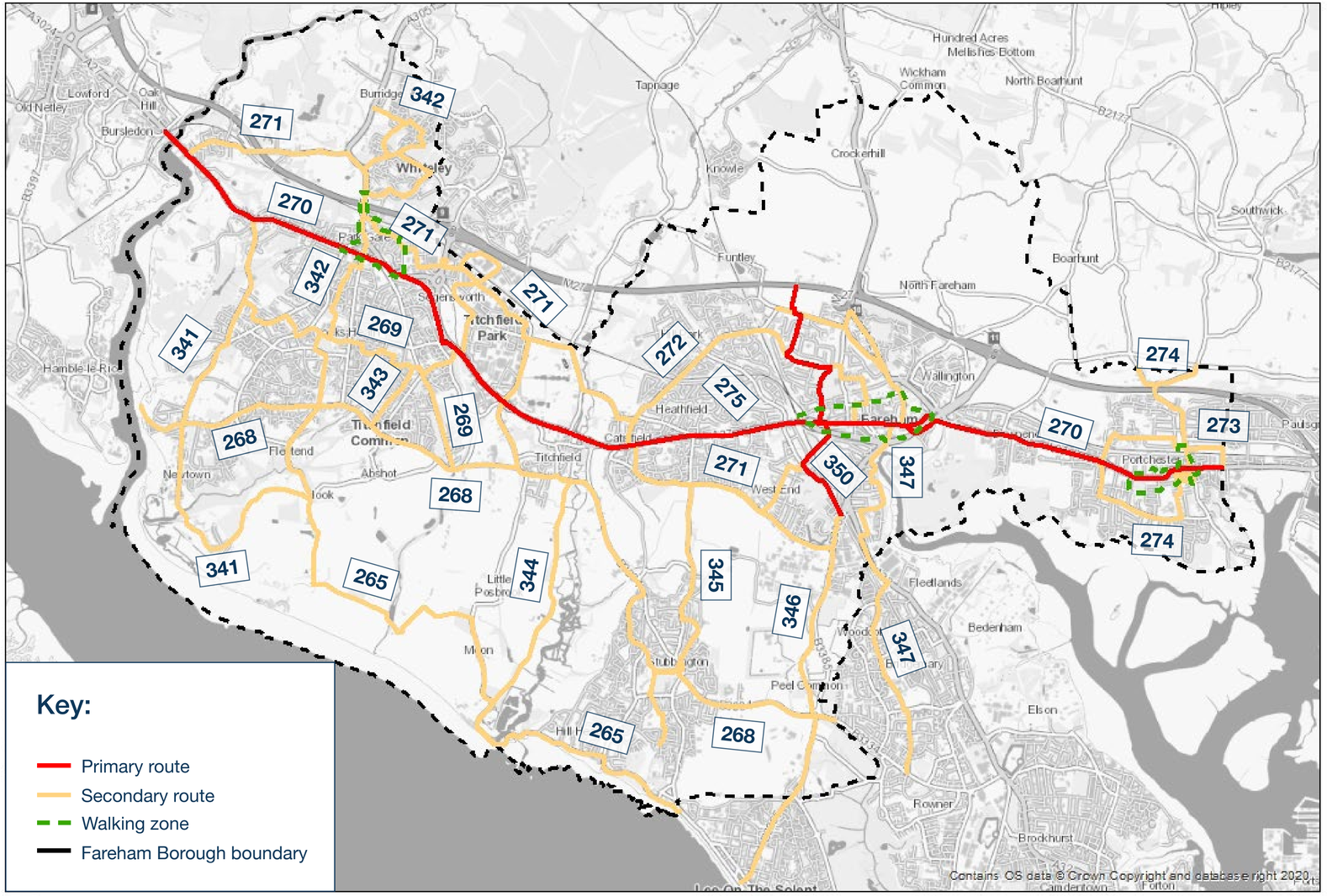


Proposed Fareham network overview

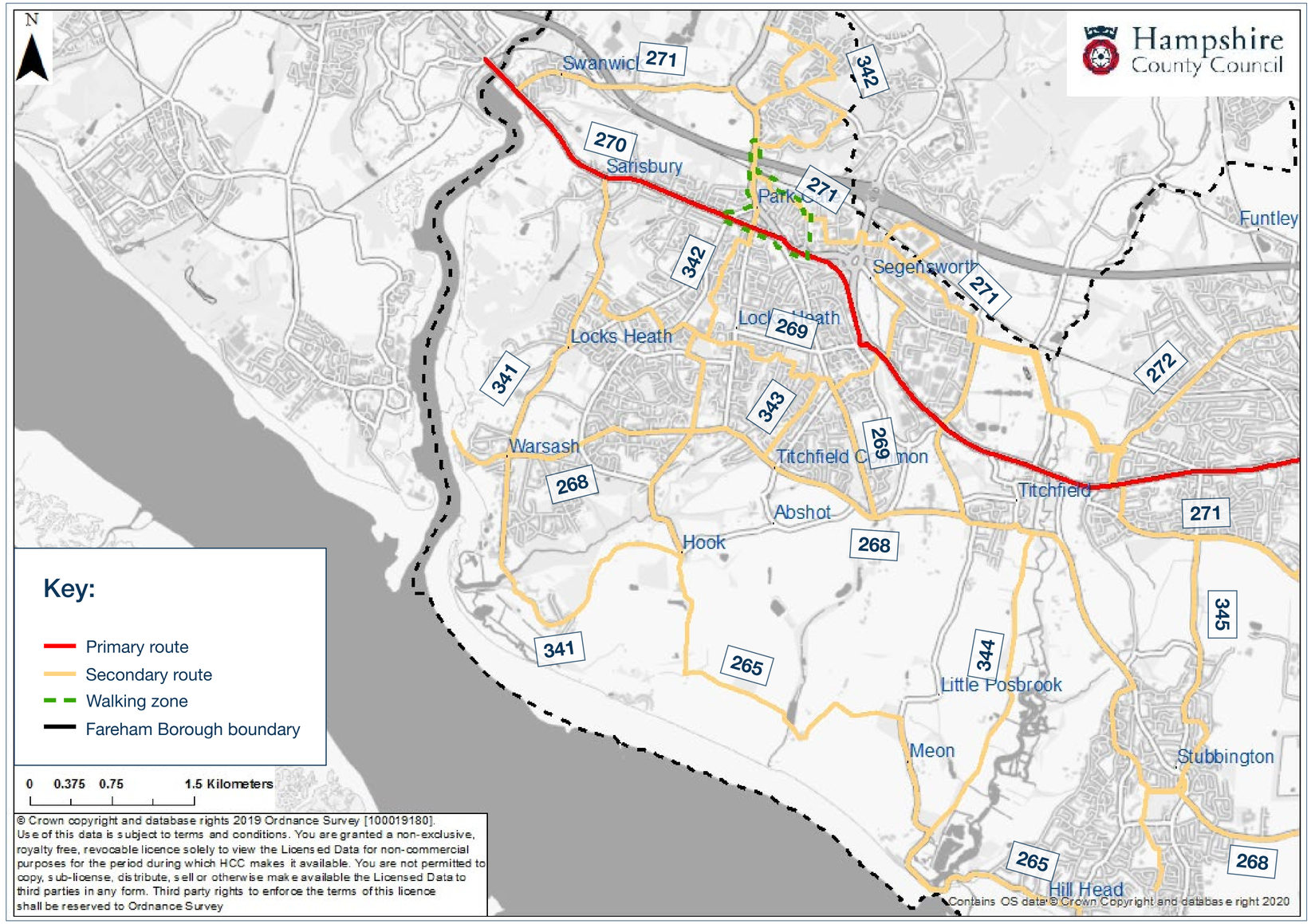
Fareham area

The following maps represent an overview of the Fareham Borough area, and the proposed cycle network.

Each route has been assigned a three-digit reference number and divided up into two categories of routes – ‘primary’ which represent busy, direct, and main routes and ‘secondary’ which represent medium usage routes through local areas, feeding into the primary routes.



Proposed Fareham network overview



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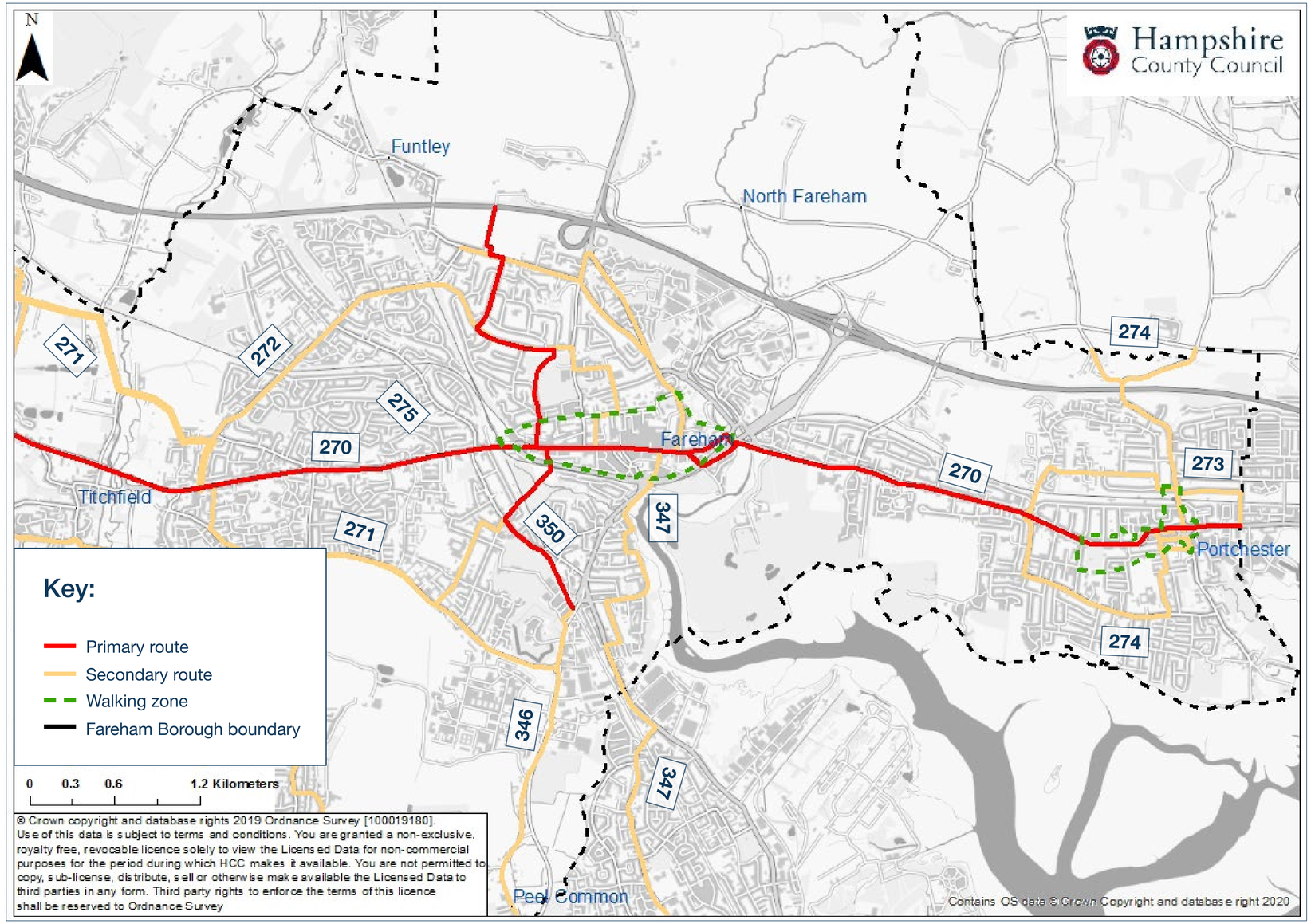

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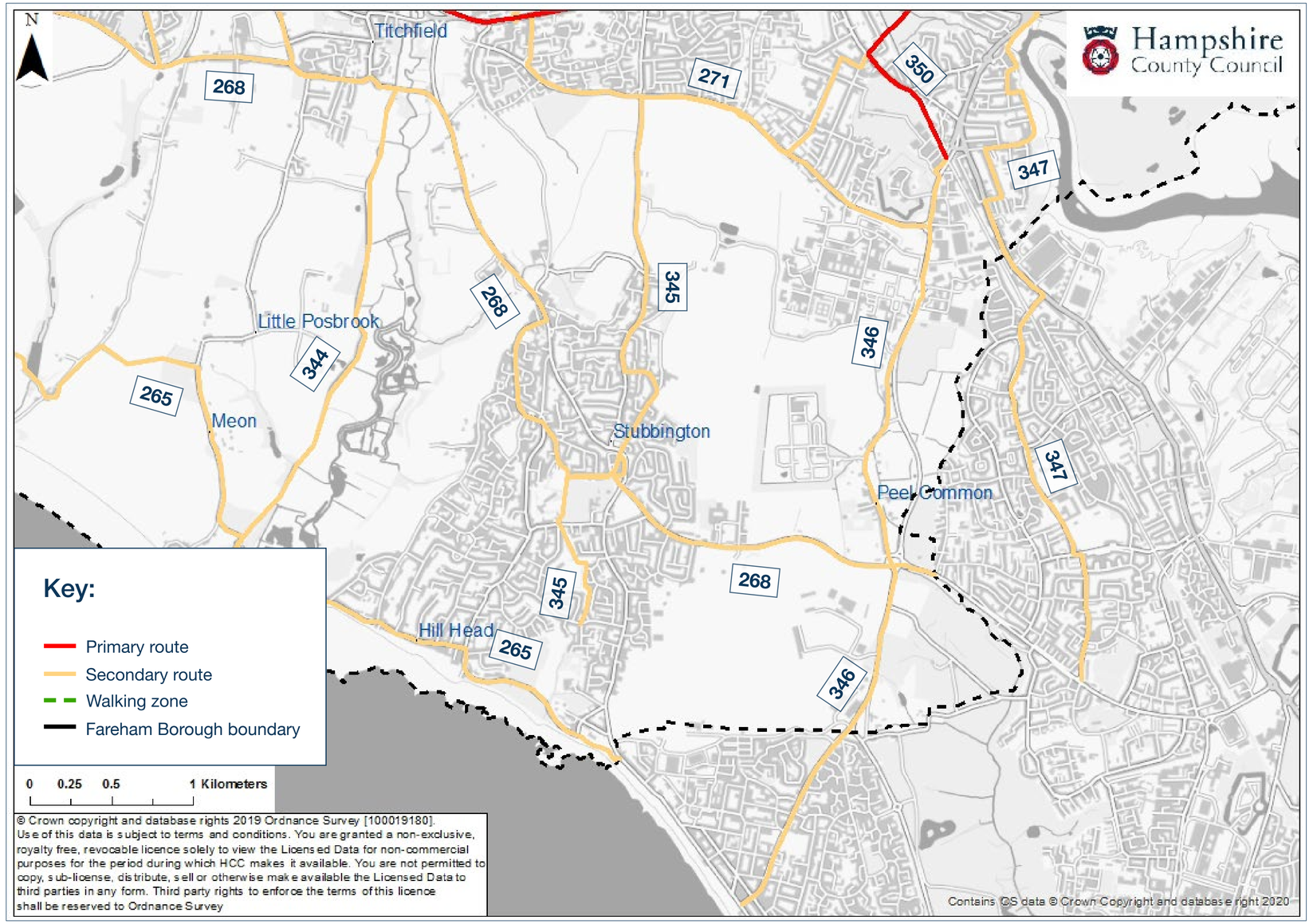


Methodology

Sustrans was commissioned by Hampshire County Council in July 2019 to support the development of Local Cycling and Walking Infrastructure Plans (LCWIPs) in six areas (Fareham, Gosport, Havant, Eastleigh, Southern Test Valley and New Forest Waterside) to support two separate bids to the DfT's Transforming Cities Fund. These LCWIPs have been co-developed by both organisations. Sustrans were engaged 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;
- engaging key local stakeholders.

The scope of the work was limited to utility trips to work, education and shopping of up to 5km. It does not include consideration of leisure trips outside the urban areas. The focus on utility trips in more urban areas was due to the fact that they have the greatest potential to convert car trips to walking and cycling trips, within local areas. Survey work was undertaken by both Sustrans and Hampshire County Council staff.

The approach was to look afresh 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 routes were then surveyed on foot and bicycle. The methodology adopted was informed by the Design Guidance published as part of the Active Travel (Wales) Act 2013, the London Cycling Design Standards (first published 2005, latest update 2016) guidance on developing a coherent cycle network and the LCWIP Technical Guidance (published 2017) but before the introduction of Local Transport Note 1/20.

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;
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

This draft consultation report addresses the first and third outputs, but further work will be needed for the second output, including feedback from the current consultation.

The LCWIP process has six stages as set out below:

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 origin / 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 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.

Stage 1 was determined by Hampshire County Council who will also lead on Stages 5 and 6 together with Fareham Borough Council. Sustrans and Hampshire County Council have jointly developed Stages 2, 3 & 4.

Implementation

The inclusion of a 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, thereby easing congestion. 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 contribute towards it.

Hampshire's first LCWIP focus is on the routes and zones that have the greatest potential to convert car trips to walking and cycling trips. This means they tend to have a more urban focus, where trips are often shorter, and where more people live, work and visit.

Hampshire County Council recognises this and will seek to address the balance for more rural areas, walking zones and tertiary cycle routes, in future versions of LCWIPs. These future versions are likely to have closer links to our Public Rights of Way network.

London cycling design standards

Margery Street, London WC1X

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.

Consultation

This LCWIP was subject to public consultation in draft form, from 6th September to 31st October 2021.

During the consultation, key stakeholders as well as the general public were invited to view the draft Fareham LCWIP to have their say and share their local knowledge and views on our proposals.

The consultation was hosted via a website called Commonplace, which was accessible via the Hampshire County Council website. Just over 2,200 people visited the Commonplace website for the Fareham Borough LCWIP.

Visitors to the Commonplace site could:

- Learn more about LCWIPs;
- Take part in a survey on the draft Fareham Borough LCWIP;
- Add comments to an interactive map (of Fareham Borough) to share what was liked, and what needed to change.

Completed online survey results

As part of the Fareham LCWIP webpage an online survey was available which was completed by 89 people. The survey was open to individuals as well as groups and organisations.

Respondents were asked to rate their agreement with the proposed walking zones and cycle routes on a 100-point scale, returning an average of 60, with 30% giving a rating of 75 or above.

Demographics

Demographic data refers to the voluntary information collected about the characteristics of the population that responded to the online survey (completed by the 89 people/groups or organisations).

This data allows us to work out who we are communicating with and the audiences that we need to reach out to in the future.

Almost all (98%) of respondents were from the Fareham area. Of the respondents 96% identified as ‘White British’ with just over 2% of residents identified themselves as ‘white non-British’ and the rest being made up of small percentages of various ethnic groups.

These figures are not unlike the population profile for Fareham Borough where 95% of Fareham’s population identified themselves as ‘White British’ (Census 2011 data).

There were more male respondents than female, with 64% male and 36% female. Within the Fareham Borough 49% are female and 51% male (Census 2011) therefore there is scope to target female audiences and groups in the future, in order to build more of an equal understanding of what is needed to help more people to walk and cycle.

In terms of age, the highest level of respondents came from the 55-64 (34%) and 65-74 (21%) age brackets. This suggests that online engagement did not form a major barrier to older age groups engaging with the consultation website.

The lowest age group brackets to respond were 75-84 and 25-34, who made up just 6% and 9% respectively. In the middle was the 34-44 age bracket with a 11% share in the survey response rate.

From the latest census data, the largest age group bracket within Fareham is 50-59, making up 15% of the age profile for the Borough. The second largest age distribution within the Borough is 40-49 years (12.4%) with the third being 60-69 years (12.3%). Therefore a majority response from with the 55+ age bracket was expected.

The employment status of respondents saw the highest being ‘working full-time’ at 25% closely followed by ‘retired’ at 24%. Only 1% were ‘student’. From this and the age profile of respondents we would seek to use this information in helping to target future LCWIP promotion to a younger user group (below 25 years) within the Borough.

Fareham walking profile

Within the survey people could choose more than one barrier to walking in their local area. From this, and outlined below, were the most common barriers identified. The top three barriers included busy roads, fears on safety of the route (e.g. busy/fast moving traffic) and the availability of crossing points.

Walking barriers

Busy roads	65%
Safety of the route	48%
Availability of suitable crossing points	42%
Junctions are difficult to cross	40%
Personal safety (dark routes/blind corners)	36%
Quality of routes	31%
Confidence	31%
Lack of direct routes	17%
Not enough information on possible routes	14%
Other	12%
Quality of facilities	11%

91% of respondents walked at least once per week, with the most common reasons for these journeys being for recreation, to go shopping or to lead a healthier lifestyle within the Borough. Almost half (49%) of respondents reported that they would walk more if the walking zones in the proposals were implemented. Outlined by the table below, are the most common journey purposes for walking within the Borough, with 'recreation' being the most popular, followed by 'shopping' and then a 'healthier lifestyle'.

Walking journey purpose

For recreation	74%
To access shopping facilities	64%
For a healthier lifestyle	63%
To visit family or friends	32%
To access leisure facilities	21%
To access public transport	20%
Employment or volunteering	13%
Other	11%
To access transport services	9%
To access education	8%

This Fareham Borough LCWIP included three core walking zones (taken from initial stakeholder engagement), input from the public consultation, local stakeholders, and Fareham Borough Council.

From the consultation future walking zones were highlighted to be considered for investigation. Some suggestions included:

- Whiteley
- Park Gate (A27 area)
- Locks Heath centre
- Stubbington Village centre

It was also recognised that there are a number of key walking routes within the Borough that could be improved to offer better access to large employment sites, such as Segensworth, key educational sites such as CEMAST at Daedalus and local historic tourist attractions, such as Titchfield Abbey, The Brickworks Museum at Burseldon and Portchester Castle.

Fareham cycling profile

With respondents being able to choose more than one, the highest identified barriers to cycling locally, as outlined below, were busy roads, perceived safety of routes, and quality of the routes.

Cycling barriers

Busy roads	81%
Safety of the route	68%
Quality of routes	60%
Confidence	60%
Junctions are difficult to cross	51%
Availability of suitable crossings	38%
Personal safety	37%
Lack of direct routes	33%
Quality of facilities	23%
Not enough information on possible routes	22%
Lacking cycle storage	22%
Cost of owning a cycle	1%

Almost two thirds (61% of respondents cycled at least once per week. Choosing more than one journey purpose the most common purpose was for recreation, followed by 'a healthy lifestyle', and to go 'shopping.'

For recreation	58%
For a healthier lifestyle	51%
To access shopping facilities	42%
To visit family or friends	30%
To access leisure facilities	17%
I don't cycle	11%
Other	6%
To access education	5%
To access public transport	4%
To access transport services	1%

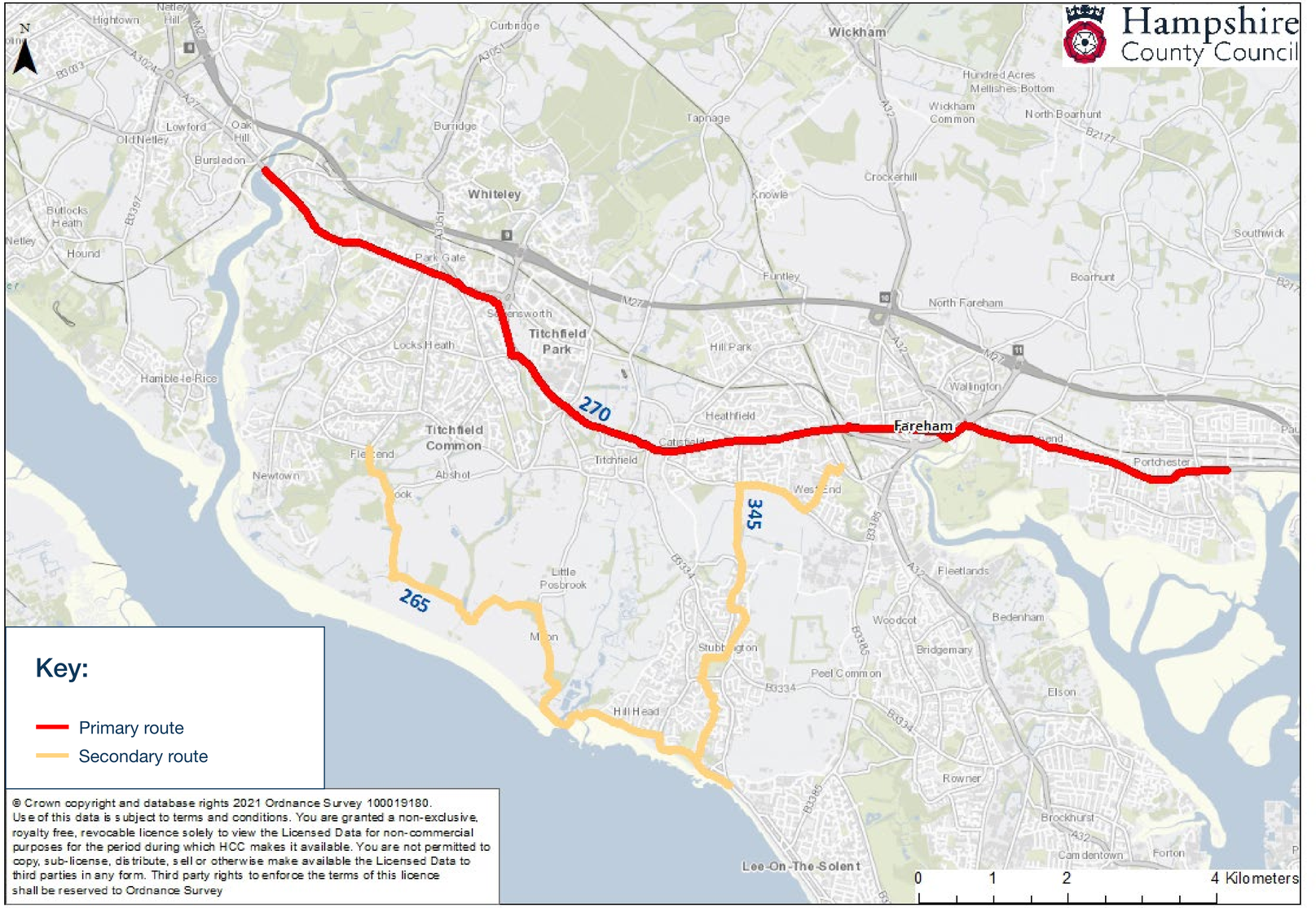
Fareham cycling profile

The survey asked respondents to prioritise their top three cycle routes within the Fareham Borough.

From this the following routes were seen as priority:

1. Route 345 – Fareham to Stubbington (by 55%)
2. Route 270 – River Hamble to Portchester (by 33%)
3. Route 265 – Warsash to Gosport (by 31%)

The map illustrates these routes within the borough.



Within the Prioritisation chapter the top five route sections are illustrated as priorities within the borough, these broadly align with two of the three priority routes as outlined above.

Two thirds (67%) claimed they would cycle more if the proposed cycling routes were implemented.

As part of the consultation further comments were invited via email, through an interactive map and on Facebook. Among those who commented, the most common mentions were support for improving safety for cycling, suggestions that drivers should not park on paths or block access for pedestrians and cyclists, and support for better maintenance of cycling and walking infrastructure.

General support for the proposals was strong, with comments that people walking and cycling should be prioritised over other road users, e.g. drivers, to make it the mode of transport of choice and more convenient instead of driving short distances within the Borough.

Walking and cycling principles

Respondents were also asked to respond to **Hampshire's Walking and Cycling Principles** (as outlined within this LCWIP).

Out of the respondents who commented on the walking and cycling principles, most (97%) supported them, with 3% remaining neutral.

General comments on the principles wanted to see better priorities for walking and cycling, over motor vehicles, providing better segregation for walking and cycling routes, especially to improve safety for those with hearing and sight impairments, and between the active travel network to be more joined up, and co-ordinated with a campaign to educate other users.

Those welcoming the principles agreed that they will help shape a more consistent approach to current developments and future transport schemes.

Interactive map

Our interactive map gave people the opportunity to have their say on the proposed LCWIP network and walking zones and potential options, and to share their experiences of travelling through those areas.

By dropping pins on the map, they could discuss how they felt about a location and what cycling and walking related improvements they'd like to see there. Respondents were able to drop a pin anywhere, and not just our proposed cycle network and walking zones.

The results can be seen within the maps on the next few pages.

This information will be invaluable in helping to shape the future LCWIP cycle network and walking zones and to provide designers with user experience at an early stage. It has also been reviewed in updating the cycling potential options to meet the latest cycle design guidance.

During the public consultation, officers at Hampshire County Council also held an online briefing for County Councillors and a number of key stakeholder user groups on the progress of the LCWIPs, and Hampshire's long term ambitions for them once adopted.

The purpose of this briefing was to provide information and to answer any questions. It was encouraged at the briefing for any Councillor or stakeholder to provide comments and feedback via the consultation process.

Fareham Borough Council feedback

Fareham Borough Council have supported the development of this LCWIP document and see it as an opportunity for working closely together with HCC to secure successful cycling and walking improvements for the Borough.

The Borough Council recognises the importance of active travel in leading healthier lives, reducing air pollution and reducing CO_2 emissions. The Borough Council views improving transport and reducing congestion as one of the biggest challenges for the borough; and one that if addressed, would have major benefits for the local economy and quality of life.

Cycling and walking are important elements in supporting their new development sites and consequently this makes it even more useful to make stronger links between the LCWIP and the emerging revised Fareham Borough Local Plan 2037 and supporting evidence studies.

How will the feedback be used?

All consultation feedback will be used to:

- Identify future areas of network development and future walking zones.
- Help prioritise the potential options in this LCWIP to take forward to feasibility design. As part of the prioritisation methodology outlined within the Prioritisation section.
- Demonstrate public support for funding opportunities, via consultation results and feedback.
- Inform designers about local views and experiences before they design any future improvements.

In addition, respondents who provided their email addresses, via Commonplace, can be contacted in the future to provide further information or share their views on local proposals.

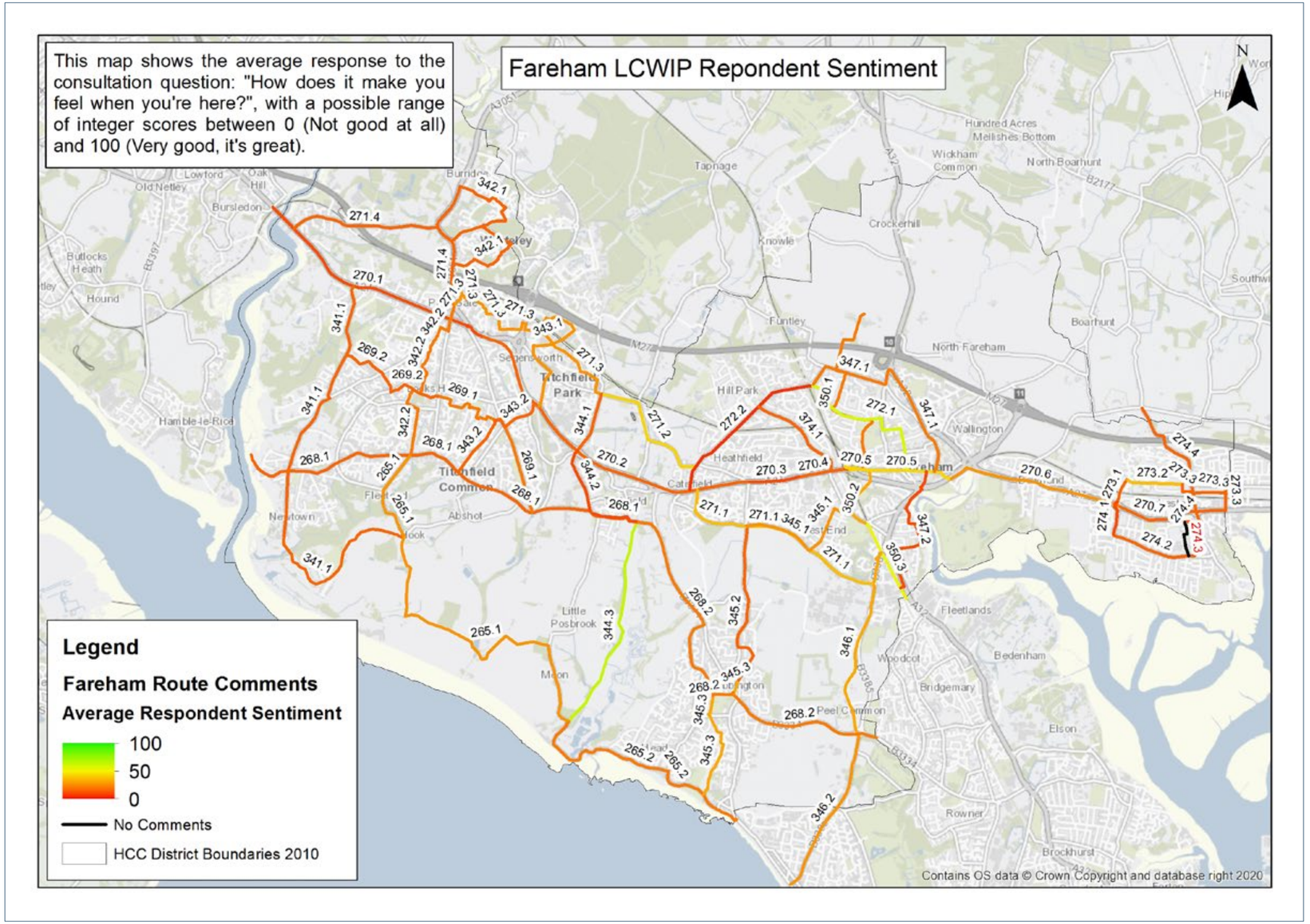
Sentiment map of Gosport LCWIP network

As part of the interactive mapping, we were able to measure how people currently feel using a route, within our proposed network.

The following map illustrates the average response to the question – **‘How does it make you feel when you’re here?’** The responses were then colour coded to indicate an average:

- 0 – ‘not good at all’ (red)
- 100 – ‘very good, it’s great’ (green)

It can be seen from this map which sections of route are felt to be better than others. For example the Titchfield Canal path (344.3) scored more highly as a route (despite the condition of the path), whereas sections of the A27 and Highlands Road scored closer to “not good at all”. This information will help inform the overall prioritisation of routes within the borough, as outlined with the **Prioritisation section** of this LCWIP.



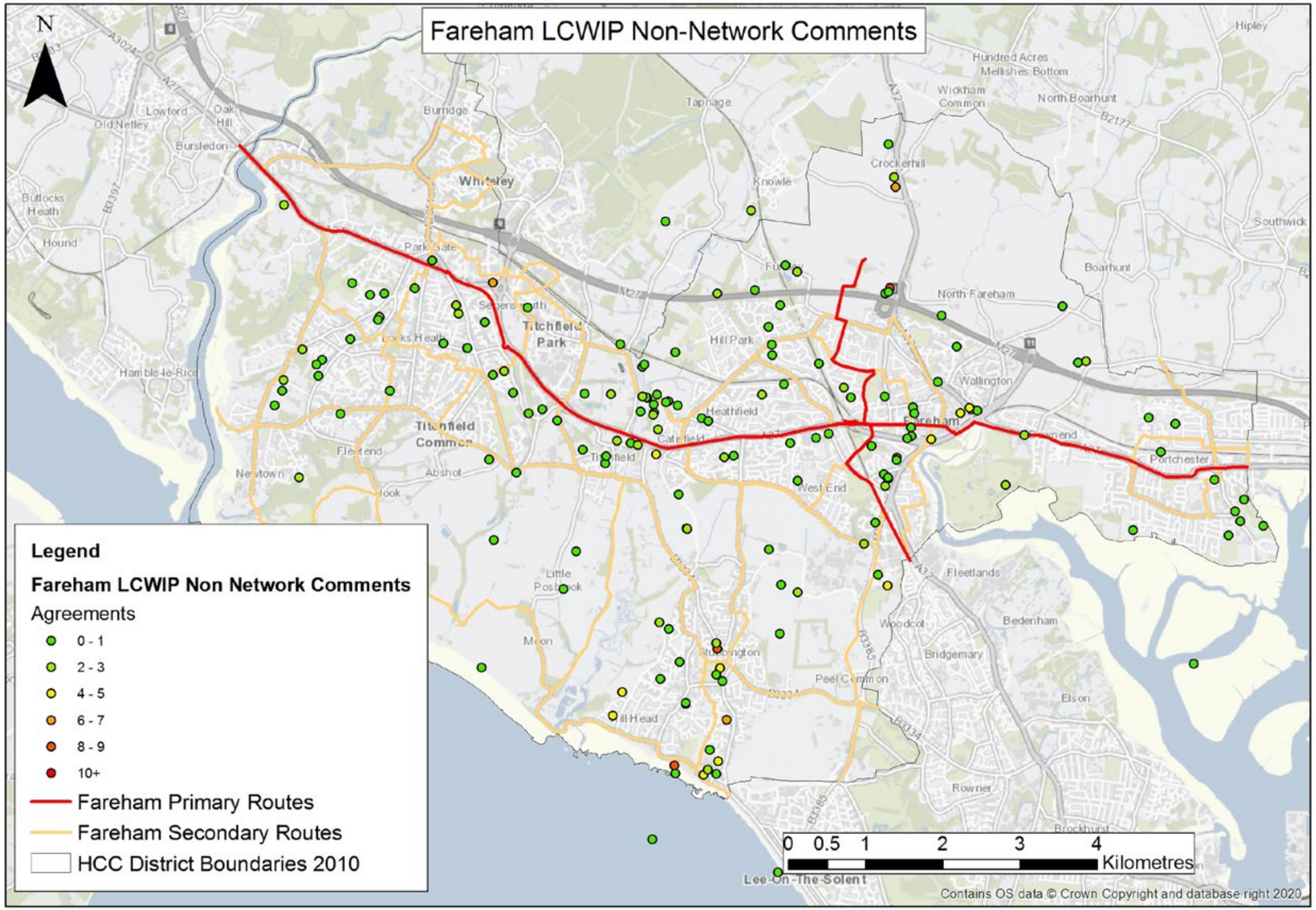
Off LCWIP network comments map

This map shows comments received that were placed *off* of the proposed cycle network and walking zones.

This map will be used to help focus the investigation of further cycle routes within the borough, as the network is reviewed in the future, in line with the LCWIP guidance (every 5 years, or as local circumstances change with levels of development etc...)

For example, it can be seen that Brook Lane and Lockswood Road (Park Gate to Warsash) were areas that received a lot of comments, as well as Fishers Hill, and routes south of central Fareham.

The comments on this map have also been weighted in terms of how many agreements they received, throughout the public consultation period, helping us further with our focus on future locations and routes within the Borough, for this LCWIP.



Prioritisation

One of the key outputs of an LCWIP required by government is a prioritised programme of infrastructure improvements for future investment.

In this context, priority is generally given to the improvements that are likely to have the greatest impact on increasing the number of people who choose to walk or cycle, and therefore provide the greatest return on investment from funding. To this end, prioritisation takes into account packages of improvements to a zone or route rather than assessing individual elements.

The pace at which progress is made in delivering priorities will depend upon the level of funding secured, both from government and locally. Our approach is therefore to rank walking zones and walking and cycling route sections in a scoring matrix to show how each scheme scores against the criteria suggested in the guidance.

The scoring matrix in this LCWIP is unweighted. However weighting can be added for example to reflect the criteria set out in a funding opportunity. For example, in bidding for levelling-up funds, we may give deprivation criteria a higher weighting to see which schemes would align best with the fund criteria. Alternatively, if development funding becomes available schemes local to the site are most likely to meet the requirements of the National Planning Policy Framework (NPPF) and could be given higher weighting.

Methodology

The LCWIP technical guidance suggests a prioritisation methodology based on four key themes, with a brief description of each theme as follows:

- **Effectiveness –** the forecast increase in the number of walking and cycling trips.
- **Policy –** delivery against policy objectives, such as improvements to health and inclusion.
- **Economic –** High level costs for construction.
- **Deliverability –** including public acceptability, feasibility and environmental constraints.

Within each theme there are a number of metrics which require the input of certain information, as set out below:

Effectiveness

- Propensity to Cycle Tool commute and school trips – forecast increase in walking and cycling trips government target for equality.
- Population – number of people who could directly benefit (400 metre buffer from the routes/zone).
- Existing data on pedestrian and cycle road casualties (last five years).
- Air Quality Impact – is the route/zone in or near an Air Quality Management Area?
- Integration with other highway schemes (planned or in progress).

Policy

- Delivery against policy objectives, such as improvements to health and inclusion – these include:
  - Average life expectancy (of the borough/district);
  - Social Isolation Index;
  - Presence of Obesity: Year 6 Children (%).

Importance of the intervention for particular user groups – these include:

  - Indices of Multiple Deprivation Score;
  - Living Environment Deprivation Domain: Outdoors Living Environment Sub-score;
  - Levels of car ownership per household (average % over subsection);
  - Education establishments (Infant, Primary and Secondary Schools, Further education) within 400m.
  - Health establishments (i.e. health centres etc within 400m.

- **Top priority routes outlined via survey responses.**
- **Average respondent sentiment, from public consultation, to – How does it make you feel when you are here?**

Economic

- High level cost estimates for each corridor and zone section.
- Potential to attract funding (availability of local funding i.e. s106 contributions).

Deliverability

- Scheme feasibility including ability to deliver to LTN1/20 e.g. due to land availability, difficulty in reducing on-street parking etc.
- Scheme feasibility due to environmental constraints, e.g. conservation areas.

For this LCWIP each route or walking zone has been divided into its subsections (270.1, 270.2, Z1.1.1, Z1.2.1 etc…). This allows for improvement options to be grouped together which will help in the deliverability of the potential options, in terms of both cost and phasing.

Data for each of the metrics, contained within the themes above, has been collected and used to provide an unweighted prioritised list of future schemes for walking and cycling within the borough.

The top five ranked areas within Fareham are contained in the following tables and maps.

Old Shoreham Road

Brighton and Hove City Council reallocated road space on Old Shoreham Road in 2012 and introduced “hybrid” cycle lanes, with low-level kerbs separating bicycles from motor vehicles and from the footway.

The improvements also included:

- full segregation for cyclists from motor vehicles, achieved by providing a low kerb edge;
- improvements to side road junctions to make crossing the road easier for pedestrians and people with mobility problems;
- shared areas for cyclists and pedestrians at bus stops;
- a new zebra crossing across Old Shoreham Road at Chanctonbury Road.

Old Shoreham Road

How Edinburgh and Glasgow are improving cycling infrastructure

Scotland’s plan is that a shared national vision for a 10% modal share of everyday journeys by bike is being targeted, with a related clear aspiration for reduction in car use, especially for short journeys, by both national and local government. They state that a long term increase in sustained funding is required, with year-on-year increases over time towards a 10% allocation of national and council transport budgets as are currently being achieved in Edinburgh. The primary investment focus is on enabling cycling through changing the physical environment for short journeys to enable anyone to cycle. There is commitment to a shared vision of 10% of everyday journeys by 2020 by bike, and positively promoting modal shift away from vehicle journeys which will over time reduce car use for local trips.

At its meeting on 9 February 2012, Edinburgh City Council committed to spend 5% of its 2012/13 transport budgets (capital and revenue) on projects to encourage cycling as a mode of transport in the city, and that this proportion should increase by 1% annually. This funding would be used to support the delivery of the Active Travel Action Plan (ATAP). In 2010, the Council approved its ATAP, which seeks to build on the high level of walking in Edinburgh and the growing role of cycling. It set targets of 10% of all trips and 15% of journeys to work by bike by 2020.

These targets are incorporated in the Local Transport Strategy.

South West City Way, Glasgow

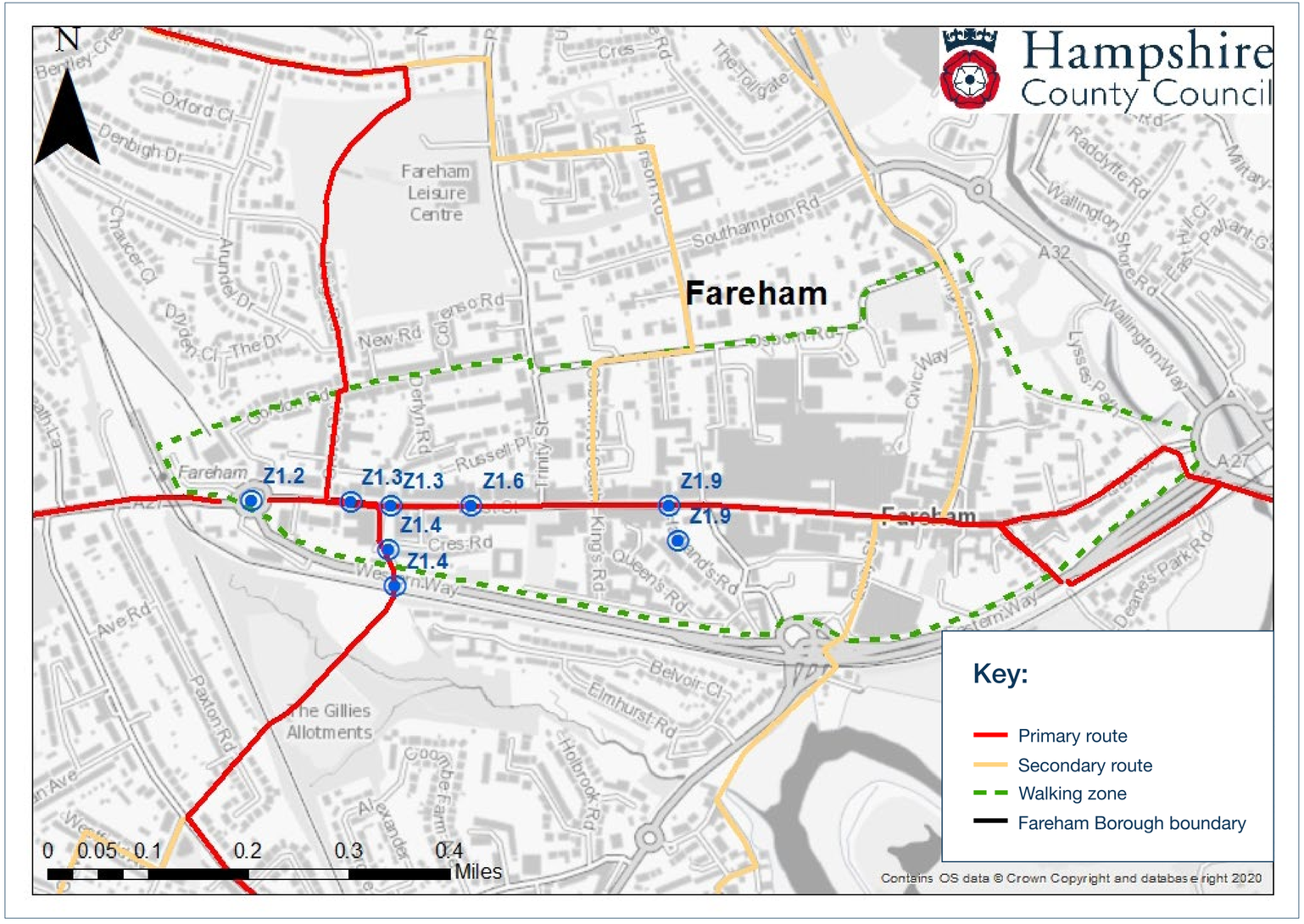
From 2014 to 2016, the estimated number of cycling trips on the route of the South West City Way increased by 70%, from 115,450 trips by bike in 2014 to 195,800 in 2016. In 2016, cycling trips made up 22% of all estimated trips on the route. An estimated 43.5% of journeys made on the South West City Way in 2016 were journeys to or from work.

Before

After

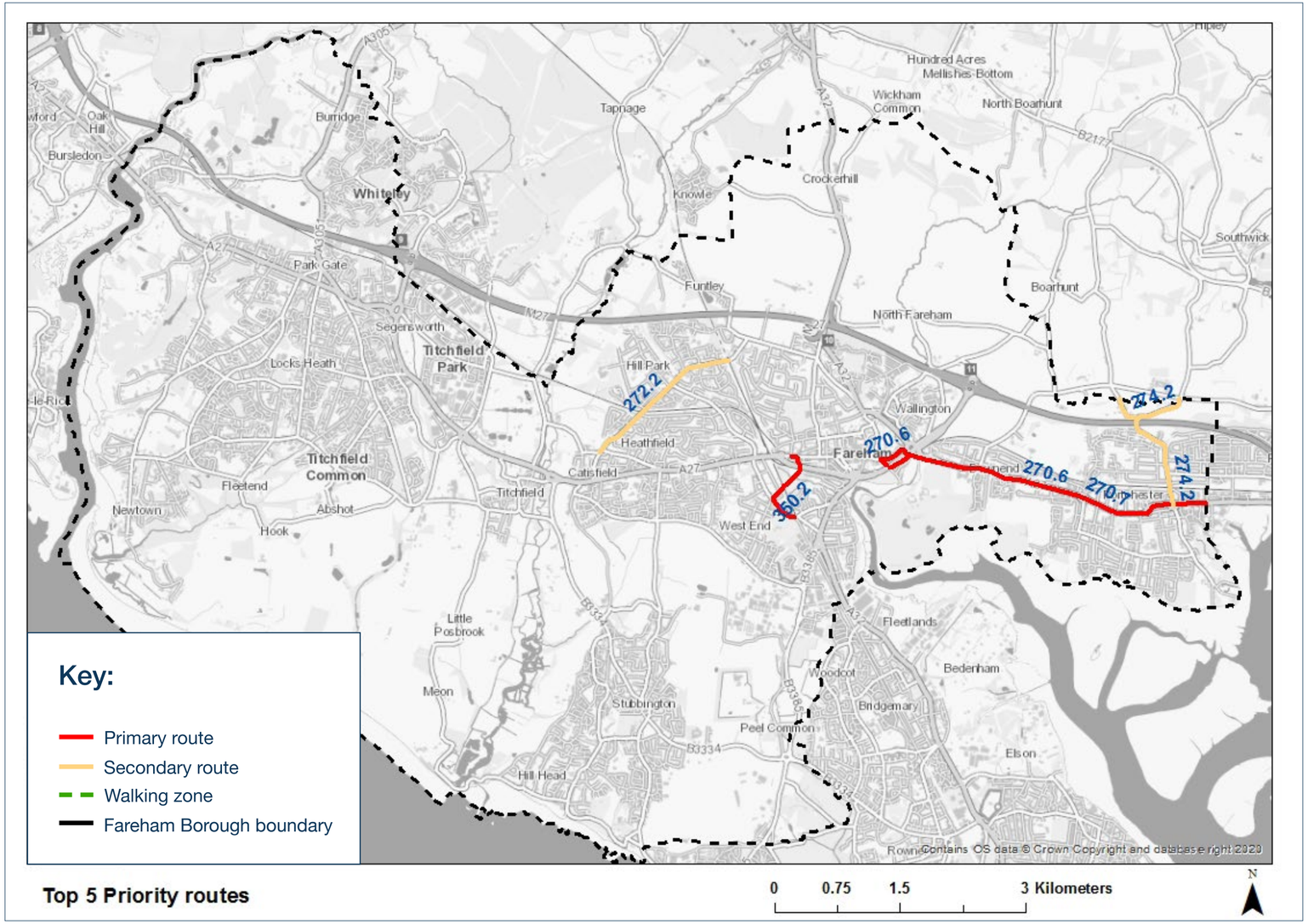
Walking zone – Top five route sections

Priority ranking	CWZ section	Location
1	Z1.2	Station roundabout
2	Z1.9	West Street/ Hartlands Road
=3	Z1.3	West Street gateway
=3	Z1.4	The Gillies
=3	Z1.6	West Street



Cycling network – Top five route sections

Priority ranking	Route section	Location
1	270.6	A27 Eastern Way to Cornaway Lane roundabout
2	350.2	West Street to Henry Cort Way
3	270.7	Cornaway Lane roundabout to Portsmouth border
4	272.2	Highlands Road to Catisfield
5	274.2	Portchester Precinct to Portsdown Hill



Funding and Next Steps

How will schemes be funded?

The pace at which progress is made in delivering the LCWIP route priorities will depend entirely upon the level of funding secured.

The government has announced that funding for active travel will be awarded to local authorities based upon competitive bids, such as the levelling up fund, capability fund and active travel fund, in addition to the annual Local Transport Plan allocations made by Government to local transport authorities. In the future other government funding maybe announced.

Other funding sources include developer contributions and locally derived funds, such as local authority and community resources. It is likely that some local Fareham Borough funding may be required to potentially help boost bids for any HCC government funding received, in the future. This would be discussed with relevant officers at Fareham Borough should this need arise.

It is important that the limited local resources that are available are used to best effect, for example in securing large amounts of Government funding but also in meeting local priorities, for example where a modest intervention is able to unlock local access within a community. It is also the case that local priorities maybe able to provide a slightly broader focus, for example by improving health and wellbeing outcomes for local residents, where this is a priority and investing in rural communities where it might prove difficult to meet value for money criteria based upon the numbers of people to benefit.

It is important to note that the evidence base for LCWIPs has been the existing pattern of development and committed development and therefore does not take into account demand from new development i.e. those sites without planning permission.

It will be necessary for developers, in bringing forward their proposals to ensure that the new communities or employment zones proposed can be fully connected into the wider community with high quality walking and cycling routes for people to access local facilities. Equally, existing residents should be able to access local facilities provided within new development such as jobs and education opportunities.

The costs for the potential options for cycling are based on the DfT LCWIP guidance, which are in 2014/15 prices. The potential options for walking costs are based on publicly available scheme costings, from similar highway authorities. Costs will be kept under review and updated as appropriate when more data on the cost of these types of schemes is locally and nationally available. All potential options are based on concept only, not feasibility.

What's happened since the LCWIP public consultation? -

- Construction underway at Castle Street roundabout in Portchester on a bus improvement scheme funded by the DfT's Transforming Cities Fund.
- Construction due to commence on a bus, pedestrian and cycle improvement scheme from the A27 Delme roundabout to Downend Road junction funded by the DfT's Transforming Cities Fund.
- Design underway with DfT Active Travel Funding to construct new pedestrian crossings and 'continuous footways' at selected side roads junctions along the A27 in Fareham and Portchester.
- HCC feasibility study underway on how to open up the Eclipse busway for use by cyclists 24 hours a day
- DfT Capability Funding for a feasibility study on a strategic cycle route along the A27 through Portchester.
- New government funding opportunities for active travel will be available in September 2022. Selected LCWIP routes in Fareham will be put forward for scheme development as part of both the Capability and Ambition fund and Active Travel Fund 4 bid submissions.

Next Steps

HCC plans to work closely with Fareham borough in helping to deliver the outcomes of the LCWIP.

It is envisaged that the LCWIP will need to be reviewed and updated approximately every four to five years to reflect any progress made with implementation.

LCWIPs should also be updated if there are significant changes in local circumstances, such as the publication of new policies or strategies, major new development sites, or new sources of funding.

Hampshire County Council walking and cycling principles

Together with movements in national policy and guidance Hampshire County Council has developed new draft principles for walking and cycling as part of the development of a new Local Transport Plan. These new 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;
- 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.

Hampshire County Council have developed **10 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 Hampshire County Council's first ever Active Places Summit (October 2020) to engage with a wide range of people who use our streets, high streets, walking and cycle routes on a day-to-day basis.

The principles sit under three headings:

1. Overarching Principles;
2. Planning;
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 Hampshire County Council's goals in delivering a healthy, sustainable, and active county, well into the future.

Hampshire Walking and Cycling Strategies

Hampshire covers a geographically diverse landscape with distinct localities. The existing cycle network in Hampshire provides over 750 miles of off-road and urban cycle paths which along with an extensive network of footways and a 2,800 mile rights of way network, offering a wealth of walking and cycling opportunities.

In 2015 Hampshire County Council adopted its first Cycling Strategy, followed in early 2016 by the adoption of its first Walking Strategy. Both strategies provided a clear statement of Hampshire County Council's aspirations for walking and cycling.

The strategies aimed to:

set a strategic framework to support the planning and development of cycling measures with local partners and support the development of local walking strategies;

- provide a means to prioritise funding for cycling to the best value for money investments for active travel modes;
- help support the County Council in attracting and realising additional funding opportunities for active and sustainable transport measures.

This LCWIP seeks to build on these established Walking and Cycling Strategies, which operated at a broader and higher level, to address active travel modes, countywide.

LCWIPs allow a more detailed and local level focus, concentrating on strategic network improvements that aim to help connect people directly, safely and conveniently.

For further information on the Hampshire County Council Walking and Cycling Strategies please follow this link – **hants.gov.uk/transport/strategies/transportstrategies**

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 on LCWIPs), and the new Gear Change Policy and Local Transport Note 1/20.

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.

Government Vision for Walking and Cycling

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.'

The government's Decarbonising Transport (2021) document states that ***'we will deliver a world class cycling and walking network in England by 2040,'*** and the Net Zero Strategy (2021) adds that ***'this will include comprehensive cycling and walking networks in all large towns and cities.'***

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;
- will be publishing new guidance on walking (and update to Manual for Streets) in 2022.

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;
- routes should be designed only by those who have experienced the road on a cycle.

Summary taken from DfT's Gear Change. A bold vision for cycling and walking.

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.

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/cycle-infrastructure-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.

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.

The new 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, the end of a trip or at an interchange point has a significant influence on cycle use.

The new 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 developing 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

Low traffic neighbourhoods

Low traffic neighbourhoods, or LTNs, are often described as ‘cells’ of residential streets bordered by main roads. Within these cells, access is maintained for residents, deliveries and emergency vehicles, but motor vehicle “through” traffic is discouraged or in some cases removed.

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 sighted as issues that affects peoples’ enjoyment of spending time on their own streets.

Low traffic neighbourhoods can create an improved environment, get neighbours talking, and even see a return of 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.

Residents, visitors, or delivery drivers needing to reach anywhere within the low traffic neighbourhood would still be able to do so by car – though they might have to approach from a different direction.

In a recent case study*, LTNs 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.

Furthermore, it was reported that LTNs did not add significantly to congestion on main roads.

Modal filters (also known as point closures) can take the form of many things from planters to bollards or even cycle stands, that can also act as handy cycle parking.

LTNs can also include making routes one-way, allowing footways to be widened, creating seating areas outside local businesses, and restricting access to motor traffic during certain times.

“The first low traffic neighbourhood in Waltham Forest’s mini-Holland saw motor traffic levels fall by over half inside the residential area and by 16% even when including the main roads. Motor traffic levels went down by over 5% on the main road nearest the second scheme”
Source: Living Streets

In 2018, Hampshire County Council officers attended a guided visit to the country’s flagship Low Traffic Neighbourhood in the London Borough of Waltham Forest.

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)

“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” *

Hampshire’s approach to low traffic neighbourhoods

Low Traffic Neighbourhoods will be included in on Hampshire’s emerging Local Transport Plan 4.

There are current examples of LTNs in Hampshire in Eastleigh and Portchester. These mainly take the form of housing estates with many pedestrian and cycle connections to neighbouring areas, but no cut through for drivers. We are open to hearing from local communities who might like to develop or trial a low traffic neighbourhood in their area.

We recognise that there are many challenges to introducing Low Traffic Neighbourhoods in existing areas, however, recent examples from across London have proved they can work and once settled in, are very popular.

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

Section two

Section two contents

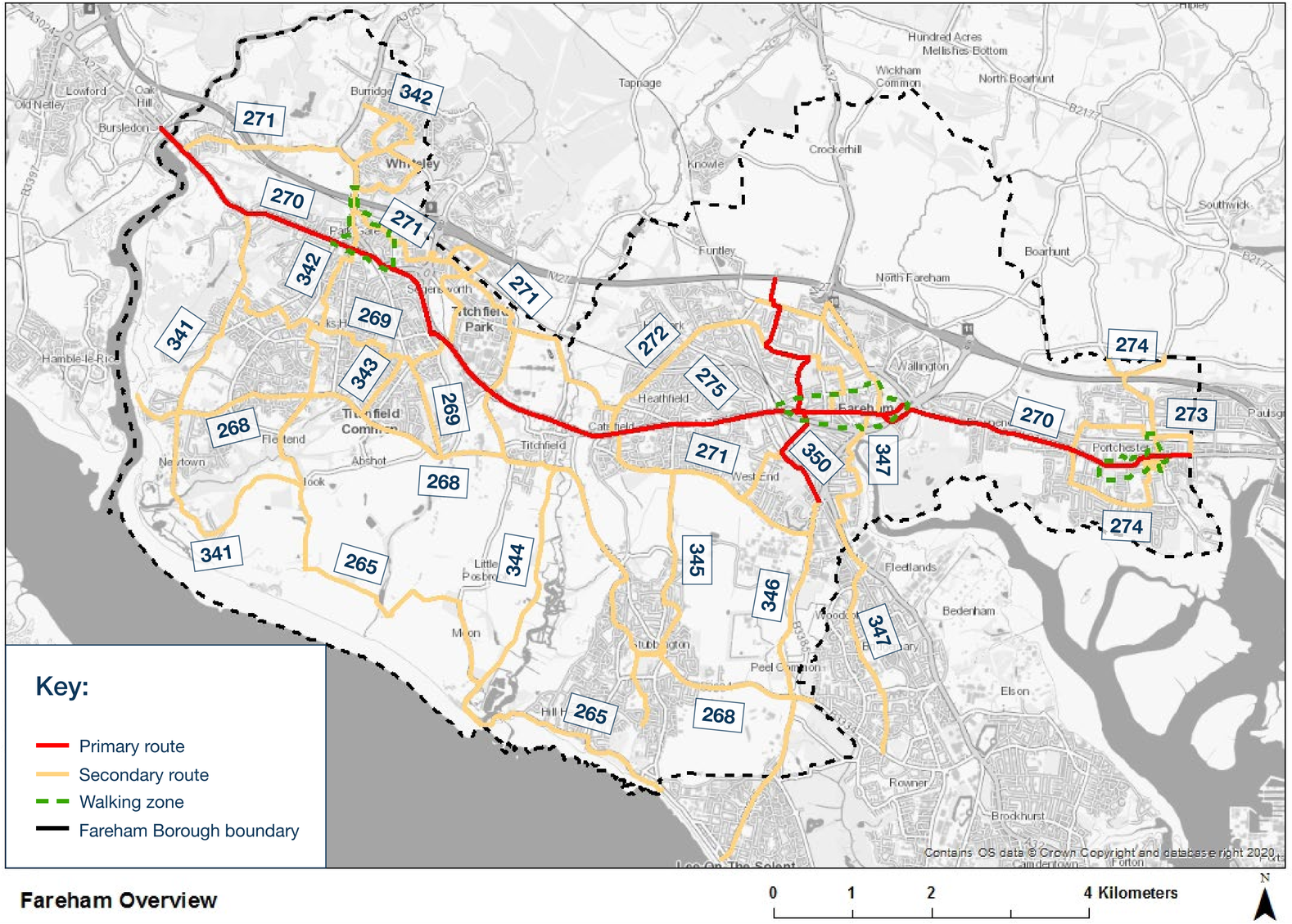
Introduction

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

Gathering information

Comprehensive information and data sources were provided by Hampshire County Council and Fareham Borough Council which was augmented by publicly available datasets from the 2011 Census (e.g. population and employment), DfT Traffic Counts, Road Traffic Collisions, schools, 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.

A stakeholder workshop was held at an early stage of the process, to test assumptions and to gather useful information from local stakeholder groups. They were asked to identify barriers to walking and cycling, including crossing points of the main barriers (roads, railways, rivers), which form the nodes in the network. Large blank maps were provided for people to draw on, as well as background maps of the local transport network with information on trip generators from the Sustrans GIS database.

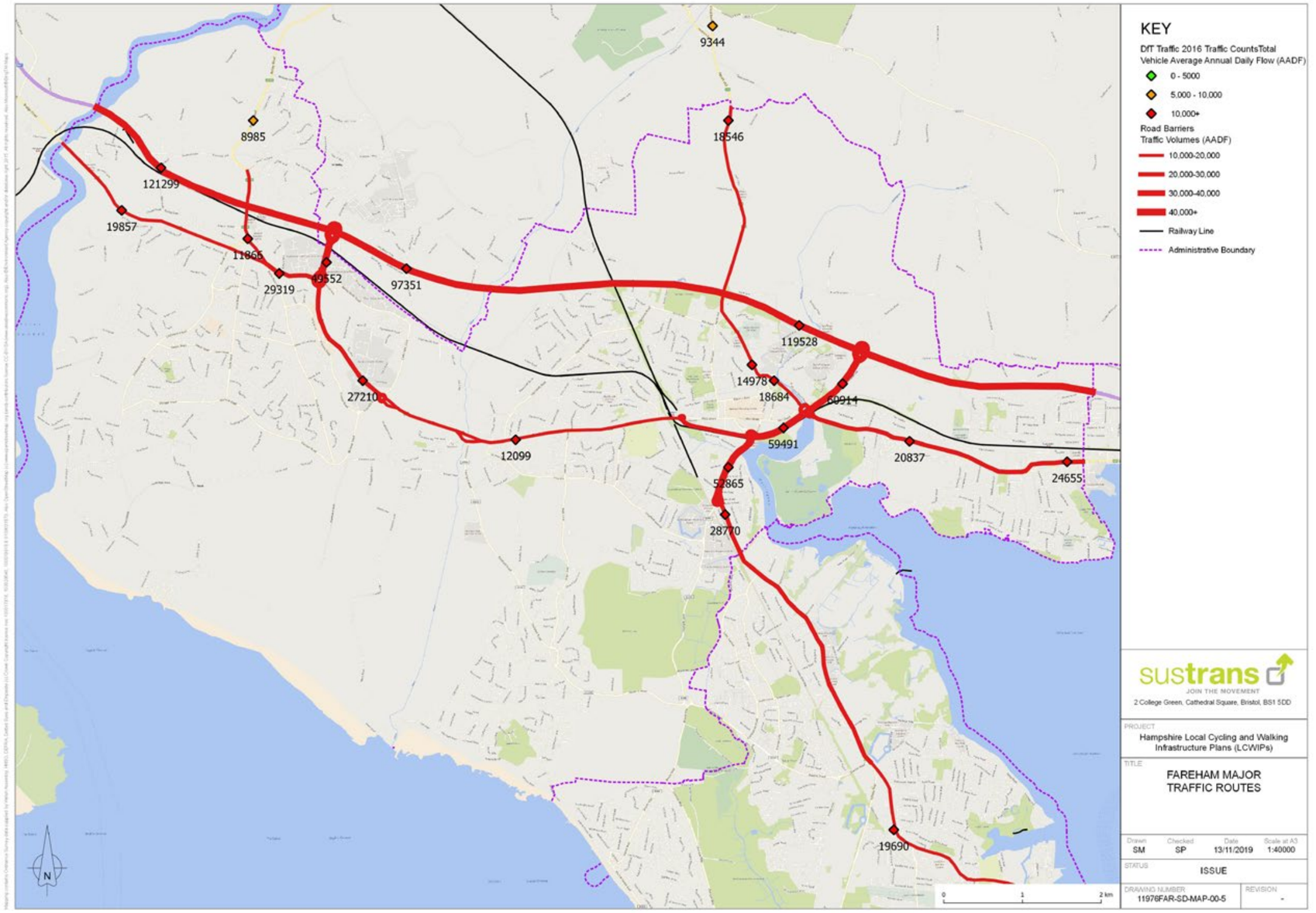


Major traffic routes

As part of the LCWIP process, it is important to identify where the main barriers to movement by walking and cycling are located, and how they may be overcome or negotiated.

This plan illustrates the location of some of the roads in the Borough which carry the highest volumes of traffic and therefore represent barriers to journeys by foot or by bicycle. The traffic flows are taken from the publicly available Department for Transport (DfT) count points. This data has been extrapolated to the sections of roads either side of the count points, to the next major junction or where the next count point may be more relevant.

The M27 motorway represents a major barrier to the north of the Borough. The A27 is also a significant barrier for local journeys.



Identified potential cycling network

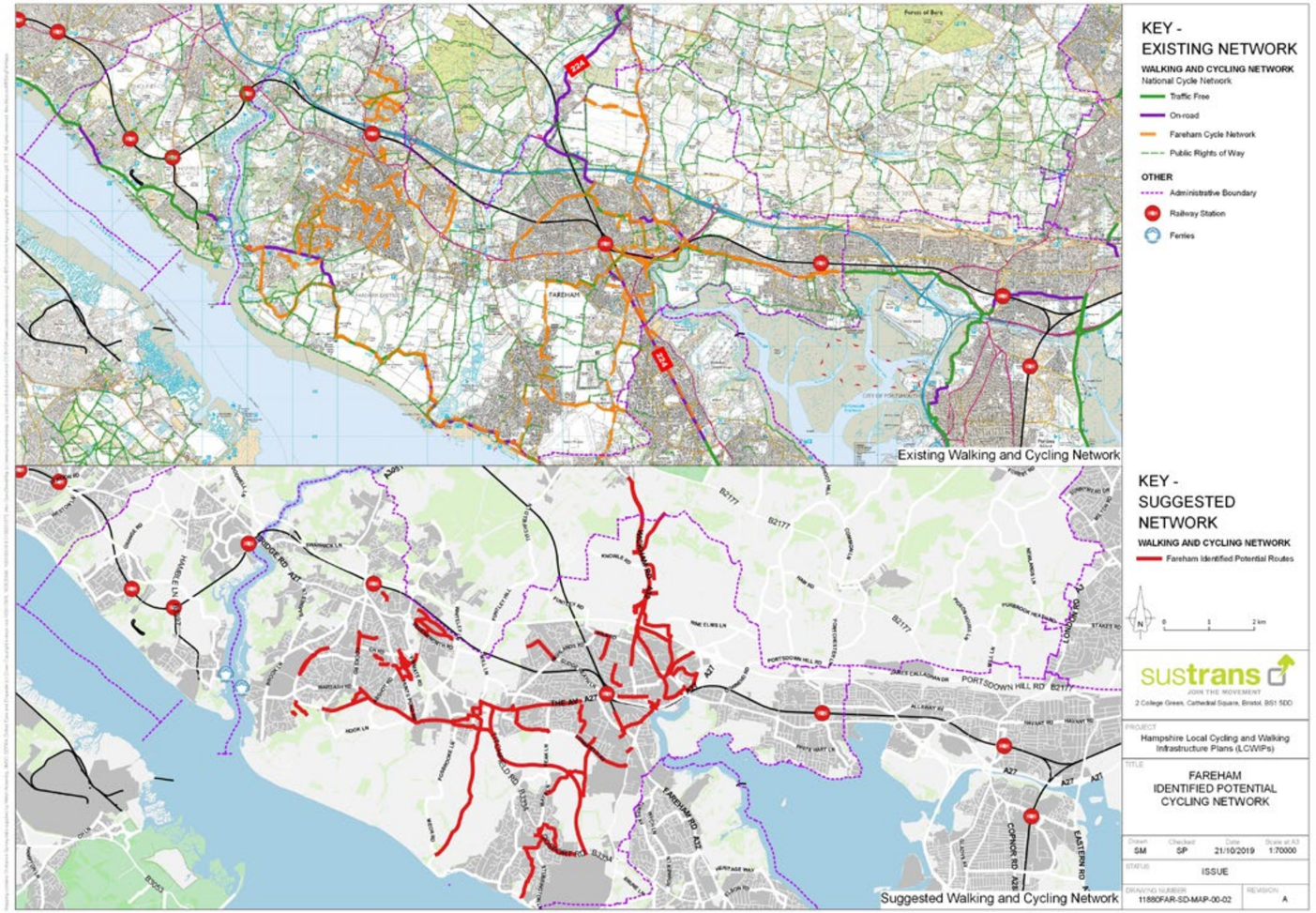
Existing walking and cycling network

The main existing routes comprise National Cycle Network (NCN) Route 2 along the seafront between Warsash and Gosport and the Eclipse busway (NCN Route 224) on the former railway line between Fareham and Gosport. There is an extensive network of existing cycle routes of variable quality, particularly in Locks Heath, Fareham Town and Stubbington, as shown by the “Fareham Cycle Network” layer on the Existing Network map on the following pages.

There is a limited Rights of Way network, most notably in the southern rural part of the Borough. The urban public footpaths do not comprise a comprehensive joined-up walking network, although they will be locally useful for trips on foot. With the exception of the Titchfield Canal path, the urban Rights of Way have limited value for cycling, as they do not serve everyday journeys.

Suggested walking and cycling network

Sustrans was supplied with a number of datasets indicating potential walking and cycling routes, which provided a useful starting point for our network design. This includes the “Fareham Identified Potential Routes” layer on the proposed Network map, which would fill in some of the gaps in the existing cycle network. This map shows the existing key strategic routes (National Cycle Network & Fareham’s Cycle Network) for walking and cycling, within the Fareham Borough area, detailing traffic free and on-road routes.



Trip generators and local attractors

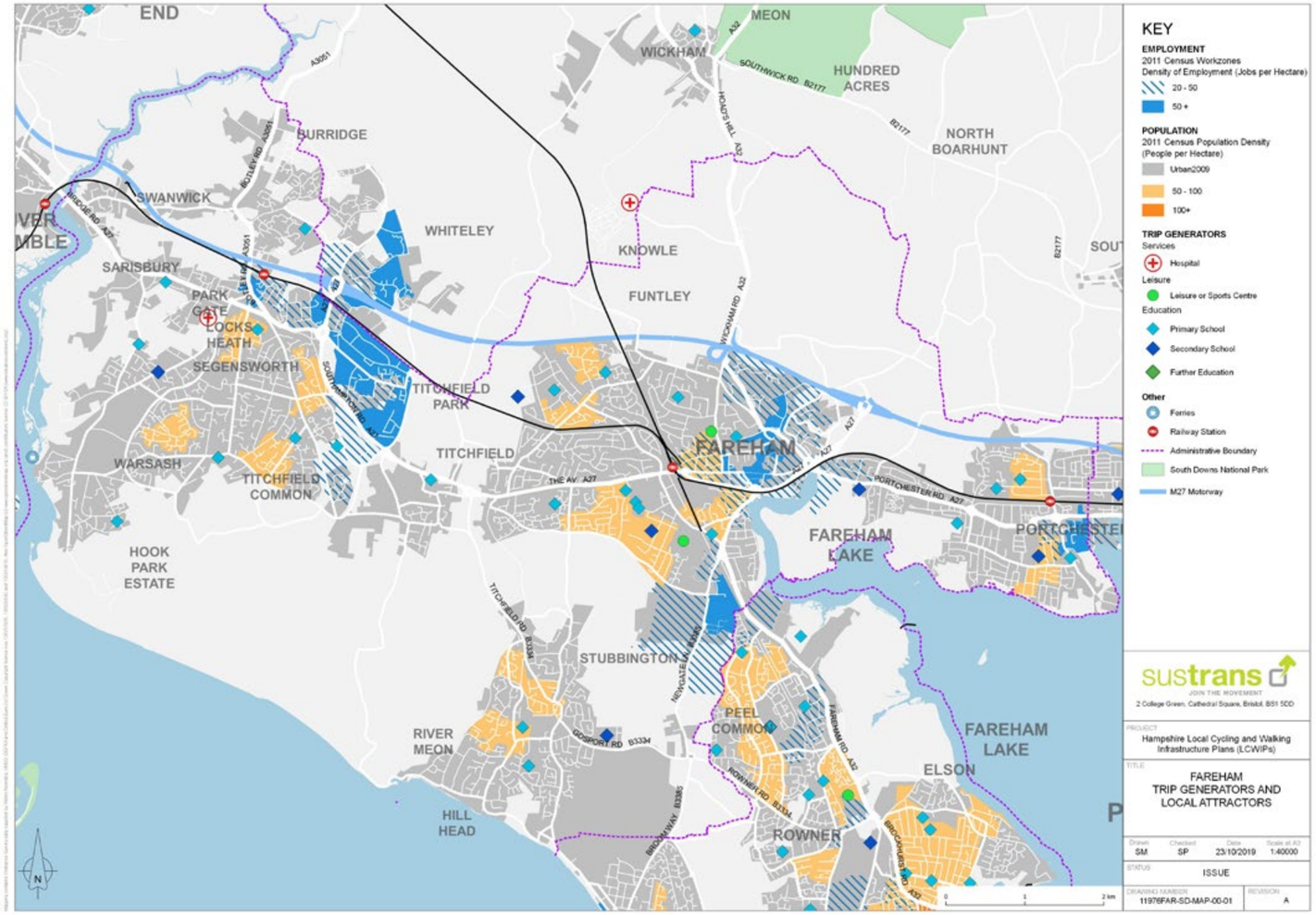
Trip generators

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 in the following pages gives a visual indication of the destinations, including: employment areas, primary and secondary schools, shopping areas, hospitals, leisure or sports centres. The key trip generators included for the Fareham Borough were agreed via the stakeholder workshop and also verified by desire lines from PCT data. Future development sites such as draft local plan allocations give an indication of potential future transport demand.

There is a significant concentration of trip generators in the town centre, especially retail and employment, but there are also large employment sites at Newgate Lane, Segensworth, Portchester and Whiteley (just outside the Borough). Secondary schools are dispersed across the whole area, but with some concentration in central Fareham. Leisure and sports centres are also dispersed across the whole area.

Population densities are generally higher in central areas and more dispersed further out, which suggests that short trips are likely to be concentrated in these central areas. However, all residential areas are within 5km of many major destinations, providing a strong argument in favour of a comprehensive walking and cycling network across the whole urban area.

This map shows the key destinations within the Fareham Borough area, this includes education, employment, train stations and hospitals.



Propensity to cycle tool data

The Propensity to Cycle Tool (PCT) 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?'**

The following maps outline the different scenarios from the PCT outputs, for the Fareham Borough area.

The tool can be found at: **pct.bike**

Propensity to cycle data

The cycle commute map for Fareham based on census 2011 flow data indicates that Fareham town centre is an important destination, with flows radiating to all parts of the town. The coastal cycle route appears to be well used and there is a strong flow between Gosport, Fareham and Portchester. It should be noted that commuting is only 14% of all trips nationally.

The school travel map shows strong flows between Fareham and Portchester and between Stubbington and Bridgemary, with weaker but significant flows throughout the urban area, mostly away from the town centre. It should be noted that education and escort to education is 13% of all trips nationally.

We have also analysed the short car trips under 5km for journeys to work, on the basis that these might reveal the potential for modal shift towards walking and cycling. These show strong flows around Segensworth and Titchfield Park, but also significant flows between Stubbington and Rowner. Flows between Locks Heath and Fareham are much weaker, probably reflecting the greater actual road distances involved. This map suggests that there is good potential for modal shift across the whole urban area.

Commuting, education and escort education trips only account for 27% of all trips in England, so there is a danger that too much weight is given to these types of trip, because the data is readily available from the Census 2011. Shopping accounts for 18% of all trips and leisure 22% so arguably we should focus on these trips, but unfortunately there is limited data available. The full breakdown from the National Travel Survey of English residents published in July 2019 is shown in the table to the right.

Network planning for cycling

There is a wealth of information to consider when planning a cycle network for Fareham, as described above. Our approach was to work through all the data, switching layers on and off within our GIS mapping system to test the emerging network.

Journey purpose	Annual trips per person	Percent
Commuting	188	14.16%
Business	43	3.27%
Education	94	7.04%
Escort education	80	6.00%
Shopping	245	18.42%
Other escort	116	8.76%
Personal business	130	9.75%
Visit friends at private home	127	9.58%
Visit friends elsewhere	70	5.26%
Sport / entertainment	99	7.48%
Holiday / day trip	61	4.57%
Other including just walk	76	5.71%
All	**1,329**	

The sequence below reflects the series of maps on the following pages:

The proposed network largely coincides with the "Fareham Cycle Network" and the "Fareham Identified Potential Routes". When considering the number of routes to include in this plan, we have taken the advice from para. 5.21 of the LCWIP Technical Guidance that "it will take time to develop a network with a tight density, and wider mesh widths (distance between routes) of up to 1000m would be expected within the initial phases of the network's development". Further routes can be added at a later stage to create a denser network, but our advice is to start with fewer routes and implement them to a high standard. The proposed network is denser within the central area, closer to the ideal density of 400m between routes.

The primary routes are judged to be the most popular and strategic routes, linking residential areas with the key trip generators. 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 form the basis of investment priorities.

The proposed network has been visually tested against the Propensity to Cycle data and there is a high degree of correlation between the two networks, with all the major employment sites and secondary schools served by the proposed network as shown on the Proposed Network map. The proposed network also serves the main shopping areas, hospitals, leisure and sports centres and development sites.

Network planning for walking

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 toucan crossings or segregated facilities, although it is recognised that a much finer-grained network is required for walking since most streets have footways. 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 footways to be converted to shared use without widening. All crossings on the cycle network must accommodate people on foot and on bikes subject to sufficient improvements.

We have identified core walking zones within the Fareham Borough, as being the local shopping centre areas of Fareham and Portchester, and access around Swanwick train station. The LCWIP Technical Guidance (para 6.15) suggests that core walking zones should have a minimum diameter of 400m, so we have extended the zones out from the boundaries given by the local authority to account for this. Key walking routes should extend up to a 2km radius from the core walking zones, as shown by the buffer on the map. As a first approximation, we have assumed that the cycle network within this 2km radius will comprise the key walking routes.

The main routes into the Fareham town centre, Portchester centre and Swanwick railway station Core Walking Zone have been audited in some detail and these are described in the following pages.

Propensity to cycle scenarios

The Propensity to Cycle (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. More information is available from the PCT website: **pct.bike/m/?r=hampshire**

The aim of the PCT is to inform planning and investment decisions for cycling infrastructure by showing the existing and potential distribution of commuter 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 (O-D data);
- Cycle Streets routing.

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 (**cyclestreets.net**).

The model can be applied to consider different scenarios such as: Gender Equality, where women cycle as frequently as men; Go Dutch, if cycling levels were the same as in the Netherlands; and, Government Target, where cycling levels meet the current target for government's aim for cycling.

Whilst this 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 and for leisure is not included. Secondly, the data also misses out minor stages of multi-stage commuter trips so cycle journeys to train stations and bus stops 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.

The first map shows current levels of cycling to work, which are just above the UK average in Fareham, the second map shows the Government Target scenario which indicates a relatively modest increase in cycle commuting. The third map shows the Go Dutch scenario which indicates that a significant proportion of commuter trips could be made by bike.

People in the Netherlands make 28.4% of trips by bicycle, fifteen 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.

We have created a series of maps based on data available on the PCT website, which are displayed within the mapping data section of this LCWIP. These maps will outline the following scenarios:

- commuter and school travel area data for Fareham Borough, based on the Census 2011, Government target and Go Dutch scenarios;
- commuter route data for Fareham Borough, based on the three scenarios;
- school route data for Fareham Borough, based on the three scenarios;
- commuter short car trips based on Census 2011 data

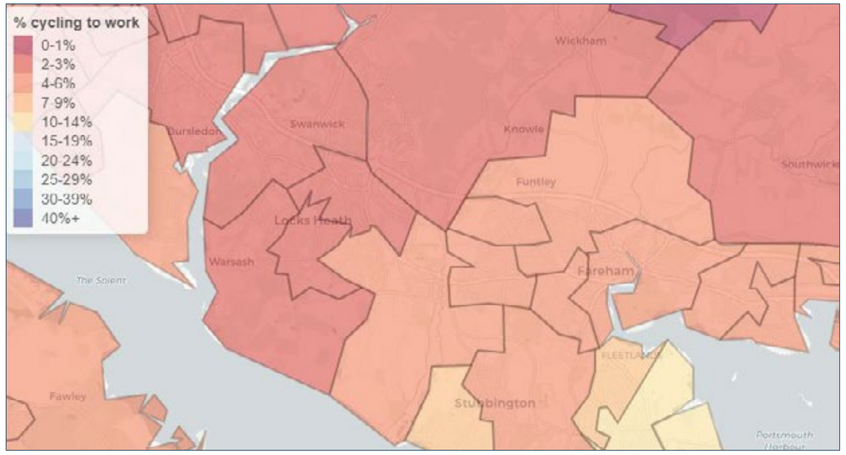
PCT commute data

Census 2011:
Baseline data

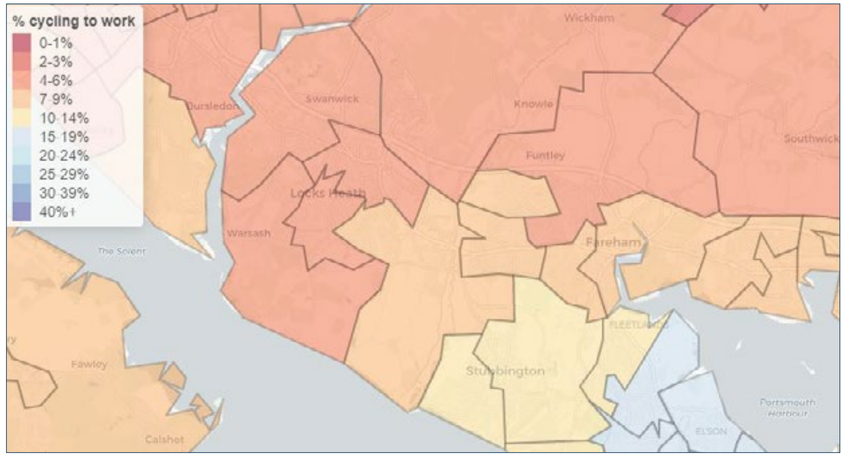
Government Target:
Corresponding to the proposed target in the DfT's Walking and Cycling Investment Strategy, to double cycling in England between by 2025

Go Dutch:
What would happen if areas had investment bringing the same infrastructure and cycling culture as the Netherlands.

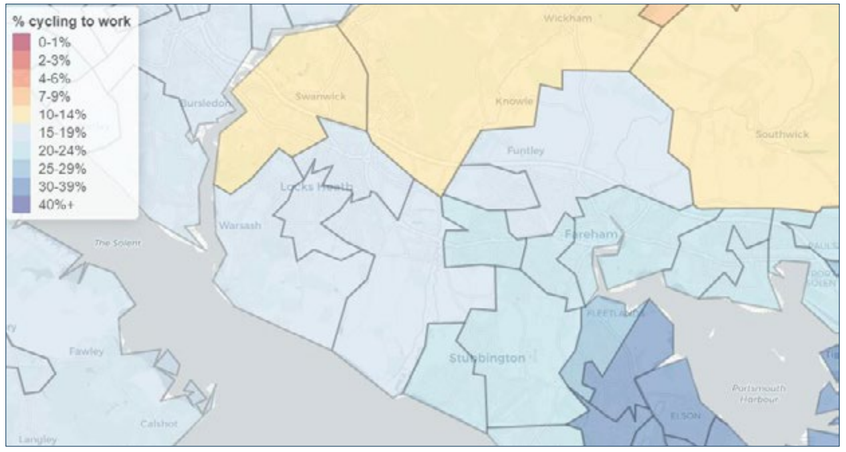
Census 2011

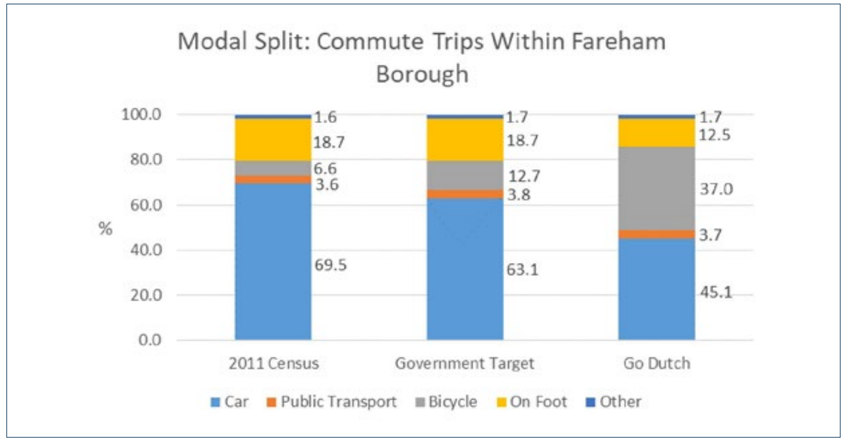


Government Target



Go Dutch

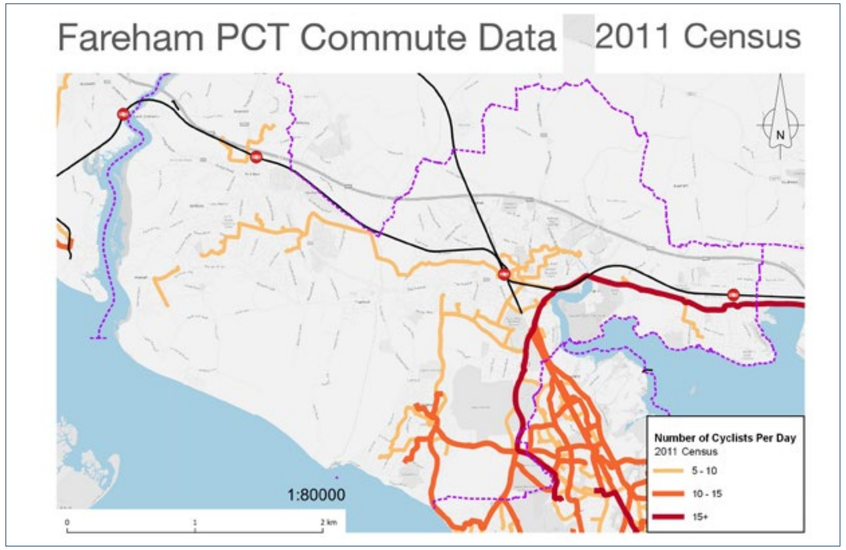


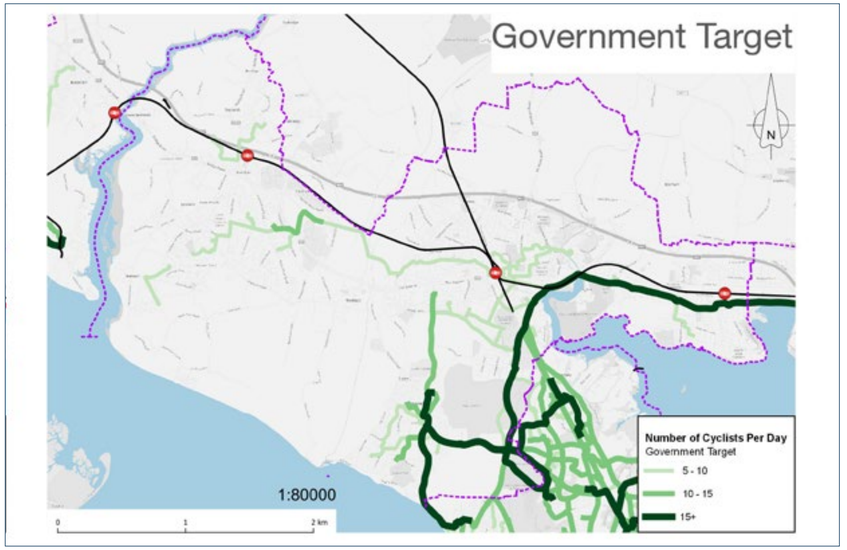


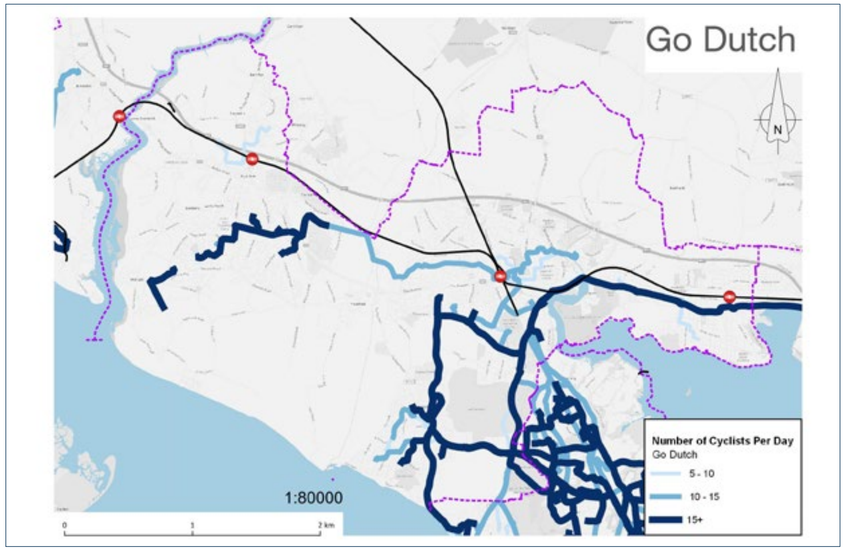
PCT commute data

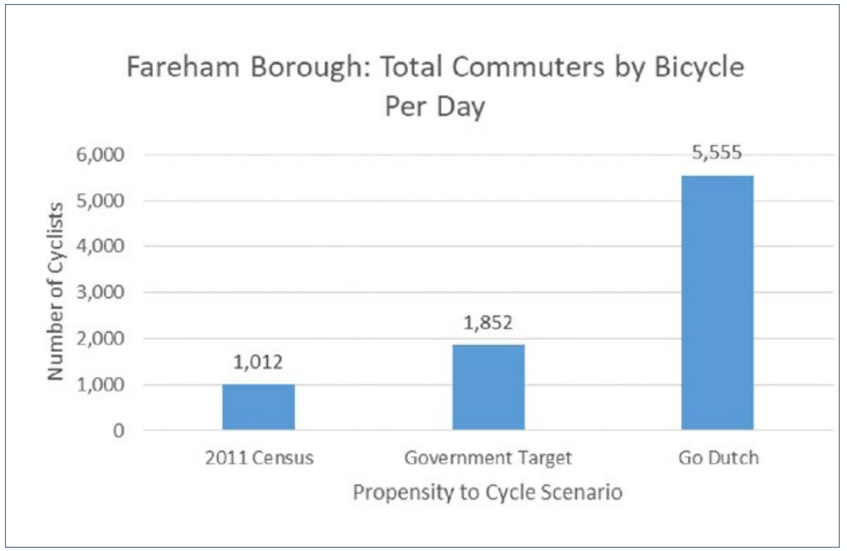
These maps of cycling routes to work are derived from Census 2011 data, so do not reflect any recent changes in employment sites. If the local priority is enabling more people to cycle to work, then these travel patterns are a useful guide to routes where investment is needed. However, it must be remembered that commuting is only 14% of all trips. In Fareham, there is clearly huge potential for increasing cycle trips to work.

The Government target would see a near doubling of trips, while the Go Dutch scenario suggests that cycling could increase more than five-fold here.



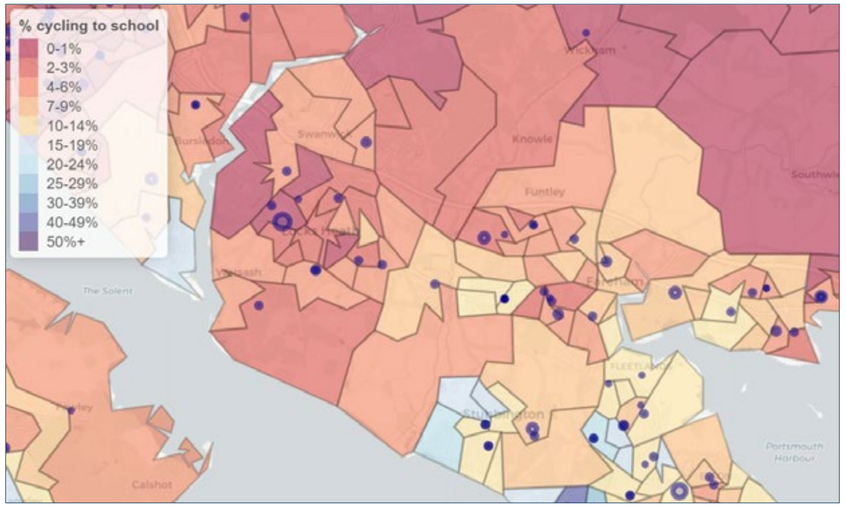




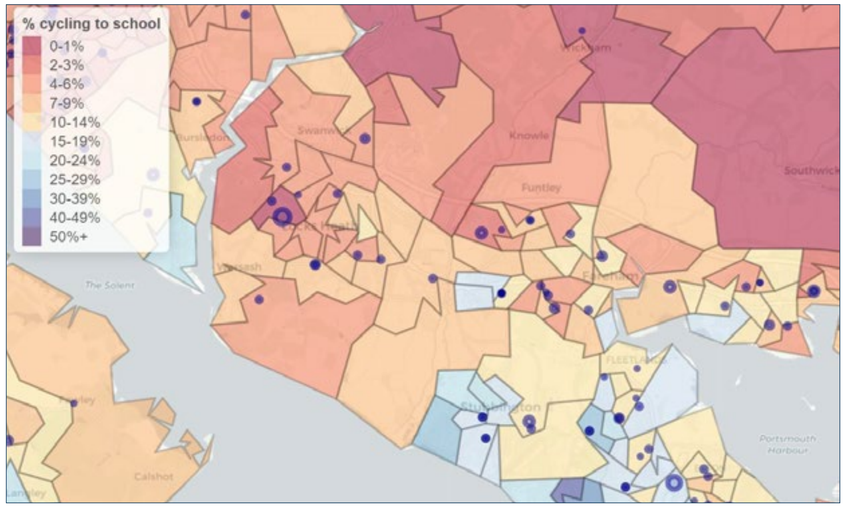


PCT school data

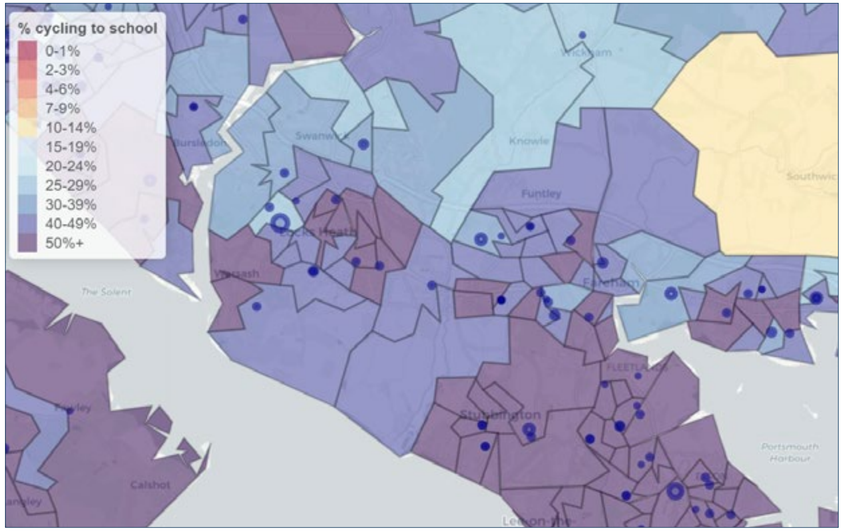
Census 2011

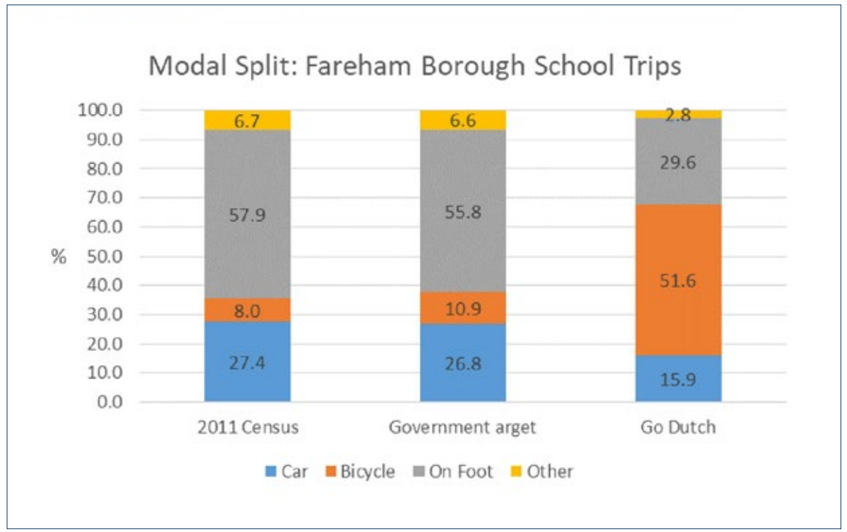


Government Target



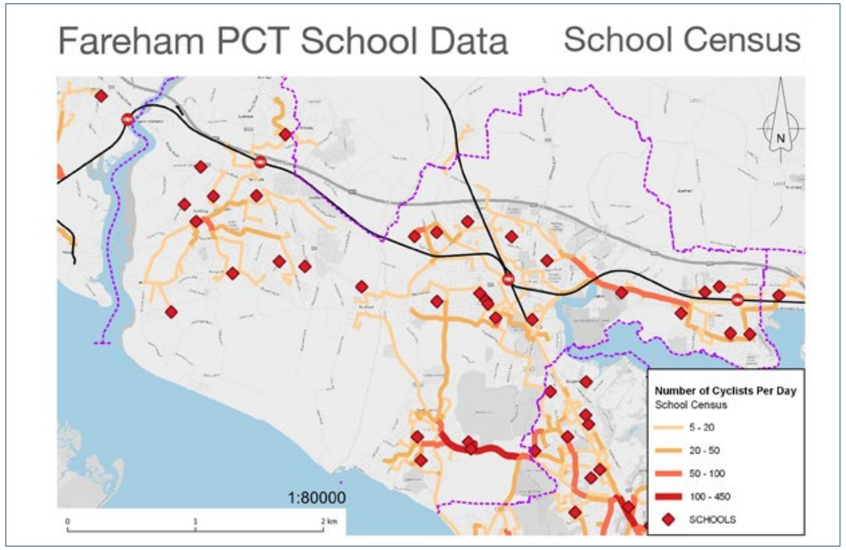
Go Dutch

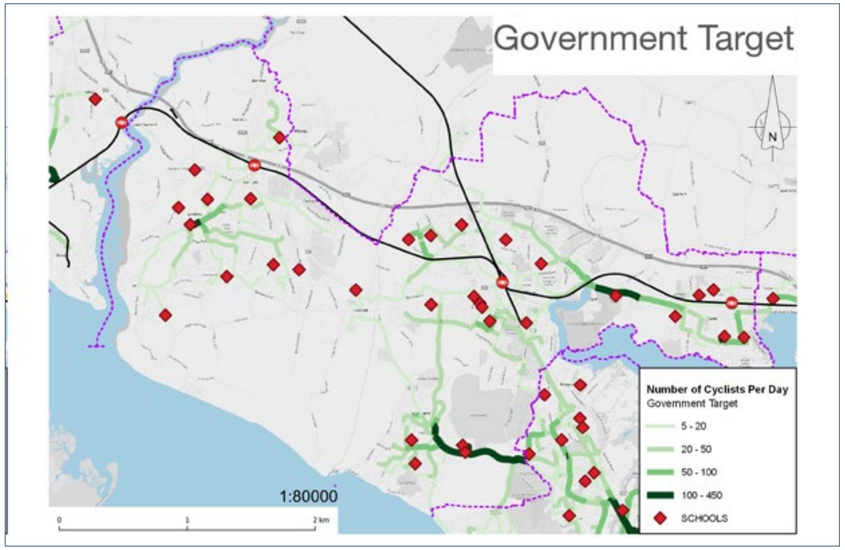


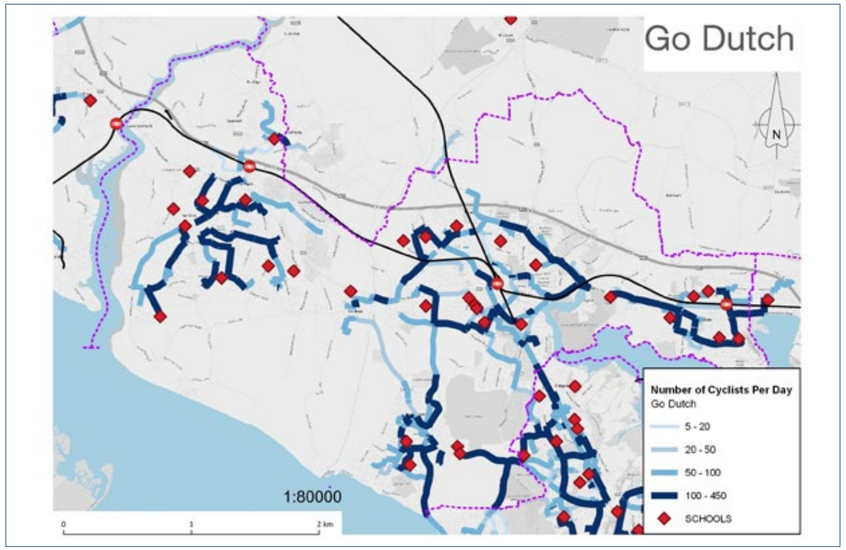


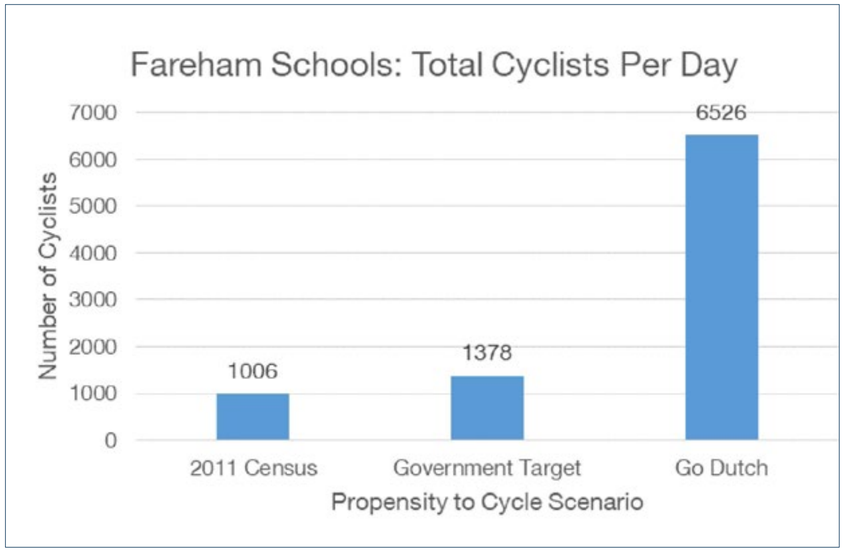
PCT school data

These maps of cycling routes to school are derived from School Census 2010/11 data, so do not reflect any recent changes in school sites or catchment areas. If the local priority is enabling more students to cycle to school, then these travel patterns are a useful guide to routes where investment is needed. However, it must be remembered that education and escort to education is only 13% of all trips. In Fareham, the Government target would see a modest increase of 37% in cycling to school, while the Go Dutch scenario suggests that cycling could increase to more than six times 2010/11 levels.





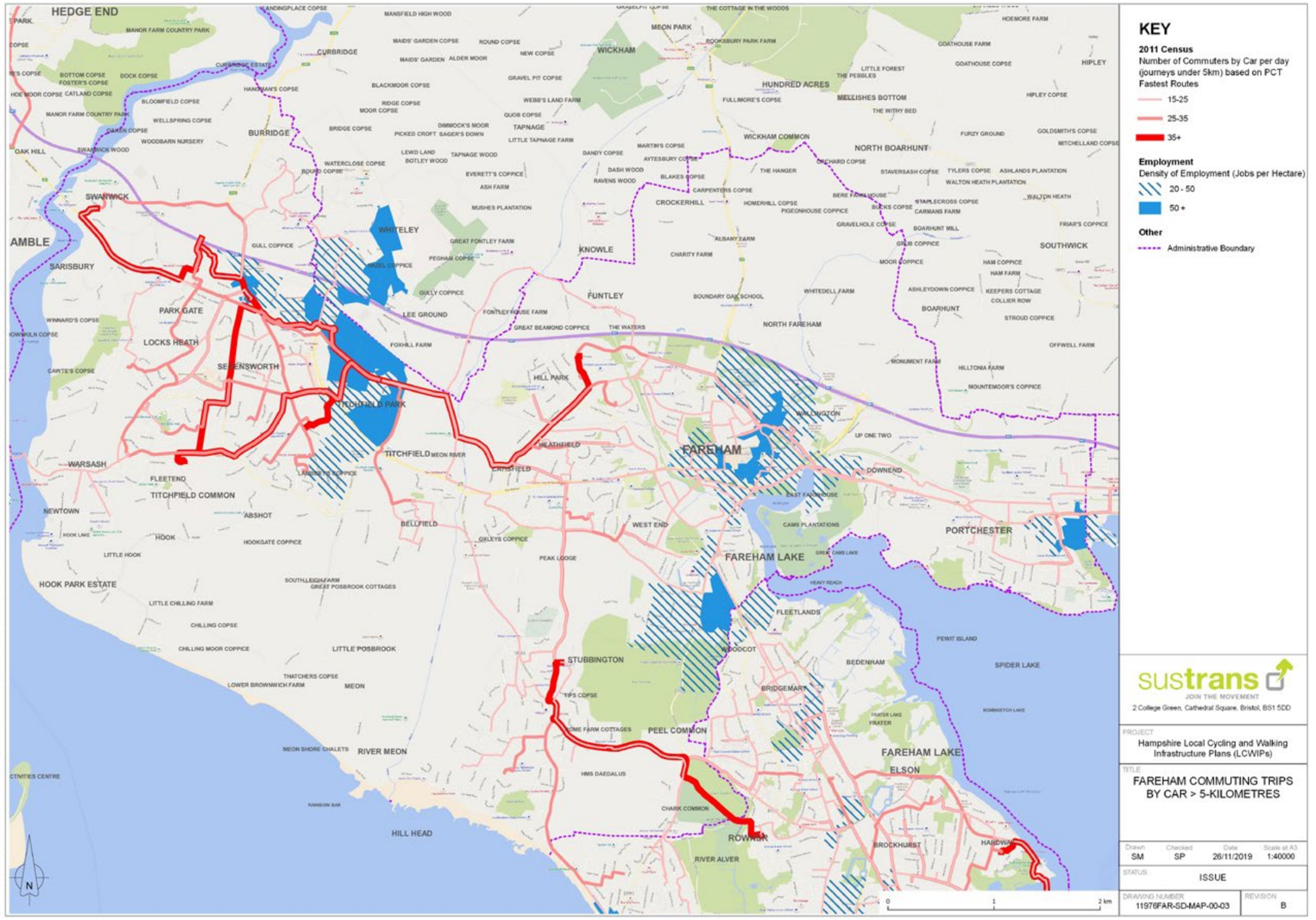




PCT short car trips

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.

Unsurprisingly, many of the same corridors are indicated for car trips as they are for cycle trips, with some notable exceptions. For example, short car trips appear to be concentrated around Segensworth, while there are significant cycle flows between Gosport, Fareham and Portchester.



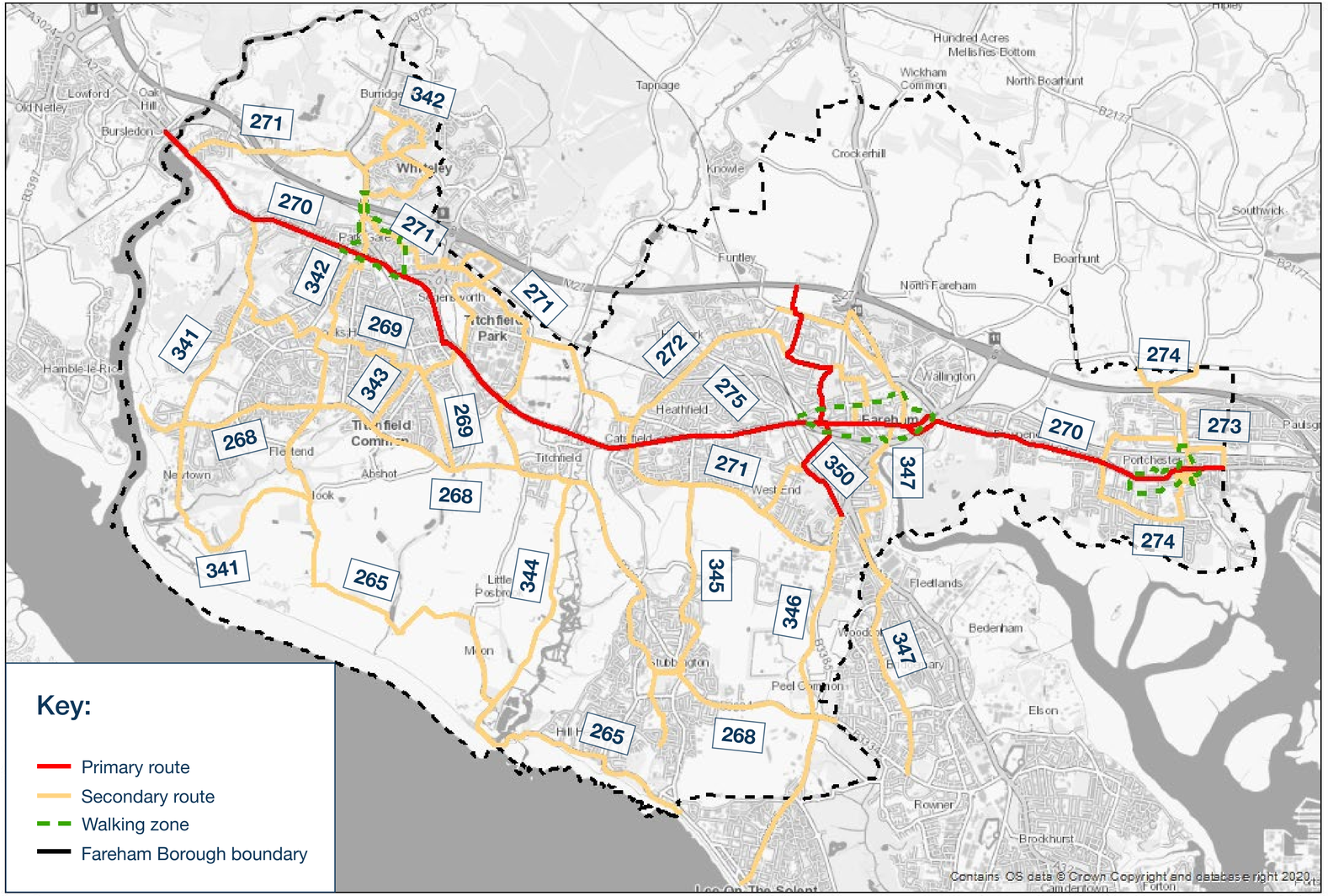
Proposed walking and cycling network

From the available data and workshop sessions this network map was produced, that targeted the best routes and walking zones (Portchester, Fareham Town centre and access around Swanwick train station) that could see the greatest increase in walking and cycling.

On-site auditing was undertaken to determine the most appropriate infrastructure improvements for each route and zone.

The routes were divided up into primary (busy, direct, and main routes) and secondary (medium usage routes through local areas, feeding into primary routes).

The following sections of this LCWIP outline this process for the core walking zones and cycle routes in more detail. Establishing the existing conditions, identifying barriers to travel, and outlining potential options for improvements.



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.

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.

Fareham Core Walking Zone

Description

The town centre straddles West Street, and is bordered to the south by the A27, and to the east by the Wallington Way. Traffic levels on these roads create significant barriers to movement for pedestrians, who are funnelled into underpasses to cross the A27.

Background

Much of the town centre and has seen significant investment in the pedestrian infrastructure in recent years, particularly around the train station, East Street and West Street.

Methodology

The Core Walking Zone has been considered using the categories from the Government's Walking Route Audit Tool (WRAT) and Transport for London's Healthy Streets tool. The WRAT has not been used to calculate the existing condition of the Core Walking Zone as the calculations relate to auditing a route rather than a zone. As such, the categories from the WRAT and the Healthy Streets Check have been used instead, to provide an assessment. Locations identified for improvement are shown on Map Z1, and are detailed in the following paragraphs.

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:

- Pedestrians from all walks of life
- 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

Station Road connects the railway station with Station Roundabout and the town centre, there is a footway on the southern side of Station Road and an informal path of zebra-type painted markings on the northern side of Station Road.

It is likely that in due course, we will ask developers to complete these types of audits too, as part of the Transport Assessments supporting planning applications.

Z1.1 Station Road

Existing conditions

Station Road connects the railway station with Station Roundabout and the town centre, there is a footway on the southern side of Station Road and an informal path of zebra-type painted markings on the northern side of Station Road.

Barriers to walking and cycling

Station Road has a speed limit of 30mph, which reduces to 15mph at the station entrance. Station Road has recently been reconfigured to provide additional pedestrian access on the northern side of the road, but the zebra crossing markings are already deteriorating.

Potential options

Z1.1.1 The southern part of Station Road could be designed to give pedestrians priority and create a more welcoming environment. The zebra crossing style markings could be installed in a different material for better longevity.

Z1.1.1a Speed limit on Station Road

Z1.1.1b Worn out markings on Station Road

Z1.2 Station Roundabout

Existing conditions

Station roundabout is a high volume road with a speed limit of 40mph. The geometry of the roundabout allows high circulatory speeds to be maintained; this, combined with multi-lane entry and exits with large corner radii, allows vehicles to sustain high speeds throughout the roundabout, and onwards along West Street.

Pedestrian connectivity between the railway station and the high street (via West Street) is along pavements which have been widened and are in generally good condition.

Barriers to walking and cycling

Access for pedestrians between the station and the south of the railway line, is via an underpass from north to south across the A27 dual carriageway. It is not clear whether pedestrians are sharing the underpass with people on bicycles.

The roundabout is high speed and represents a significant physical and psychological barrier to those using the footways or the underpass.

Potential options

Z1.2.1a A roundabout in such a prominent position could better meet the needs of all users. It is recommended that it is reconfigured to allow pedestrian/cycle users to cross at the same level, without the use of underpasses and to create a more balanced environment. This would be an ambitious scheme but one that would greatly benefit the town. Use of the central island may be appropriate, Fig. Z1.2.1 shows where level pedestrian crossings to the central island have been installed at a high volume roundabout in central Bristol.

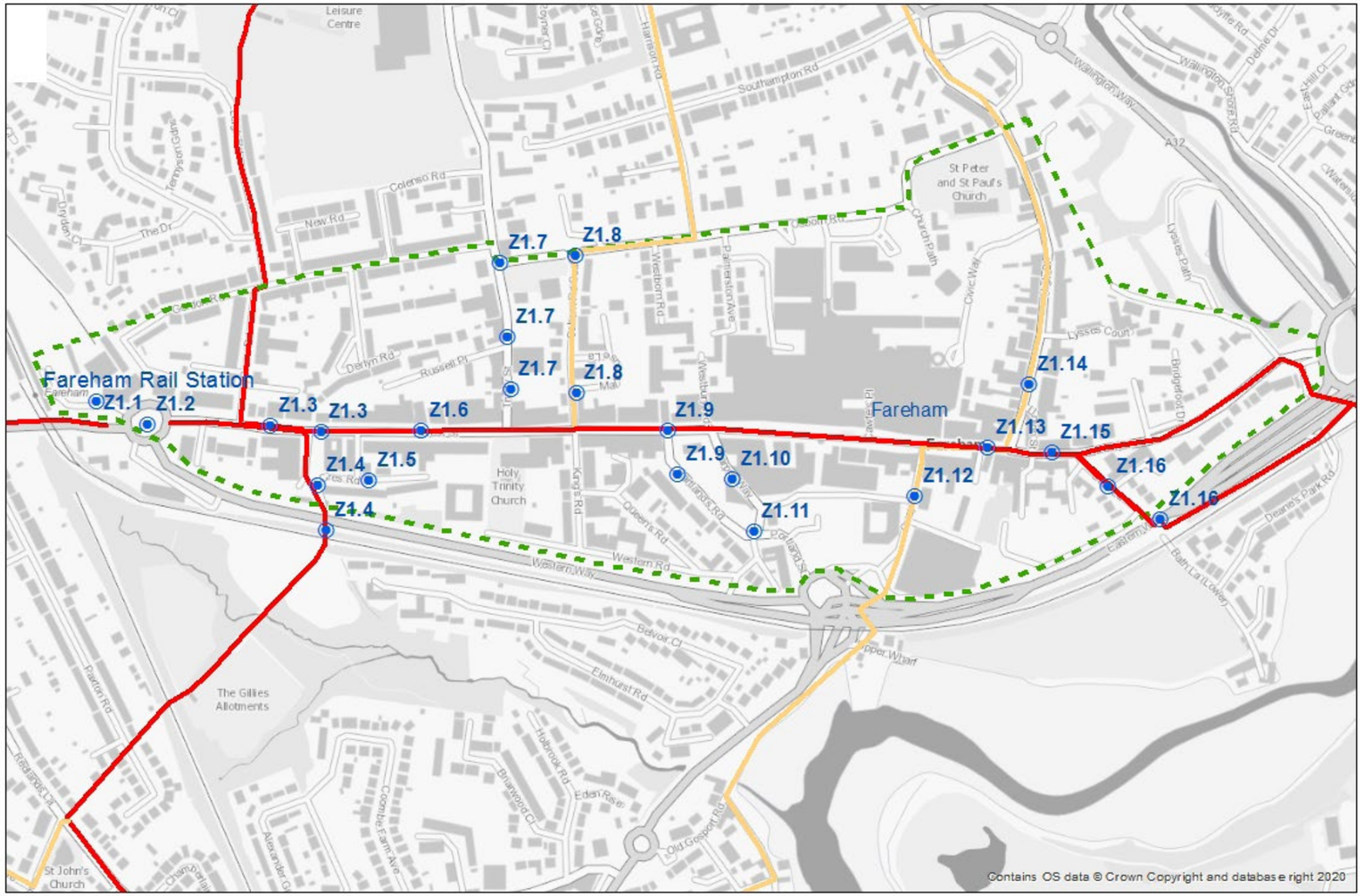
Z1.2.1b The geometry of the roundabout could be significantly tightened to improve pedestrian and cycle accessibility by reducing vehicle speeds.

Z1.2.1 Roundabout with controlled crossing to centre in central Bristol

Z1.2.1a Station Roundabout underpass

Z1.2.1b Station Roundabout

Fareham Core Walking Zone



Fareham TC Walking Zone

Key:

- Primary route
- Secondary route
- Walking zone
- Potential options

Z1.3 West Street

Existing conditions

A large number of pedestrians were observed crossing West Street immediately outside the entrance to Aldi. There are two courtesy pedestrian crossings in the vicinity and due to the turn right lane for vehicles entering the Aldi car park, it would be difficult to install another crossing between the two, but vehicles are moving fast along this stretch so it is currently difficult to cross.

Barriers to walking and cycling

The existing crossing positions do not reflect the pedestrian desire lines. Pedestrians are currently crossing between the two crossing points. The design speed of the street is 30mph, high for such a prominent urban centre.

Potential options

Z1.3.1 Improve pedestrian accessibility east of Grove Road through an enhanced layout with a lower design speed.

Z1.3.2 Upgrade the crossing to the east of the vehicle entrance to Aldi to either a zebra or signal controlled crossing, to provide a more visible and improved pedestrian provision.

Z1.3.1 View east along West Street

Z1.3.2 Crossing on West Street

Z1.4 The Gillies

Existing conditions

One of the gateways to the Core Walking Zone is via a narrow and unattractive underpass beneath the A27 (one of several underpasses leading into the CWZ). Access to it on its northern side, is from the Aldi car park or from Crescent Road, along The Gillies. This is a well-used underpass connecting the communities of Elmhurst Road and Belvoir Close to the town centre, avoiding walking beside the heavily trafficked Gosport Road.

Barriers to walking and cycling

There are no footways along The Gillies towards the underpass, and aside from an NCN bollard sticker in the Aldi car park, there is a lack of signage indicating the direction of the route or destinations/wayfinding. The underpass is narrow, dark and uninviting. There is overgrown vegetation around the tunnel, further shading the entrance, making it feel less safe.

Potential options

Z1.4.1 The Gillies needs improving to better share the space between all users, creating a character that is less ‘highway’. Wayfinding signage could be installed before the underpass and within the Aldi car park. This could include pedestrian and cycle floor markings along The Gillies to remind people they are sharing the space. Improvements could also include coloured surfacing.

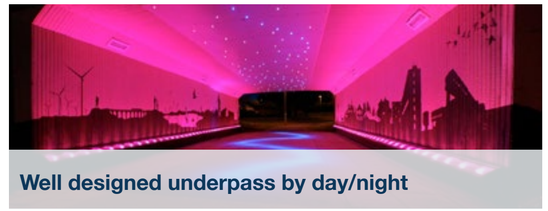
Z1.4.2 Vegetation growth could be better controlled around the underpass to improve perceptions of safety. Visibility and lighting could be improved inside the tunnel. The underpass could be significantly widened. Lighting could also be improved around and inside the underpass. Refer to Figs Z1.4.2a and b, which shows how this could look.

Z1.4.1 The Gillies shared path

Z1.4.2a The Gillies underpass

Z1.4.2b The Gillies underpass

Well designed underpass by day/night



Well designed underpass by day/night

Z1.5 Crescent Road

Existing conditions

Crescent Road leads directly off West Street and connects High Street with The Gillies route. Whilst its northern section is mixed use with some businesses, its southern section has the character of a small residential road, with houses set back behind small front gardens. The western extent connects to the Aldi car park and The Gillies path.

Barriers to walking and cycling

Footway provision is inconsistent, with pavements terminating at boundary walls and vehicle access points. There are no dropped kerbs or tactile paving around the southern junction of Crescent Road.

Potential options

Z1.5.1 Footway provision could be made continuous. Dropped kerbs and tactile paving could be installed at the bend of the road. Wayfinding signage could be installed leading towards The Gillies path.

Z1.5.1 Crescent Road

Z1.6 West Street

Existing conditions

West Street is an attractive high street, but it has a very wide carriageway and is dominated by motor vehicles. The speed limit is 30mph.

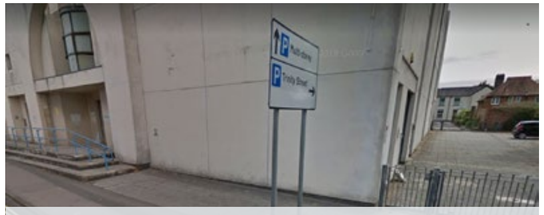
Barriers to walking and cycling

Traffic speeds feel high along West Street, particularly along this section. Although there are informal pedestrian crossings (with central refuges) along the street, they do not appear to be frequent enough, or have sufficient priority as pedestrians are regularly observed running across the road.

Potential options

Z1.6.1 The street would benefit from carriageway narrowing to both physically and psychologically reduce the speeds of vehicles, and allow pedestrians to cross informally more safely. This could be done with planting, trees and greenery in a central strip, where there are currently painted hatched areas. Alternatively, breaking up of the carriageway with informal crossing points, corresponding to existing desire lines, delineated by changes in colour/material, would make the street more pedestrian friendly. It is also recommended that some zebra crossings (or controlled crossings) are installed where current informal/uncontrolled provisions exist.

Z1.6.1 West Street



Z1.7.1 Signage on Trinity Street footway

Z1.7.2 Trinity Street/Russell Place

Z1.7 Trinity Street

Existing conditions

Trinity Street is an important gateway to the CWZ, connecting key destinations such as the leisure centre and schools, with the town centre. It is a mixed use street, with narrow footways and a large number of vehicle access points for car parks. The junction with Osborn Road is a fast and unfriendly junction for pedestrians.

Barriers to walking and cycling

Trinity Street feels less well maintained than most of the streets in the CWZ, it has narrow footways, and car park signage blocks the footway (although there is paved space to the side which prams/wheelchairs can currently use). There is no tactile paving on dropped crossing points along Trinity Road.

Potential options

Z1.7.1 The car park signage could be set back onto the paved surface to maintain the footway width.

Z1.7.2 Tactile paving could be installed at the junction with Russell Place

Z1.7.3 Tactile paving could be installed at all dropped crossing points at the junction with Osborn Road. It is recommended that the junction be improved, and zebra crossings installed to aid pedestrian movements.

Z1.7.3 Trinity Street/Osborn Road

Z1.8.1 Osborn Road South/Malthose Lane

Z1.8.2 Osborn Road South/Osborn Road

Z1.8 Osborn Road South

Existing conditions

Osborn Road South is a fast one-way road, as such it feels less safe than many of the streets in the CWZ. It needs improvements to enable pedestrians to cross safely with ease.

Barriers to walking and cycling

The junction with Osborn Road is a significant barrier for pedestrians. Vehicles travel uncomfortably fast around the corner due to excessive corner radii, pedestrians were observed waiting for a long time until they were able to cross safely.

Potential options

Z1.8.1 The southern junction with Malthouse Lane is very wide. The corner radii into Malthouse Lane is widely flared, perhaps a remnant of historic use. Painted hatching visually reduces the geometry for vehicles but it could be physically narrowed to better facilitate crossing between pavements. This has already been done on the northern junction of Malthouse Lane.

Z1.8.2 The junction with Osborn Road could be tightened (by widening the footway or central refuge) to reduce the speed at which vehicles can travel. It is suggested that zebra crossings would be appropriate to better facilitate safe pedestrian movement across the three arms of the junction, and reduce vehicle speeds along the fast straight section of Osborn Road.

Z1.9 West Street/Hartlands Road

Existing conditions

At this point, West Street becomes ‘access only’ for motor vehicles; through-traffic flows south along Hartlands Road. There are two physical pinch points on West Street, and further visual/textured over-run zones restricting vehicle access at the same point. Pedestrian crossing points do not correspond with desire lines.

Barriers to walking and cycling

Pedestrian crossings are positioned 15-25m away from the junction, away from the pedestrian desire lines.

Beyond the crossing point there are no other crossing opportunities before the northern pavement terminates/ diverts east into the bus stop (with no signage nor opportunity to cross, due to lack of dropped kerbs and the presence of guard railing).

Potential options

Z1.9.1 Install new pedestrian crossing facility to allow pedestrians to cross from the southern pavement of West Street into the access only section of West Street.

Z1.9.2 Install block paving at the point in which the car park crosses the pavement to exit onto Hartlands Rd, to maintain consistency with the other vehicle access points along the street, and visually alert drivers they are crossing the pavement. Install crossing point with tactile paving immediately before the entrance to the bus station. Install signage making it clear the northern pavement leads to the bus station only at the new crossing.

Z1.9.1 Hartlands Road/West Street

Z1.9.2a Hartlands Road western footway

Z1.9.2b Hartlands Road eastern footway

Z1.10 Harper Way

Existing conditions

The bus station is located between Harper Way and Hartlands Road. An existing segregated pedestrian and cycle path sits beside the carriageway. The street is attractive, with trees, seating and bicycle parking. The area is busy and well used.

Barriers to walking and cycling

The existing pedestrian and cycle provision is narrow but functional, given the limitations of the geometry of the street, which includes vehicular access and a taxi rank. The red coloured surfacing of the cycle part of the path is faded and barely legible, and the pedestrian/ cycle symbols on the path are infrequent, causing confusion.

The pedestrian crossing north of the roundabout is on a raised strip, which is narrow and below standard width.

Potential options

Z1.10.1 Install repeater symbols for pedestrian and cycle lanes to ensure clarity of alignment. Enhance the red coloured surfacing to more clearly delineate the bicycle provision.

Z1.10.1a Harper Way

Z1.10.1b Harper Way

Z1.11 Hartlands Road roundabout

Existing conditions

This is a busy roundabout, with relatively high volumes of traffic. It receives all through traffic from West Street and services the bus station and surrounding car parks for the town centre.

Barriers to walking and cycling

The roundabout has some pedestrian provision on its western Hartlands Road arm, and a painted zebra style crossing on the arm leading into the bus station

There is currently no pedestrian crossing provision from north to south across Portland Street between Harper Way and the southern extent of Heartlands Rd (near the Sacred Heart church). Pedestrians were observed running across four lanes of traffic on Portland Street (and stepping over the central barrier), whilst others were observed using the red overrun area on the roundabout as a refuge when crossing from north to south (there is signage covering the roundabout itself, making it unusable as a refuge).

Potential options

Z1.11.1 Upgrade pedestrian provision to zebra crossings on all arms of the roundabout. Rationalise the signage on the roundabout. Install planting and trees in the hatched area of Hartlands Way (western arm) west of the pedestrian crossing refuge. (Refer to Fig. Z1.6.1)

Z1.11.1a Hartlands Rd roundabout/Portland St

Z1.11.1b Hartlands Road roundabout clutter

Z1.11.1c East Street/High Street

Z1.12.1 Hartlands Road

Z1.12 Quay Street

Existing conditions

Quay Street connects West Street with the A27/Eastern Way, and serves a number of key destinations including the Police Station and a Tesco supermarket. Pedestrian provision is largely inadequate, with excessively narrow footways and faded crossing points.

Barriers to walking and cycling

The pavements along the northern section of Quay Street are very narrow, as are those alongside the police station. A short section opposite the police station appears to have been severed to make way for informal parking provision, leaving both inadequately catered for.

The pavements are patchy in material style and colour, with a lack of coherence throughout.

Potential options

Z1.12.1 Widen the footways along Quay Street to 2m minimum, reducing the carriageway width where necessary.

Z1.13 West Street/High Street/ East Street junction

Existing conditions

The junction of West Street and High Street is a busy space with excessive carriageway geometry. Vehicles are driven at speeds that are inappropriately high for the space and location.

Barriers to walking and cycling

The space feels dominated by vehicles and the wide carriageway, making it difficult to cross by foot. Pedestrian crossing provision around the junction is inconsistent, there is a zebra crossing on High Street, a courtesy crossing on West Street, and a lack of provision on East Street.

Potential options

Z1.13.1 Tighten geometry of junction and improve layout to pedestrian accessibility, including a 20mph design speed. Upgrade existing crossing facility on West Street to zebra crossing. Install new zebra crossing on East Street. Install additional tree planting, greenery and seating on footways around the junction to create more shelter and seating opportunities.

Z1.14 High Street

Existing conditions

Much of the High Street feels leafy, spacious and attractive, but parts fall below minimum provision and causes difficulty for those with wheelchairs or pushchairs.

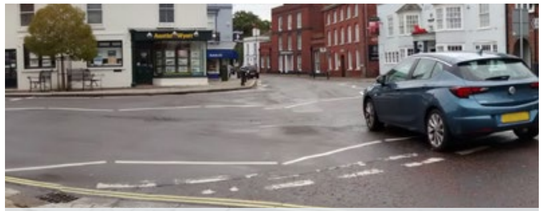
Barriers to walking and cycling

There are some sections of pavement where the width is extremely narrow. In most part, that is due to physical constraints posed by the historic development of the street layout, which it would be difficult to rectify without degradation of the historic character.

Potential options

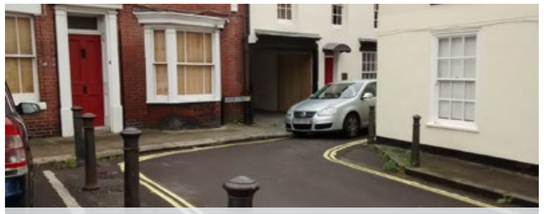
Z1.14.1 Widen the eastern footway along the High Street. Widen the northern footway of Union Street, and install dropped kerbs with tactile paving to enable crossing of Union Street at the northern bend. This involves removal of some bollards which have limited value restricting vehicles at the expense of pedestrians.

Z1.13.1a East St/West St/High St



Z1.13.1b West St/High St/East St

Z1.14.1a High Street/Union Street



Z1.14.1b Union Street

Z1.15 East Street

Existing conditions

East Street is a relatively high volume street, receiving traffic from the A32 and West Street. There is no pedestrian crossing provision along this section of East Street.

Barriers to walking and cycling

Pedestrians were observed waiting many minutes to cross from north to south on East Street, meanwhile vehicles were making a variety of manoeuvres; driving at speed along East Street and High Street, reversing out of the parking bays on Union Street, and overtaking lorries delivering to the Red Lion pub, all of which create a confusing and uncomfortable environment for crossing pedestrians.

Potential options

Z1.15.1 Install courtesy pedestrian crossing provision (with visible material change on the carriageway) to the east of the junction with Union Street, in conjunction with new zebra crossing closer to the High Street junction as per recommendation Z1.13.1.

Z1.15.1 Union Street/East Street

Z1.16 Bath Lane

Existing conditions

The junction of East Street and Bath Lane is excessively wide; vehicles are able to enter Bath Lane at speed, which is inappropriate for a predominantly residential street. A Fareham Council car park is accessed via the south of Bath Lane.

At the south of Bath Lane a pedestrian underpass connects residents of Bath Lane (Lower) and Deane's Park Road with the town centre.

Barriers to walking and cycling

The wide geometry at the junction of East St and Bath Lane is exacerbated by the lack of adequate pedestrian provision. There are inconsistent (in style and position) dropped kerbs on both sides but no tactile paving.

At the southern extent of Bath Road, the underpass beneath the A27 has been painted to improve its appearance

Potential options

Z1.16.1 Tighten the geometry of the East Street junction to reduce the crossing distance for pedestrians and reduce vehicle speeds. Install an upgraded pedestrian crossing facility at the junction of East Street, relocating the position of the crossing to better connect on both sides. A courtesy crossing may be appropriate if the geometry were significantly tightened to reduce the crossing distance, otherwise a zebra crossing could be considered.

Z1.16.2 Improve the underpass beneath the A27, significantly widening and creating segregated paths for pedestrians and people on bicycles. Lighting and signage could also be improved, along with the landscaping either side. See Fig Z1.4.3 for an example of a more pleasant underpass. Alternatively, the feasibility of a new bridge could be investigated using the car park access land to the south-west.

Z1.16.1 East Street/Bath Lane

Z1.16.2a Bath Lane underpass

Z1.16.2b Bath Lane underpass

Swanwick Railway Station Core Walking Zone

Description

For the purposes of this report, Swanwick Railway Station Core Walking Zone (CWZ) has been defined as the key pedestrian routes leading south and southeast from the station towards the retail and work trip generators, such as the businesses on Middle Road and the business park. Botley Road leading north from the station to residential areas has also been included in the CWZ.

Swanwick railway station is south of the main residential centre of Swanwick, and the retail and business areas are located in the Park Gate area. This area is bordered by the A27 which has high traffic levels.

Locations identified for improvement are shown on Map Z2 and are detailed in the following paragraphs.

Z2.1 Duncan Road

Existing conditions

Duncan Road connects the railway station with Botley Road at both the southern and northern extent. It is a low volume road and therefore easy to cross, with good visibility. The section running west to Botley Road has a steep incline and results in higher downhill vehicle speeds. Heading southeast from the railway station, Duncan Road runs uphill through a largely residential area.

Barriers to walking and cycling

The surfaces of the footways are patchy and uneven, being particularly damaged in some locations. There is a lack of consistent tactile paving at the side road junctions. Around the station there is no dropped kerb between the station forecourt or the footways leading south from the station. To walk from the station itself is uphill in all directions.

Potential options

Z2.1.1 Implement dropped kerbs and tactile paving at the beginnings of the footways leading south from the Railway Station.

Z2.1.2 Implement tactile paving at the Collingworth Rise junction. Suggest a resting place also be installed at this location due to the gradients of both Duncan Road and Collingworth Rise.

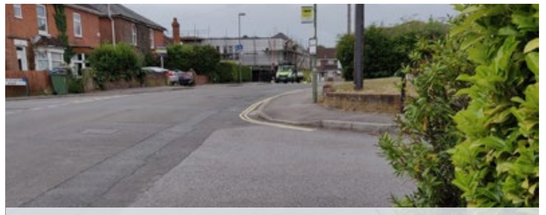
Z2.1.3 Implement tactile paving at the Bastins Close junction. Suggest also improve poor visibility into Bastins Close when walking southbound by building out footway.

Z2.1.4 Tactile paving should be implemented at the Lower Duncan Road junction.

Z2.1.1 Swanwick Station accessibility issue

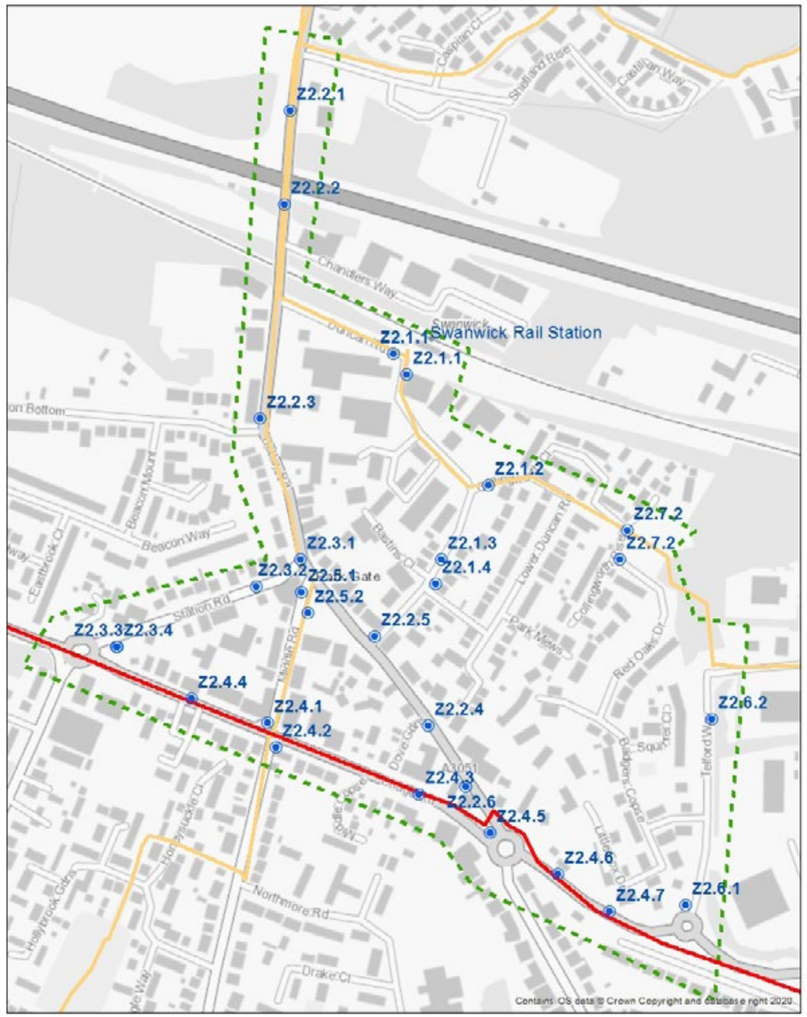
Z2.1.4 Lower Duncan Rd junction with Duncan Rd

Z2.1.2 Collingworth Rise junction with Duncan Rd



Z2.1.3 Bastin Close junction with Duncan Road

Swanwick Walking Zone



Swanwick Walking Zone

0 0.05 0.1 0.2 Kilometers

N

Key:

- Primary route
- Secondary route
- Walking zone
- Potential options

Z2.2 Botley Road

Existing conditions

Botley Road is a high volume street, receiving traffic from the A27 and being the main road running north through Swanwick. Towards Whiteley as the road overpasses the M27, the eastern footway is segregated between pedestrians and cyclists.

Barriers to walking and cycling

Due to the high volume of vehicles, Botley Road is difficult to cross with few gaps in traffic. The western footway is of inconsistent width and abruptly ends as it crosses over the M27. There are few established crossing points along Botley Road within the CWZ. There is no tactile paving across the junctions of many side roads. There are many sections of patchy material. At the northern extent, the shared footway is segregated by a white line but it isn't clear which side pedestrians should be using as the existing signage is easy to miss and there are no symbols on the footway.

Potential options

Z2.2.1 At the northern extent of Botley Road, the western footway ends after the bridge over the M27. As this is a busy section of the A27, an uncontrolled crossing point should be provided in this area to provide a dropped kerb for users to cross to the eastern footway.

Z2.2.2 Install repeater symbols for pedestrians and cycles to ensure clarity of alignment

Z2.2.3 Implement tactile paving at Beacon Bottom junction.

Z2.2.4 Implement tactile paving at Dove Gardens junction.

Z2.2.5 Implement tactile paving at Duncan Road junction.

Z2.2.6 Implement tactile paving across all entrances and exits to BP garage on southern footway.

Z2.2.1 Footway end on western side of Botley Rd

Z2.2.2 Shared footway Botley Road

Z2.2.3 Beacon Bottom junction with Botley Rd

Z2.2.4 Dove Gardens junction with Botley Road

Z2.2.5 Duncan Road junction with Botley Road

Z2.2.6 Lack of tactile paving across petrol station entrance on Botley Road

Z2.3 Station Road

Existing conditions

Station Road is a low volume road running between Botley Road and the busy junction with the A27. It largely has the character of a residential road, with some business use at the eastern extent, towards Botley Road. At the junction with the A27, there is a small pedestrianised area with benches and shade between Station Road and the A27 heading east.

Barriers to walking and cycling

At the junction with Botley Road, there is no tactile paving. Midway on the southern footway, an overgrown hedge limits the width of the footway to 77cm approximately. At the desire line to cross Station Road at the junction with the A27, there are dropped kerbs but no tactile paving. In the pedestrianised area at this end of the road, there is no street lighting which may impact upon users feeling of safety at night.

Potential options

Z2.3.1 Implement tactile paving at junction with Botley Road.
Z2.3.2 Cutback hedge to provide full footway width.
Z2.3.3 Install lighting in pedestrianised area to increase comfort at night-time.
Z2.3.4 Improve crossing facility across desire line at A27 roundabout with tactile paving and indication of pedestrian priority.

Z2.3.1 Botley Road junction with Station Road

Z2.3.2 Narrow footway on Station Road

Z2.3.3 Pedestrianised area off Station Road

Z2.3.4 A27 junction with Station Road

Z2.4 A27

Existing conditions

The A27 is a high-volume road, carrying traffic through Park Gate from Bursledon and Southampton in the west and leading towards Fareham and the M27 in the east. Within the CWZ, there are a number of businesses and shops on the northern footway making this a relatively busy footway for pedestrians. As it is an A road, it is car dominated but there are advisory cycle lanes on both sides of the carriageway. There is a controlled crossing east of junction with Middle Road.

Barriers to walking and cycling

As the A27 is a key route for vehicle traffic, the road is largely dominated by vehicles. There is a lack of tactile paving at the Middle Road junction and the Locks Road junction. The Locks Road junction is particularly difficult to cross due to the speed of vehicles turning in from the A27 and lack of visibility around the corner from the dropped kerb crossing point. There are a number of locations in which signage provides an obstruction to footway users and clutters the street scene.

At the roundabout with Botley Road, there is an ambiguous crossing point provided over the traffic island, which encourages crossing in a difficult location and does not provide the infrastructure to cross with confidence. The controlled crossing east of the roundabout has a relatively long wait time and very short green man time.

There is barely enough time in the green man phase for an able bodied pedestrian to cross the road before the green man changes.

Potential options

Z2.4.1 Implement tactile paving at Middle Road junction

Z2.4.2 Implement tactile paving at Locks Road junction and build out eastern corner to increase visibility and slow vehicle speeds turning into Locks Road, by tightening the junction geometry.

Z2.4.1 Poor crossing on Middle Road junction with A27

Z2.4.2a Locks Road junction with A27

Z2.4.3 Consider relocating sign or rationalising information to be placed onto more visible signage closer to the roundabout. Current signage obstructs the footway and is not visible to road users due to trees.

Z2.4.4 Rationalise ‘At any time’ signage to allow for unnecessary poles that obstruct footway to be removed. Move signs to existing lamppost to lessen street clutter.

Z2.4.5 Implement tactile paving along with appropriate bollards to highlight location as pedestrian crossing. Suggested to increase size of traffic island to provide adequate waiting area for pedestrians and highlight pedestrian priority.

Z2.4.2b Blind corner at Locks Road junction with A27

Z2.4.3 Footway obstruction on A27

Z2.4.6 The duration of the green man phase should be increased to allow for slower users to cross comfortably.

Z2.4.7 Consider widening northern footway to 1.2m minimum.

Z2.4.4 Footway clutter on A27

Z2.4.5 Poor crossing at roundabout with A27 and Botley Road

Z2.4.6 Slow crossing at traffic lights on A27

Z2.4.7 Poor footway on A27

Z2.5 Middle Road

Existing conditions

Middle Road is a relatively busy high street in terms of pedestrians, with the road being largely commercial use. It is one way with traffic flowing north and links to the busy A27 at the southern extent. Vehicle speeds are appropriately low but vehicle parking dominates the street scene. The road is easy to cross and there several resting points. There is established planting, adding to the pleasant environment.

Barriers to walking and cycling

Being a high mix of shops, business and community facilities, Middle Road has potential to be more friendly to pedestrians than it is. The footways on the western side of the road are largely obscured and dictated by the on-street parking and parking in front of the properties. Vehicles were witnessed parking on kerb in sections of double yellow lining, narrowing the footway.

Potential options

Z2.5.1 Implement tactile paving at Botley Road junction.

Z2.5.2 Implement tactile paving at the entrance and exit to Middle Road car park.

Z2.5.1 Botley Road junction with Middle Road

Z2.5.2 Lack of tactile paving on Middle Road footway

Z2.6 Telford Way

Existing conditions

Telford Way links the A27 to Swanwick Business Park and serves primarily as a vehicle access to the businesses located there. For pedestrians, there are links into the adjacent residential areas. There is no footway on the western side of the road for much of the length of Telford Way.

Barriers to walking and cycling

The eastern footway is consistently wide, but the verge and vegetation is overgrowing and limiting the width of the footway. The footway on the eastern side is signed as shared use but is too narrow to accommodate a pedestrian and a cyclist at the same time.

Potential options

Z2.6.1 Implement tactile paving across desire line at junction with A27.

Z2.6.2 Footway width needs to be reinstated by cutting back verge and vegetation to properly accommodate both cyclists and pedestrians.

Z2.6.1 A27 junction with Telford Way

Z2.6.2 Narrow shared use footway on Telford Way

Z2.7 Collingworth Rise

Existing conditions

Collingworth Rise is a low traffic and low speed road, appropriate to the residential character of the area. Via Red Oaks Drive, this route provides a quiet link between Duncan Road and the business park.

Barriers to walking and cycling

The gradients may present a barrier to some pedestrians, and there is a lack of tactile crossings across the accesses to the side roads off Collingworth Rise.

Potential options

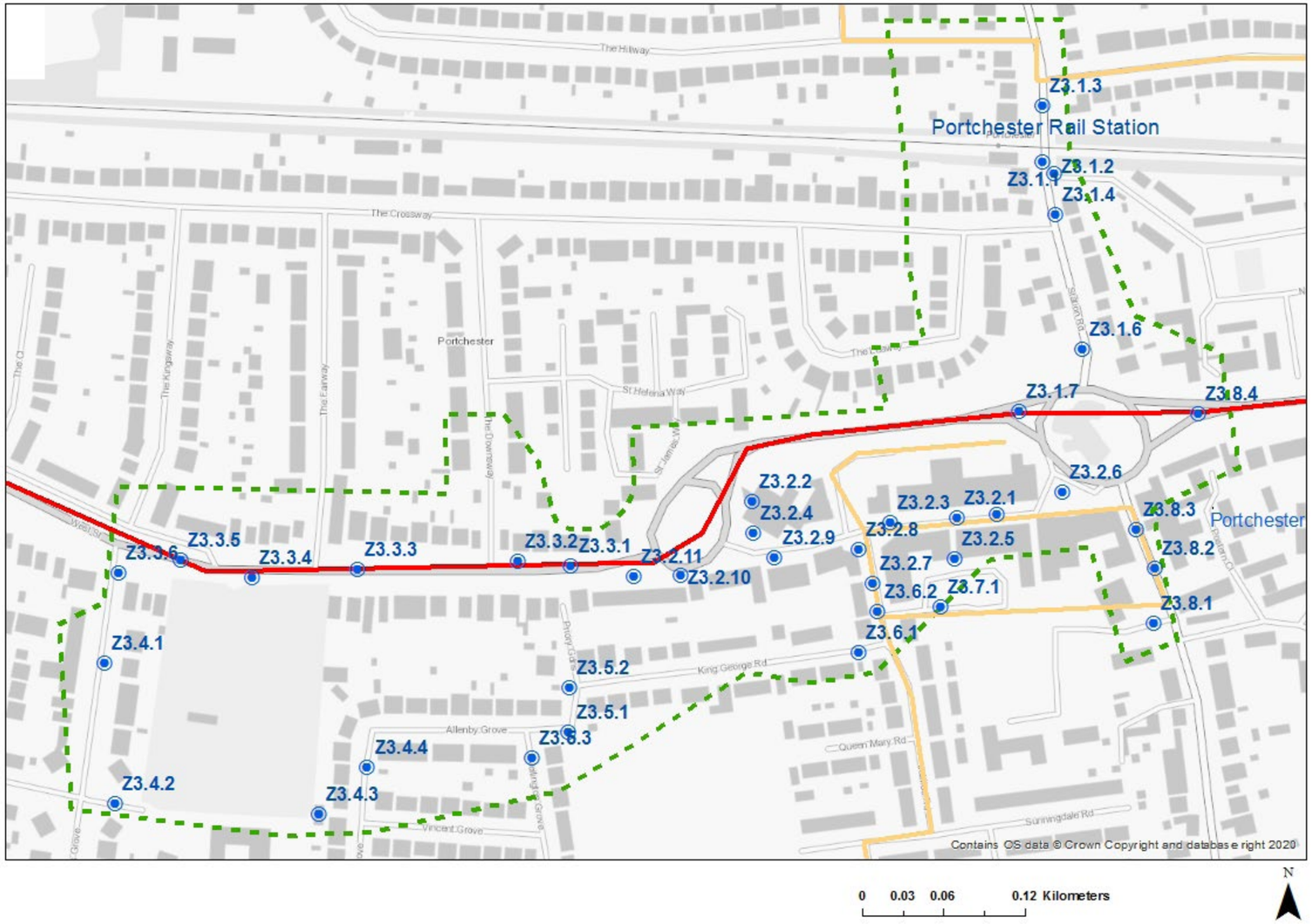
Z2.7.1 Implement tactile paving across access to Collingworth Rise numbers 87 – 101.

Z2.7.2 Implement tactile paving at crossing to the footway that runs through wooded area towards the business park

Z2.7.1 Collingworth Rise junction with Red Oaks Drive

Z2.7.2 Collingworth Rise crossing point

Portchester Walking Zone



Key:

- Primary route
- Secondary route
- Walking zone
- Potential options

Portchester Core Walking Zone

Description

For the purposes of this report, Portchester Core Walking Zone (CWZ) has been defined as the key pedestrian routes between Portchester rail station, the Precinct, the Community Centre and doctor's surgery, and the Parish Hall. It includes retail, recreation and work trip generators, such as the businesses within the pedestrian Precinct and West Street, and the well-used recreational centres of the Community Centre and Parish Hall.

The walking zone is bounded by a railway line to the north and surrounded by residential areas. The A27 bisects the walking zone.

The zone interacts with two of the proposed cycling routes: Primary route 270 (east-west on the A27) and Secondary route 273 (a circular route north and south).

Z3.1.1 Stairs to southern platform of Portchester Railway Station

Z3.1 Station Road

Existing conditions

Station Road connects the railway station with the pedestrian precinct to the south. The route is direct but not signposted. There are residential properties on both sides of the roads with vehicle crossovers.

There is a pedestrian subway at the junction of Station Road A27.

Barriers to walking and cycling

Improved access (lifts) to the station platforms is a longstanding aspiration; there are steps to the southern platform and a steep ramp to the northern platform. The path under the railway bridge is narrow and unattractive.

Vehicles were seen to mount and completely block the pavement north of the railway bridge to drop off rail passengers.

Motor traffic is relatively high on this road so crossing to the informal station car parking and the New Town residential area can be difficult.

The bell mouth at The Crossway is very wide and there is no tactile paving.

The pedestrian subway is unattractive and could be intimidating for some users. It has relatively steep accesses which would be difficult for some users. Signs to report flooding indicate that this route may be out of action in flooding events.

Potential options

Z3.1.1 Introduce lifts to the platforms at the railway station in co-ordination with the train operating company and rail network provider. Improve cycle parking on the station platforms.

Z3.1.2 Improve public realm by enhancing the access to the station and providing wayfinding towards the Precinct and onwards to the popular tourist destination of Portchester Castle (1.6km to the south). Introduce informal crossing to New Town and dedicate one parking bay for drop off/pick up.

Z3.1.3 Improve the attractiveness of the route under the railway bridge; and remove the guardrail which reduces the effective width of the path. Prevent drivers from mounting path to the north of the bridge.

Z3.1.4 Narrow the bell mouth at The Crossway, introduce tactile paving and implement a continuous footpath over the junction to reflect the high pedestrian use. Introduce planting at this improved junction to provide shade, and perhaps seating for those waiting to be collected from the station.

Z3.1.5 Enhance the presence of the bus stops and aid crossing between them via an informal crossing, or zebra. A crossing would support all walking journeys east of the walking zone, for example to the Castle Trading Estate.

Z3.1.6 Enhance public realm at this location and add wayfinding to village centre.

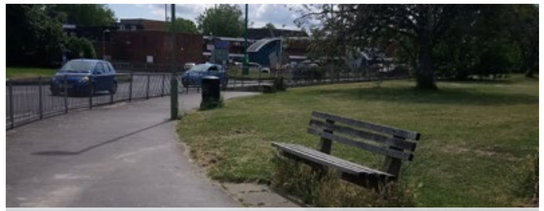
Z3.1.7 Replace the pedestrian subway with an at-grade single stage crossing, in line with proposals for cycling route 270 (270.7.7).

Z3.1.2 Station Road – New Town

Z3.1.3 Route under railway bridge

Z3.1.4 Bell mouth at The Crossway

Z3.1.5 Station Road bus stops



Z3.1.6 Station Road/A27 junction green space

Z3.1.7 Pedestrian subway

Z3.2.7 Jubilee Road Crossing

Z3.2.8 West Street

Z3.2.10 Wide space in front of businesses, West St

Z3.2 Portchester Precinct

Existing conditions

The Precinct is pedestrianised between the Castle Street Roundabout and Jubilee Road. There is seating, planting, shade and shelter provided by porticoes and established trees, cycle parking and some outdoors café seating.

There is a popular market in the centre every Wednesday.

Crossing Jubilee Road to West Street, there is a raised table leading to the southern footway of West Street, and a pedestrian route hidden by established planting to the northern footpath where the Library and a doctor's surgery are located. There is a second raised table crossing West Street, with a faded red surface treatment. The funded SEHRT scheme at Castle Street roundabout improves the precinct bus stop and provides bus priority traffic signals

Fareham Borough Council has identified that the Precinct would benefit from "a makeover" having last been updated in the 1990s. It has already involved the community in developing plans which can be seen here: **fareham.gov.uk/planning/regeneration/portchestervillage.aspx**

Barriers to walking and cycling

Uneven pavements have been identified as a potential barrier, and trip hazard. Routes between the Precinct and the car park to the south could be enhanced.

Crossing Jubilee Road could be improved to provide pedestrian priority. The southern footpath of West Street is very narrow in parts and access to the Library on the northern side feels disjointed; this is exacerbated by the wide bell-mouth to the northern village car park.

At the furthest extent of West Street shopping area, there is little in the way of seating or public realm, and the pedestrian subway dominates the space.

Potential options

Fareham Borough Council's own consultation identified the following recommendations (for images see Fareham's plans (link above):

Z3.2.1 Improve the precinct surfaces and footpaths, especially where the trees are causing trip hazards and replace trees where necessary.

Z3.2.2 Better safe and attractive lighting in the precinct.

Z3.2.3 New seating and street furniture with some form of children's play equipment in the area.

Z3.2.4 Upgrade railings where needed for health and safety purposes and remove others.

Z3.2.5 Improve signage in and around centre.

Z3.2.6 Enhancing entrances to the precinct to raise its profile.

In addition, this audit suggestions the following recommendations:

Z3.2.7 Redesign the crossing of Jubilee Road to prioritise pedestrian movements, for example, through the introduction of a wide zebra crossing.

Z3.2.8 Develop a pedestrian priority zone that encompasses the area between the junction at Jubilee Road at the West Street Roundabout. Motor vehicles could still pass through, at low speeds. This would improve the connection between the northern and southern footways and enhance the public realm in this area. The proposed play area could be located in this area for example, in front of the pharmacy or library.

Z3.2.9 Seating and planting could be introduced in the wide area in front of the dry cleaners and hairdressers with delivery only bays fronting the road if required.

Z3.2.10 Cycle route 270 proposes a redesign of the West Street roundabout to improve cycle safety. This could include a realignment to increase the footpath width at this location, where it is narrowest.

Z3.2.11 Replacement of the pedestrian subway with a single stage at-grade crossing (270.7.5) would greatly increase the space outside the shops on West Street and offer the opportunity to improve the public realm with planting, seating, cycle parking and outdoor café space. Planting would also help reduce the impact of road noise at this location

Z3.2.10 Narrowest footway section

Z3.2.11 West Street shops and public realm

Z3.3 West Street

Existing conditions

West Street is part of the A27 and is a heavily used traffic route, and diversion for the M27 motorway in case of incidents. Within the walking zone there is one crossing point formed of a pedestrian island, close to the entrance to Portchester Park.

Desire lines for walking exist between St. Helen's Way and The Downsway to the Precinct and Priory Gardens, a popular route to the local secondary school; and north to south close to Portchester Park, the Community Centre and doctor's surgery. Crossing can be difficult, particularly at peak times when there is a constant flow of traffic in both directions.

There are footpaths on both sides with bus stops, grass verges with bollards to prevent pavement parking and guard railing in some sections. There are advisory cycle lanes painted on the road. There are vehicle crossovers for private driveways and a few businesses.

On refuse collection days, bins would partially block the footpaths.

Barriers to walking and cycling

There are few crossing points, and no crossings that provide pedestrian priority. Crossing can be difficult, particularly at peak times when there is a constant flow of traffic in both directions.

The speed limit is 30mph but observations suggest some traffic is travelling faster.

There is a fairly high level of traffic noise, and the route feels oriented towards driving. There is no seating or shade. The pavements are narrow at certain points.

Potential options

Z3.3.1 Improve crossing between The Downsway/St. James Way and Priory Gardens through replacement and relocation of pedestrian subway with single stage at-grade crossing (see Z3.2.10 and 270.7.5).

Z3.3.2 Continuous footways across The Downsway and The Fairway could be introduced.

Z3.3.3 Widen footways at their narrowest points where possible.

Z3.3.4 Improve urban realm by providing seating (in wider areas), planting and shade. Improve relationship between Portchester Park and West Street for example by widening the entrance. Remove guardrail where possible to reduce feeling of traffic dominance.

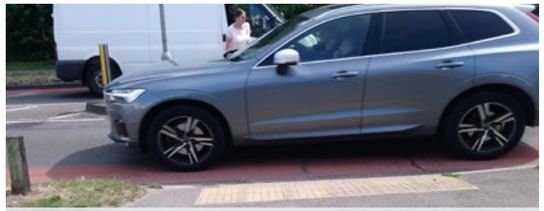
Z3.3.5 Replace pedestrian island with wide, single stage zebra crossing.

Z3.3.6 Install pedestrian wayfinding highlighting the route to the Community Centre and doctor's surgery.

Z3.3.1 Desire line over West Street

Z3.3.2 Junction of West Street/The Downsway

Z3.3.4 West St and Portchester Park entrance



Z3.3.5 Pedestrian Island, West Street

Z3.3.6 Entrance to park

Z3.4.1 Footpaths through park

Z3.4.2 Community Centre car park – desire line from park

Z3.4.3 Alleyway to Clive Grove

Z3.4 Portchester Park

Existing conditions

The park provides a very pleasant walking environment with seating, planting, shade, a play park and points of interest.

At the southern side of the Park, access to the Community Centre and doctor's surgery is through a car park.

The route through to Clive Grove is a narrow alleyway next to a sub-station with blind corners.

Barriers to walking and cycling

Walking paths through the Park appear to be 1.5m in width and could be widened to accommodate more users.

Although there is a footpath around the perimeter of the car park, the desire line is directly from the Park to the Community Centre, which involves crossing a car park.

The alleyway to Clive Grove may feel intimidating to some users, particularly at night. Street clutter may make it difficult to access for people with buggies, mobility scooters etc.

Potential options

Z3.4.1 Footpaths could be widened to accommodate more users and make it more comfortable for people to walk side by side.

Z3.4.2 Improved access and pedestrian priority between the Park and the Community Centre could be introduced e.g. through use of a raised table, change of surface, and planting. Disabled parking bays should be reallocated as close as possible to the entrance.

Z3.4.3 Enhance the route through to Clive Grove e.g. through removal of unnecessary barriers and public realm improvements.

Z3.4.4 Wayfinding towards the Precinct and secondary school could be introduced.

Z3.4.4 Route towards Clive Grove

Z3.5 Clive Grove to King George Road

Existing conditions

Residential streets with attractive houses and gardens, low traffic speed and volume. There are footpaths on both sides and street lighting. There are vehicle crossovers to private driveways.

Barriers to walking and cycling

There is no shade along this route.

Where Allenby Grove meets Priory Gardens and Chalky Walk, there is heavy pedestrian use on school days, associated with the secondary school, and lower use at other times/days.

There is reverse bay parking abutting the footpath on Priory Gardens.

There are no dropped kerbs at the end of the northern footway of Allenby Grove to cross the road.

Potential options

Z3.5.1 Existing pedestrian signs could be replaced with wayfinding highlighting the routes to the Community Centre, doctor's surgery, Precinct and secondary school.

Z3.5.2 The footway and carriageway area between Priory Gardens (towards West Street) and Chalky Walk could be changed to pedestrian priority with seating and planting to support this. Vehicles could continue to travel through. This would enable pedestrians to move away from the reverse bay parking area.

Z3.5.3 The 20mph zone on nearby roads could be extended to cover this section of the zone.

Z3.5.1 Existing wayfinding

Z3.5.2 Priory Gardens/Allenby Grove/King George Road (Chalky Walk behind)

Z3.6 Jubilee Road

Existing conditions

Jubilee Road provides access from the A27 to residential properties to the south of the Precinct. North of King George Road it has a 30mph speed limit and footpaths on both sides of the carriageway.

There is a raised table at the junction with the southern Precinct car park.

Barriers to walking and cycling

The footpaths are fairly narrow in parts. Crossing at the most northern part of Jubilee Road could be improved (see Z3.2).

Potential options

Z3.6.1 As a key walking route towards the Precinct and train station, the 20mph zone could be extended. The area could be changed to pedestrian priority with enhanced public realm.

Z3.6.2 A continuous footway could be introduced over the car park access.

Z3.6.1 Jubilee Road

Z3.6.2 Southern Precinct car park access

Z3.7 Southern Precinct car park and Assheton Court

Existing conditions

The route through the car park provides direct access to the Parish Hall, the Methodist Church, Castle Street Centre, and recycling facilities in the car park itself.

It is lit and there are footpaths are either side of Assheton Court.

Whilst an alternative route is available through the Precinct, the shortest route is through the car park.

The attractive frontage of the Parish Hall provides a point of interest.

Barriers to walking and cycling

Walking routes are not well catered for, with intermittent footpaths and no route on the desire line east to west.

Potential options

Z3.7.1 Fareham Borough Council's plans for the precinct include changes to the car park, therefore it is recommended that an east/west footpath is incorporated into this design. It could include planting and seating to enhance the space. It is noted that the small car park behind the Coop store is expected to be developed into residential accommodation.

Z3.7.1 Southern Precinct car park

Z3.8 Castle Street

Existing conditions

The bell mouth at the junction on Castle Street and Assheton Court is fairly wide to enable HGV movements into the lorry park within the car park. There are dropped kerbs and tactile paving on the north-south crossing.

The bell mouth on Castle Street/The Keep is also wide and adds to a feeling of car dominance in this location.

Castle Street has a frequent bus service, and a bus shelter on the eastern side.

In places, the footpath is very narrow. There are vehicle crossovers, and reverse bay parking abutting the footpath on the eastern side.

There are incidences of pavement parking on both footpaths. There are a number of bollards on the western footpath – perhaps to discourage this behaviour.

There is a controlled pedestrian crossing east-west close to the Castle Street roundabout linking to a small number of independent businesses, and further east. There is guard railing on both sides. The crossing is away from the desire line.

There are pedestrian subways linking Castle Street to Station Road on both sides of the Castle Street roundabout.

Barriers to walking and cycling

Pavement parking is an inconvenience, and, depending on the location could force people walking into the carriageway.

Wide bell mouths do not reflect the heavy pedestrian use of this area.

The crossing of The Keep junction is away from the desire line and missing tactile paving.

There is no shade and the road is fairly busy. The attractive frontage of the Methodist Church provides a point of interest.

The pedestrian subway (east of the roundabout, the western roundabout is covered in Z3.1) is unattractive and could be intimidating for some users. It has relatively steep accesses which would be difficult for some users. Signs to report flooding indicate that this route may be out of action in flooding events.

Potential options

Z3.8.1 Introduce continuous footways across the two junctions, with appropriate materials given the heavy vehicles that will need to travel over to access the lorry park at low speeds.

Z3.8.2 Introduce pedestrian priority between Castle Street Roundabout and Assheton Court to better link the Precinct to the traders and facilities on the eastern side of the road, and allow more space for people walking. Vehicles would still be able to drive through.

Z3.8.3 Introduce a 20mph zone, shade and seating at appropriate locations.

Z3.8.4 Replace subway and guard railing with at-grade crossing as part of wider junction redesign proposed in 270.7.

Z3.8.1 Junctions of The Keep and Assheton Court with Castle Street

Z3.8.2 Castle Street, outside Portchester Business Centre where footpath is widest

Z3.8.3 Eastern footway on Castle Street roundabout approach

Z3.8.4 Castle Street Roundabout approach

Proposed cycle networks

Cycling interventions toolkit

Fully kerbed segregated cycle track
Cycle facility protected from motor traffic by a full-height kerb, with some buffer space between the cycle track and carriageway.

Pedestrian/cyclist priority street
Street design that prioritises pedestrian and cyclist travel. Characterised by lower traffic speeds, restricted motor vehicle access, and coloured paving materials.

Contraflow cycle lane
Mandatory cycle lane that allows cyclists to travel opposite the flow of vehicle traffic, allowing for greater permeability of the cycle network.

Bent out crossing
Crossing where a cycle track is inset from the main road carriageway at a distance that enables a car to stop if a cyclist is crossing. This is a crossroads junction of the minor arm with priority given to the cyclist using standard give way markings.

Mandatory cycle lane
Area of the carriageway reserved for the use of cycles, marked with a solid white line.

Stepped segregated cycle track
Cycle track is set below footway level, typically protected from the carriageway by a lower height kerb and usually directly next to it.

Dutch style street
Street without a centre line encourages slower vehicle speeds and helps create a shared street environment.

All images provided by Sustrans unless otherwise noted.

Cycling interventions toolkit

Mandatory cycle lane w/light segregation
Cycle lane with the use of intermittent physical features placed along the inside edge of a mandatory cycle lane to provide additional protection from motor traffic.

Off-carriageway cycle track
Cycle facility separated from motor traffic typically through green space.

20mph zones
Lower speed zones create safer environments for all, may need to be combined with infrastructure and enforcement changes to ensure compliance.


Source: Manchester City Council

cyclops junction
cyclops stands for 'Cycle Optimised Protected Signals'. The unique design of the junction completely separates pedestrians and cyclists from motor traffic, reducing the possibility of collisions or conflict. Pedestrians are also able to get where they want to be in fewer stages with more space to wait than on other junction designs.

Dutch style roundabout/mini-roundabout
A roundabout that provides a segregated facility for cyclists and pedestrians through all arms of the roundabout. In a mini-roundabout the central island is replaced by road markings.

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.


Source: LTN 1/20

Trapezoidal strip
A raised strip which is trapezoidal in cross section, used to separate cyclists and pedestrians where the surface is fully level between the footway and cycle track. This helps visually impaired people to detect and negotiate the track.

All images provided by Sustrans unless otherwise noted.

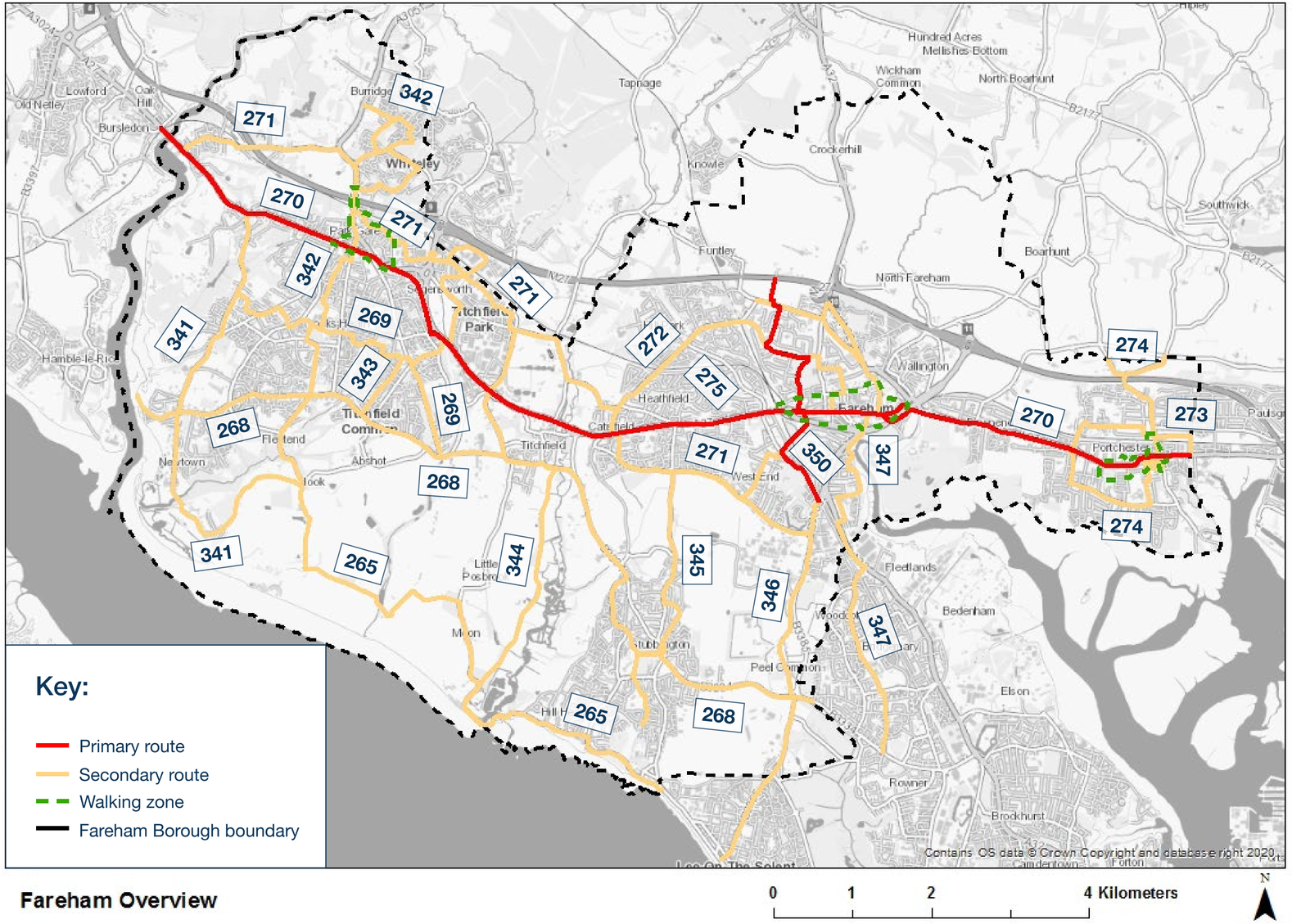
Proposed cycle networks

We plan to undertake a Healthy Streets audit (as outlined within the Walking Zone introduction section) when doing any future design work, to ensure that improvements for walking are also considered, along these routes.

These improvements are likely to include measures such as:

- continuous footways across side roads;
- tightened junction radii;
- tactile paving;
- new dropped kerbs;
- realignment of existing dropped kerbs;
- surfacing improvements;
- and the introduction of planting, street trees, and seating.

It is likely that, in due course, we will ask developers to complete these types of audits too, as part of the Transport Assessments supporting planning applications.



Route 270: River Hamble – Portchester

Route description

Route 270 provides a link across the borough of Fareham between the border with Eastleigh borough at the River Hamble, and the border with Portsmouth city on the A27 east of Portchester. It follows the A27 which runs broadly on an east to west alignment through the borough. At approximately 15 kilometres in length, the route provides a connection between Lower Swanwick, Park Gate, Segensworth, Titchfield, Fareham and Portchester.

Background

The A27 runs from its junction with the A36 at Whiteparish, Wiltshire to Pevensey in East Sussex. To the east of Fareham Borough, the A27 is designated as a trunk road and therefore comprises part of the high speed and high capacity Strategic Road Network (SRN) managed by National Highways. Throughout the borough of Fareham, the M27 has taken on the strategic function previously provided by the A27 which runs broadly parallel to the south.

Notwithstanding, it appears that the A27 still retains characteristics typically associated with strategic functions of a trunk road such as sections of dual-carriageway and wide central reservations.

The route connects areas of high employment and population with other key trip attractors, as demonstrated by the maps included at above. Allied to this, support for a route on this alignment was demonstrated by stakeholders who attended the engagement workshop.

A section of the route along the A27 between Fareham and Portchester comprises part of the National Cycle Network.

South East Hampshire Rapid Transit

The full proposals for the South East Hampshire Rapid Transit are listed below. Currently only 2 schemes have received government funding which are: A27 Delme roundabout to Downend road improvements; and A27 Portchester bus improvements for bus priority traffic signals on Castle Street roundabout.

Fareham Bus Station

- New bus only link (one-way westbound) between Quay Street and Fareham Bus Station to avoid Quay Street roundabout
- Redeveloped bus station and improved interchange

Fareham Delme Roundabout

- Bus lane and bus gate to avoid long peak hour queues on A27 roundabout
- Increased highway capacity on roundabout to aid both general traffic and buses
- New bus lane onto roundabout from East Street

Fareham – Portchester corridor

- Bus priority along Portchester in the form of bus lanes, bus gates and priority at junctions

Castle Street Roundabout

- East-west bus lanes with bus gates at junctions
- Unlock potential development sites/enhance public realm

Portchester – Cosham corridor

- Bus priority along A27 in form of bus lanes, bus gates and priority at junctions
- New pedestrian and cycle link across M275 link road

270.1 River Hamble – A27/Telford Way Roundabout

Existing conditions

With the exception of the M27 motorway to the north, the A27 is the only road link across the River Hamble connecting Fareham with the Borough of Eastleigh and the city of Southampton beyond. Between the River and Telford Way, the A27 comprises a single lane carriageway with one lane in each direction subject to a 30mph speed limit. Traffic counts indicate that it carries in the order of 20,000 vehicles per day.

Footways are provided on both sides of the carriageway and are connected by 11 crossings spread along this section of the route comprising a mixture of formal and informal provision. On-road advisory cycle lanes are provided in places. This section of route is also well illuminated with street lighting provided at regular intervals.

Barriers to walking and cycling

Along this section of the route, the A27 is a busy road with a history of cycle casualties which appear to be focussed around the two major roundabout junctions located on the route.

Whilst advisory cycle lanes are provided in places, cycle specific infrastructure is not continuous along the route. Moreover, advisory painted cycle lanes, particularly on busy roads, are no longer in line with government design guidance.

Potential options

270.1.1 The section of A27 between the Church Lane and Barnes Lane junctions has no existing cycle facilities but there appears scope to provide a fully segregated cycle track along the vast majority subject to constraints.

270.1.2 A review of the A27 Bridge Road/Swanwick Lane junction should be undertaken to explore improvements for cycle route continuity through the junction. Investigate the potential for providing a cyclops style junction to improve east/west cycle route continuity and connectivity to Swanwick Lane.

270.1.3 The provision of floating bus stops along the route to protect cyclists could be explored.

270.1.4 A review of the A27 Bridge Road/Barnes Lane junction should be undertaken to explore improvements for cycle route connectivity to Barnes Lane. Depending on the routes leading to the junction a fully signalised cyclops style junction or standard signalised junction with toucan crossings and cycle links could be considered. A cyclops junction may not be feasible due to vehicle accesses in close proximity.

270.1.5 There is no existing cycle provision along this section of the A27 Bridge Road from Swanwick Lane to the Brook Road roundabout and there is insufficient width to provide protected cycle tracks.

The footway could be widened in places to provide a shared use path on the northern side if pedestrian/cyclist flows allow. Continuous crossings across all side road junctions could be considered for cycle route continuity. However, due to property constraints there is insufficient width to continue the shared facility between the Allotment Road and Addison Road junctions and due to traffic speeds and volumes a mixed traffic street is unsuitable.

270.1.6 The existing pedestrian crossing on the A27 to the east of Pond Lane could be upgraded to a toucan crossing with associated cycle links to connect into the Allotment Road and Pond Road side roads.

270.1.7 A review of the A27 Bridge Road/Ironbridge Crescent/Coldeast Way junction should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction.

270.1.8 A review of the A27 Bridge Road/Brook Lane/Station Road roundabout should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. Investigate the potential for providing a Dutch style roundabout or cyclops style junction to improve east/west continuity and connectivity to Brook Lane and Station Road.

270.1.1 A27 between Church Lane and Barnes Lane

270.1.2 Bridge Road – Swanwick Lane Junction

270.1.4 A27 Bridge Road – Barnes Lane junction

270.1.5 A27/Addison Road junction

270.1.9 There are existing on-road cycle lanes on this section of the A27 Bridge Road which are not compliant. There appears scope to provide lightly segregated cycle tracks between Brook Lane and the Botley Road roundabout. On-road parking provision along this section will need to be reconfigured to provide separation from the cycle track.

270.1.10 A review of the A27 Bridge Road/Botley Road/ Southampton Road/Hunts Pond Road roundabout should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. Investigate the potential for providing a Cyclops style signalised junction to improve east/west continuity and connectivity to Botley Road and Hunts Pond Road.

270.1.11 There is currently a short section of shared facility on the northern side of the A27 Southampton Road and an existing shared facility on the southern side between the Botley Road and Telford Way roundabouts. Explore widening the existing facilities to provide fully segregated cycle tracks on both sides.

270.1.12 A review of the A27 Bridge Road/Telford Way roundabout should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. Investigate the potential for providing a Dutch style roundabout to improve east/ west continuity and connectivity to Telford Way.

270.1.6 A27 East of Pond Road

270.1.10 A27 Bridge Road/Botley Road/ Southampton Road/Hunts Pond Road roundabout

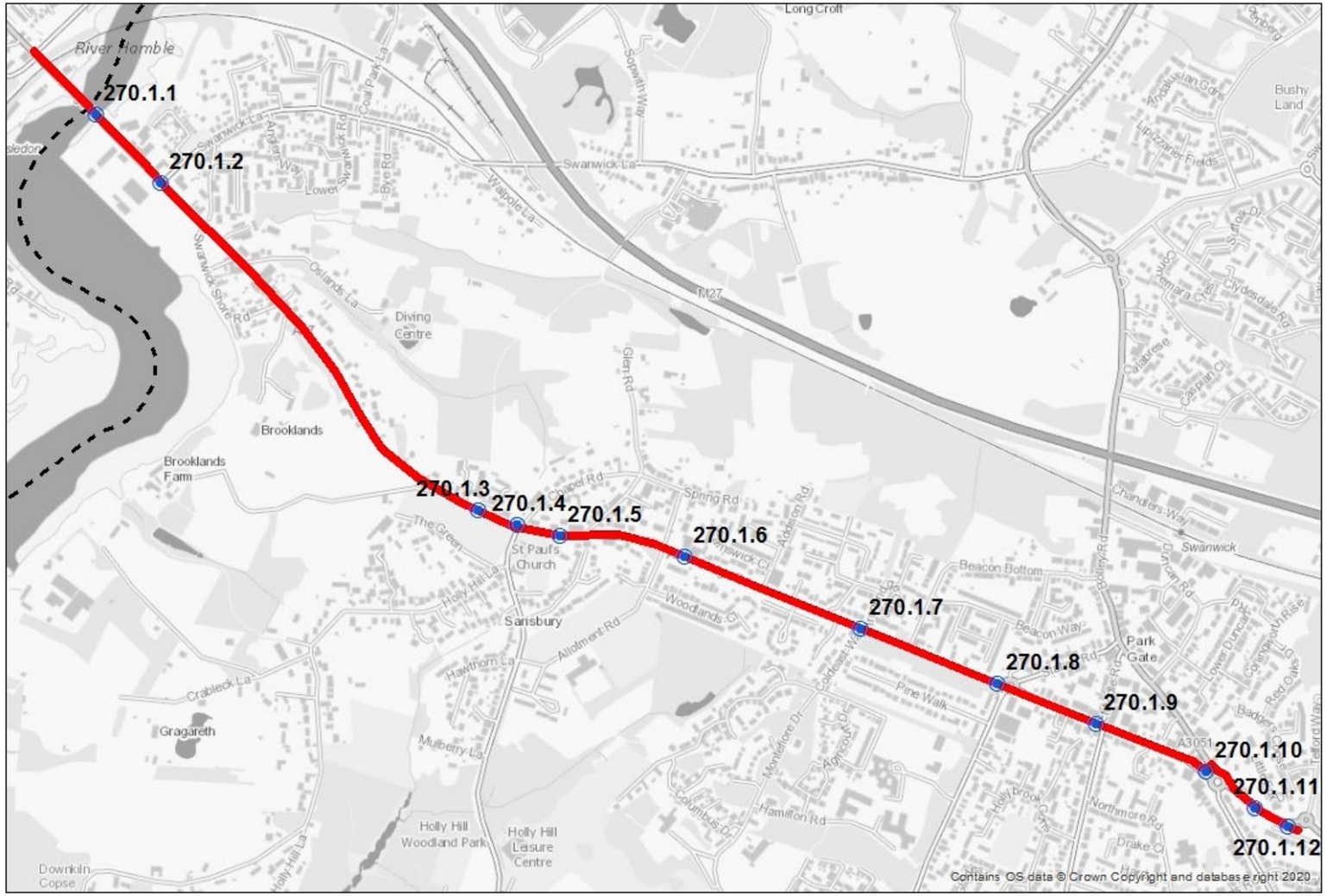
270.1.8 A27 Bridge Road/Brook Lane/Station Road roundabout

270.1.11 A27 Southampton Road

270.1.9 A27 cycle infrastructure near Locks Road junction

270.1.12 A27 Bridge Road/Telford Way roundabout

270.1 River Hamble – A27/Telford Way Roundabout map



Key:

- Primary route
- Potential options

270.2 A27/Telford Way Roundabout to A27/Peak Lane Signals

Existing conditions

Along this section of the route, the A27 comprises a dual carriageway with two lanes in each direction. Parts of it carry close to 30,000 vehicles per day and it is a key route from Fareham/Gosport peninsular to the M27 motorway.

Barriers to walking and cycling

The volume of traffic is the biggest barrier on this section. Additionally, the presence of central reservations and the width of the carriageways mean that crossing opportunities are limited.

Potential options

270.2.1 There is currently a shared facility running along the southern side of the A27 Southampton Road between the Telford Way roundabout and the Southampton Road service road which is not compliant. Explore widening the existing facility to provide a fully segregated two-way cycle track on this side continuing it as far as the Halfords access where the pavement width is constrained.

270.2.2 The section of Southampton Road from the Halfords access to the Lower Church Road roundabout is constrained with insufficient width to provide a protected cycle track. There are potential options to provide an on-road provision along Southampton Road by creating a 20mph low speed quiet mixed traffic street with traffic calming measures.

270.2.3 A review of the Lower Church Road roundabout should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. Investigate the potential for providing a Dutch style roundabout to improve east/west continuity and connectivity to Primate Road.

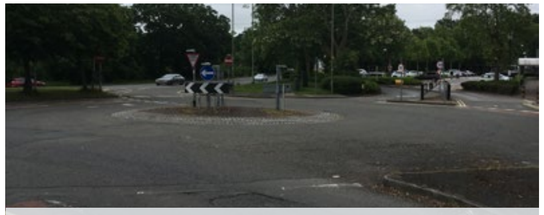
270.2.4 There is currently a shared facility which runs along the southern side of the A27 Southampton Road between the Lower Church Road roundabout and Titchfield Park Road before switching to the northern side and continuing to the St Margarets roundabout which is not compliant for the vast majority. Explore widening the existing shared facilities to provide a fully segregated two-way cycle track.

270.2.5 Investigate providing a single stage crossing for cyclists at the existing staggered toucan crossing on the A27 Southampton Road at Titchfield Park Road junction to improve north/south cycle route continuity.

270.2.6 A review of the St Margarets roundabout should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. Investigate the potential for providing a cyclops style junction to improve east/west cycle route continuity and connectivity to Cartwright Drive, St Margarets Lane and Warsash Road.

270.2.1 A27 Southampton Road shared path

270.2.2 Southampton Road



270.2.3 Lower Church Road roundabout

270.2.5 Crossing north of Titchfield Park Road

270.2.7 There is currently a shared facility running along the northern side of the A27 Southampton Road between the St Margarets roundabout and Titchfield gyratory which is not compliant. There is scope to explore widening the existing facility to provide a fully segregated two-way cycle track on this side.

270.2.8 A review of the Titchfield gyratory should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction.

270.2.9 There are no existing cycle facilities along this section of the A27 between the Titchfield gyratory and the A27/Peak Lane junction. However, there appears to be scope to provide a two-way segregated cycle track along the southern side.

270.2.10 A review of the A27/Highlands Road signalised junction should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. Investigate the potential for providing a cyclops style junction to improve east/west cycle route continuity and connectivity to Highlands Road.

270.2.11 A review of the A27/Catisfield Road/Peak Lane signalised junction should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. Investigate the potential for providing a cyclops style junction to improve east/west cycle route continuity and connectivity to Catisfield Road and Peak Lane.

270.2.7 St Margarets roundabout

270.2.8 (a) Titchfield gyratory Eastbound

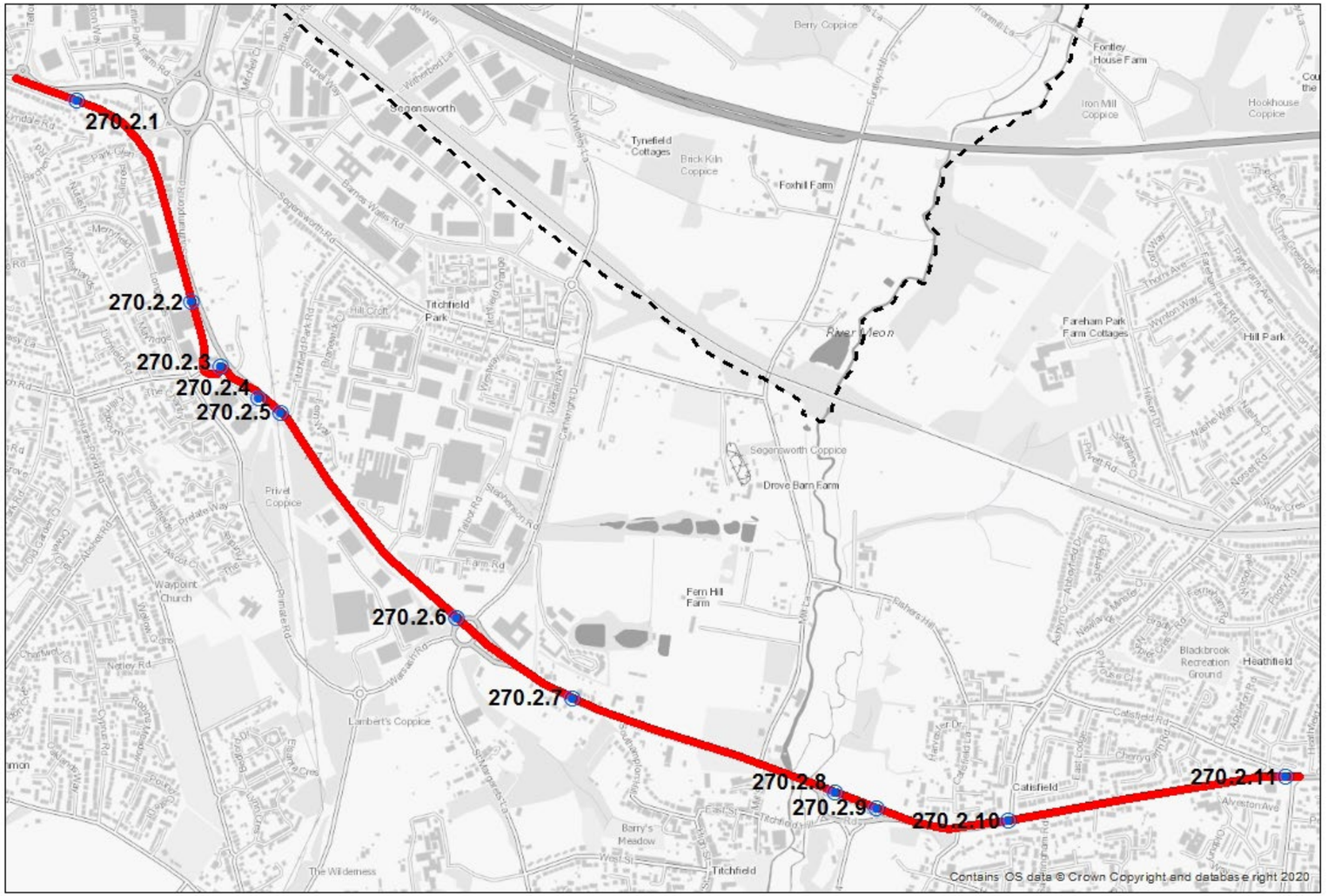
270.2.8 (b) Titchfield gyratory Westbound

270.2.8 (c) Titchfield gyratory Westbound

270.2.10 A27/Highlands Road signalised junction

270.2.11 A27/Catisfield Road/Peak Lane signalised junction

270.2 A27/Telford Way Roundabout to A27/Peak Lane Signals map



Route 270.2 Map

Key:

- Primary route
- Potential options

270.3 and 270.4 A27 / Peak Lane Signals to Fareham Railway Station

Existing conditions

Along this section, the A27 primarily comprises a single carriageway with one lane in each direction and provides direct frontage vehicular access to properties on both sides. Footways are provided on both sides of the road which are illuminated by street lighting provided at regular intervals. The majority of this section of the A27 is subject to a 40mph speed limit which reduces to 30mph on the approach to the Bishopsfield Road junction.

This section of the route follows the A27 to the west of central Fareham where it comprises a dual carriageway in both directions. A central reserve comprising a mixture of hatching and kerbing is provided along the length of the route, with footways on both sides of the road. Sections of shared use path are provided but not continuously along the route. Traffic casualty data shows some incidents involving cyclists and vehicles at the two main junctions on the route, the A27/Gudge Heath Lane/Redlands Lane signalised staggered crossroads and the A27/Western Way roundabout junction.

Barriers to walking and cycling

This section of the route comprises a moderately busy road which is subject to a 40mph speed limit and has no cycling provision or designation. There is no formal crossing provision for the entire length of this section and safe crossing of the road is currently only achievable at the signalised junctions located along the route. Existing shared use paths are not of sufficient width in places.

Potential options

270.3.1 There are no existing cycle facilities along this section of the A27 between the Peak Lane and Bishopsfield Road junctions. There appears to be sufficient width to provide a segregated cycle track on the A27 The Avenue eastbound from the Peak Lane junction, but the width reduces significantly through the mid section, before widening out again which prevents this type of facility from continuing to the Bishopsfield Road junction. Due to property boundary constraints along the mid section there is insufficient width to continue a segregated facility and due to traffic speed and volume a mixed traffic street is unsuitable.

270.3.2 A review of the A27/Bishopfield Road/ Veryan signalised junction should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. Investigate the potential for providing a cyclops style junction to improve east/west cycle route continuity and connectivity to Bishopsfield Road and Veryan.

270.4.1 The existing shared facility along the A27 The Avenue between the Bishopsfield Road/Veryan junction and the station roundabout is not compliant. There appears to be scope to provide fully segregated cycle tracks along either side of the A27 The Avenue between the Bishopsfield Road/Veryan junction and Station roundabout.

270.4.2 The existing uncontrolled pedestrian crossing to the east of Blackbrook Park Avenue could be upgraded to provide a controlled crossing to improve north/south connectivity.

270.4.3 A review of the A27/Gudge Heath Lane/ Redlands Lane signalised junction should be undertaken to explore improvements for cycle route continuity through the junction. Investigate the potential for providing a cyclops style junction to improve east/ west cycle route continuity and connectivity to Gudge Heath Lane and Redfields Lane.

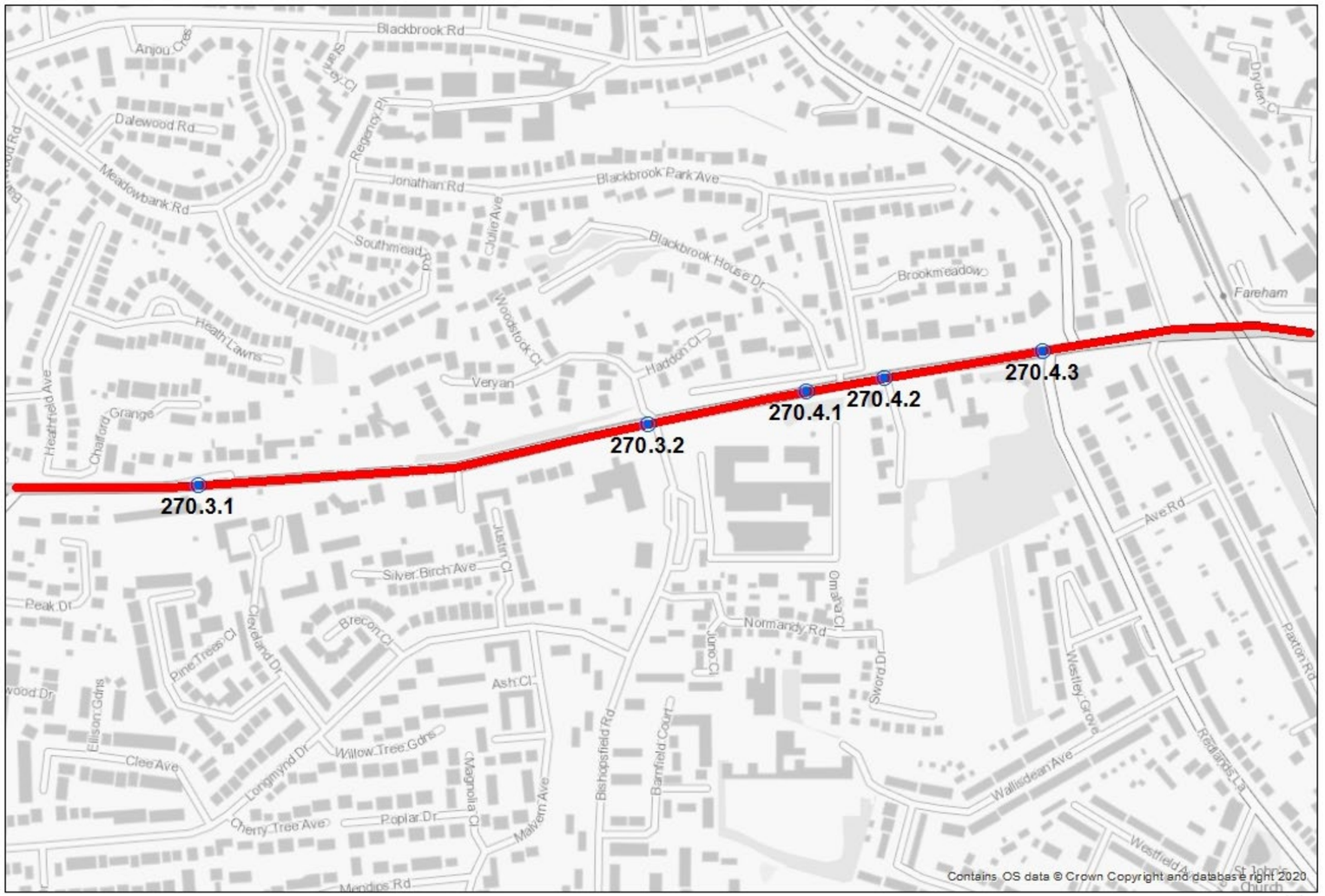
270.3.1 A27 The Avenue

270.3.2 A27/Bishopfield Road/Veryan signalised junction

270.4.2 Uncontrolled pedestrian crossing to the east of Blackbrook Park Avenue

270.4.3 A27/Gudge Heath Lane/Redlands Lane signalised junction

270.3 / 270.4 A27 Peak Lane Signals to Fareham Railway Station



Route 270.3/4 Map

0 0.075 0.15 0.3 Kilometers

N

Key:

- Primary route
- Potential options

270.5 Fareham Railway Station to A27 Eastern Way

Existing conditions

This section of the route passes through Fareham Town Centre which has been identified as a walking zone in this report. It deviates from the alignment of the A27 to follow West Street, towards the pedestrianised town centre. West Street is a single carriageway road which currently has some advisory lane provision. The route bisects Fareham Town Centre via the existing precinct which is pedestrianised part time. There is no existing cycling provision on West Street, East Street or Bath Lane to the east of the precinct area.

Barriers to walking and cycling

This section of the route is narrow in places and cyclists may feel intimidated by the proximity of traffic. This is exacerbated by the presence of buses.

Potential options

270.5.1 A review of Station Roundabout should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. Investigate the potential for providing a Dutch style roundabout or simply a parallel crossing within Station Road to improve east/west continuity and connectivity to Fareham railway station.

270.5.2 West Street is currently a mixed traffic road and is 30mph, so not suitable for all users. There appears to be scope to provide a fully segregated cycle track along West Street from Station roundabout to East Street subject to constraints. Alternatively, there are potential options to improve the on-road provision along West Street by creating a 20mph low speed quiet mixed traffic street with bus gates/modal filters to reduce traffic volume.

270.5.3 A review of the West Street/Trinity Street signalised junction should be undertaken to explore improvements for cycle route continuity through the junction.

270.5.4 A review of the West Street/Osborne Road South/Kings Road signalised junction should be undertaken to explore improvements for cycle route continuity through the junction.

270.5.5 There is insufficient width to continue a segregated facility along East Street. However, there is scope to create a 20mph low speed quiet mixed traffic street between the West Street and Bath Lane junctions. Bus gates/modal filters may be required to reduce traffic volume.

270.5.1 Station Roundabout subway

270.5.1 Station Roundabout north side

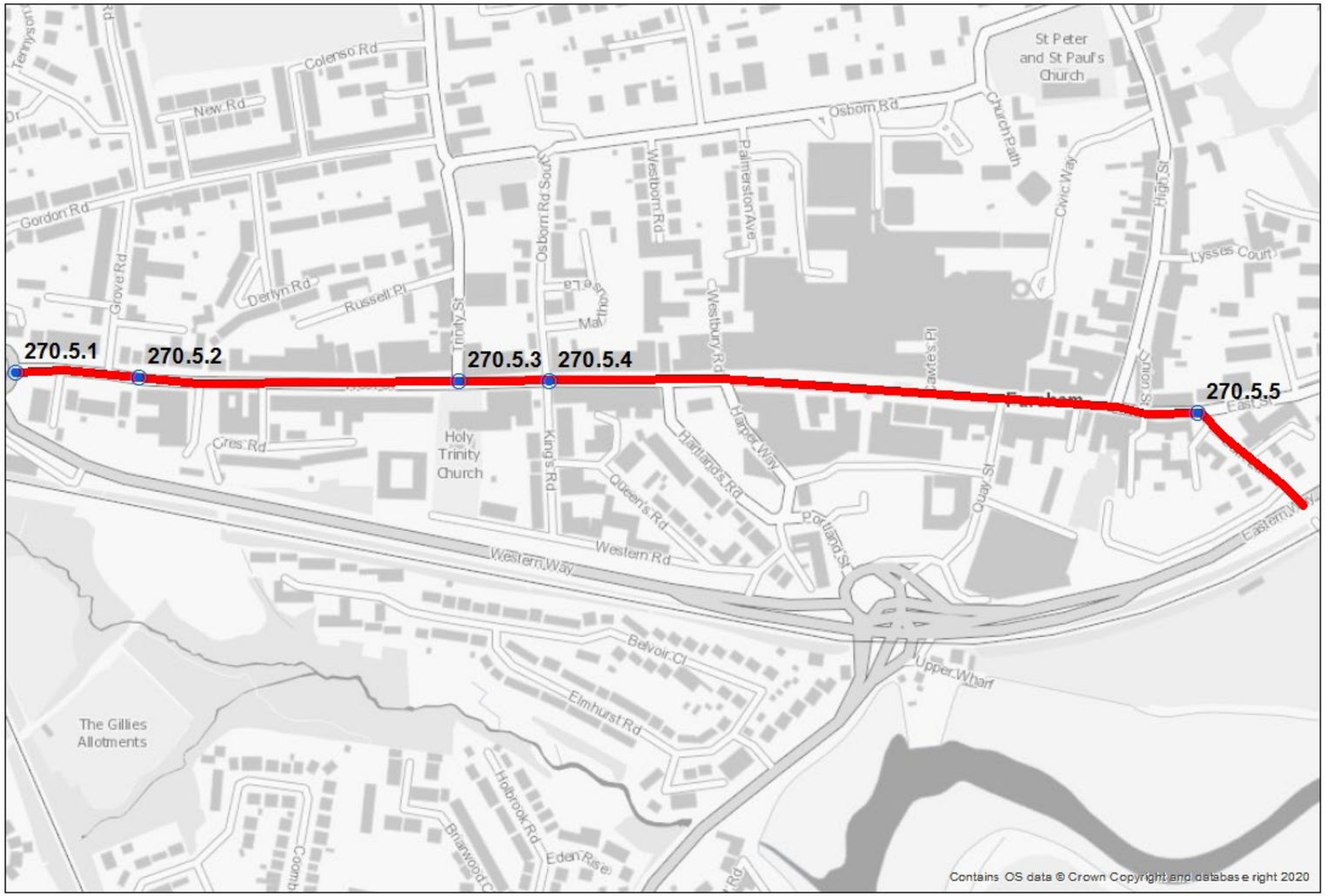
270.5.2 West Street

270.5.3 West Street/Trinity Street signalised junction

270.5.4 West Street/Osborn Road south junction

270.5.5 East Street

270.5 Fareham Railway Station to A27 Eastern Way map



Route 270.5 Map

Key:

- Primary route
- Potential options

270.6.7 A27/Condor Avenue

270.6 A27 Eastern Way to Cornaway Lane Roundabout

Existing conditions

There is existing cycle provision along this route, which provides a key link between Fareham and Portchester, but there is significant scope for improvements.
A shared use path is provided along the southern side of the A27 until the junction with Beaulieu Ave, from which on-road advisory lanes are provided.

This section of route becomes particularly busy during school peak times due to the proximity of Cams Hill Secondary School.

The funded SEHRT proposal on the A27 at Delme roundabout includes: a bus lane and bus priority signals on the eastern arm of the roundabout; a two-way segregated cycle track adjacent to the westbound carriageway between the Delme roundabout and Downend Road; and a new toucan crossing at the Cams Hall estate junction.

Barriers to walking and cycling

The A27 in this location is a busy dual carriageway carrying upwards of 20,000 vehicles per day. There is a posted 40mph speed limit and crossing points are limited. Traffic incident data shows a concentration of incidents involving drivers and cyclists recorded at the Cornaway Lane roundabout. Current cycle facilities are not compliant.

The A27 corridor east of the town centre and the Cornaway Lane, West street and Castle Street roundabouts have been identified by DfT as experiencing high cycle casualty rates. During school peak times the existing shared use path become busy such that cycling is difficult.

Potential options

270.6.1 The existing A27 Eastern Way underpass is too narrow for a compliant cycle facility and is a barrier for cycle route continuity. If this cannot be widened investigate providing an alternative route along East Street, extending the provision suggested for 270.4.4, to tie-in to upgraded controlled crossings and cycle facilities at the Delme roundabout.

270.6.2 If the route continues along the A27 Eastern Way on slip then there is scope to provide a segregated cycle track from the underpass to Delme roundabout. There is a width constraint under the Delme roundabout viaduct so the feasibility of providing a separate foot or cycle bridge to bypass the pinch point could be explored.

270.6.3 A review of the Delme roundabout should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction and to Improve connectivity to Wallington Shore Road.

270.6.4 The current shared facility on the southern side of the A27 Portchester Road is not compliant. There appears to be scope to provide segregated one or two-way cycle tracks along the A27 Portchester Road from Delme roundabout to Cornway Lane /Dore Avenue roundabout.

270.6.5 A review of the A27 Portchester Road/Cams Hill signalised junction should be undertaken to explore the possibility of providing improvements for cycle route continuity through the junction. Investigate the potential for providing a cyclops style junction to improve east/west and north/south cycle route continuity and connectivity to the Cams Hill side road junction.

270.6.6 A review of the A27 Portchester Road/ Downend Road/ Shearwater Avenue signalised junction should be undertaken to explore improvements for cycle route continuity through the junction. Investigate the potential for providing a Cyclops style junction to improve east/west and north/south cycle route continuity and connectivity to the Downend Road and Shearwater Avenue side road junction.

270.6.7 A review of the A27 Portchester Road/ Condor Avenue roundabout should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. Investigate the potential for providing a Dutch style roundabout to improve east/ west continuity and connectivity to Condor Avenue.

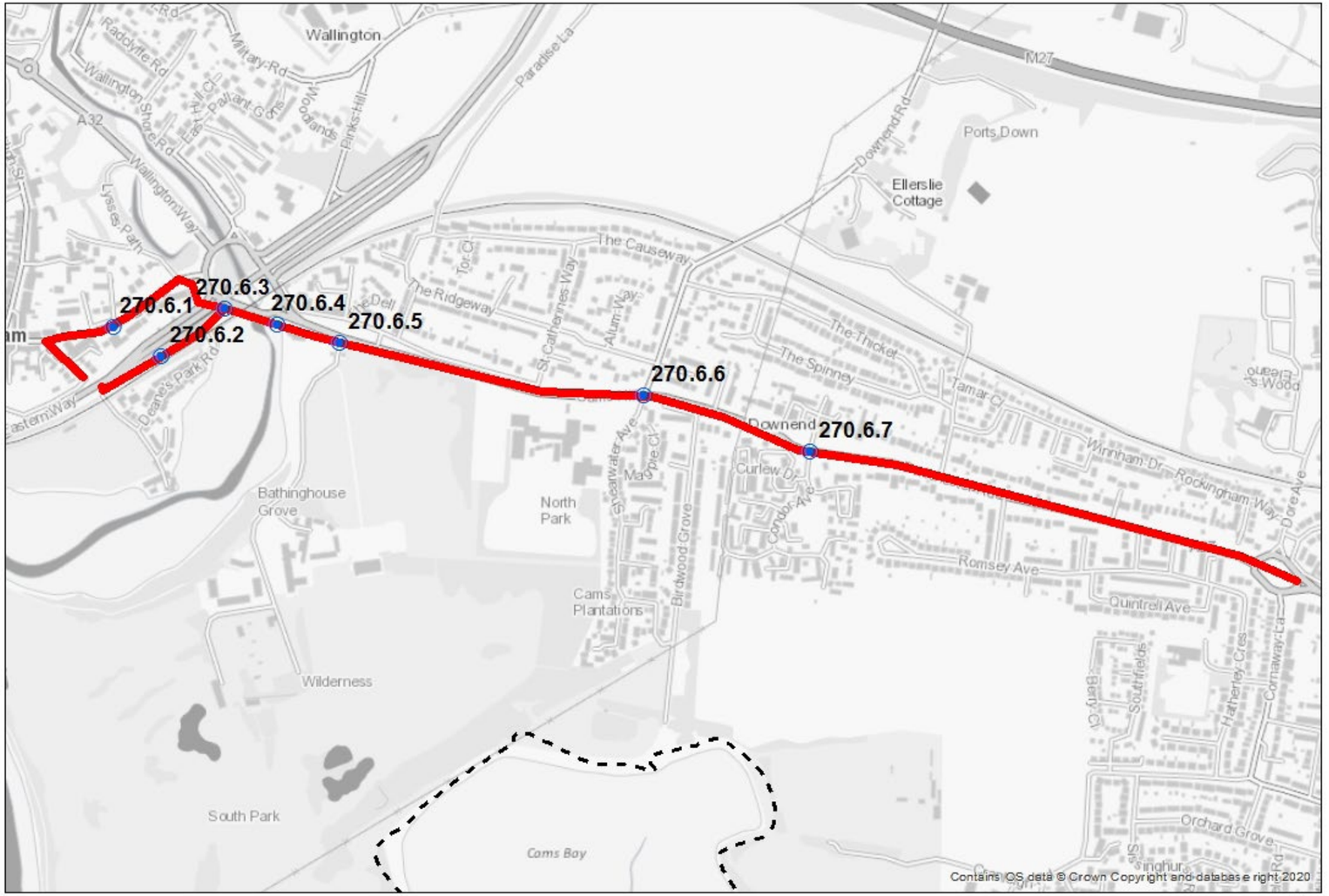
270.6.2 A27 Eastern Way On-slip

270.6.5 (a) Cams Hall Estate junction

270.6.5 (b) A27 Cams Hill

270.6.6 A27 Cams Hill/Downend Road

270.6 A27 Eastern Way to Cornaway Lane Roundabout map



Route 270.6 Map

Key:

- Primary route
- Potential options

270.7 Cornaway Lane Roundabout to Portsmouth border

Existing conditions

This section follows the alignment of the A27 for its full length with the exception of the stretch between the West Street and Castle Street roundabouts. Between these, the route loops to the south to West Street and Portchester pedestrianised precinct.

On-road advisory cycle lanes are provided along the majority of the A27 on this section whilst a shared use path is provided on the southern side of the road at the eastern end of this section and where it crosses into Portsmouth City.

The SEHRT proposals include three schemes which feature along this section of the route and include the Portchester to Fareham Corridor, Portchester District Centre and Portchester to Cosham Corridor.

The bus lanes proposed in both directions provide space for cyclists who would prefer to travel faster and avoid using the proposed shared use paths. A feasibility study is already underway to explore options for providing a segregated cycle route along the A27 in Portchester between Downend Road and the Portsmouth Border.

Barriers to walking and cycling

This is a heavily trafficked route which carries approximately 25,000 vehicles per day. The two main roundabouts on this section exhibit a high number of driver/cyclist incidents and there are limited opportunities to cross the A27 safely and conveniently.

The pedestrianised precinct can become busy with pedestrians and stalls particularly on market day.

Potential options

270.7.1 The lack of cycle infrastructure at the A27 Portchester Road/Cornaway Lane/Dore Avenue roundabout makes it difficult for cyclist to negotiate. Therefore, a review of this junction should be undertaken to improve cycle route continuity. Investigate the potential for providing a Dutch style roundabout or cyclops style junction to improve east/west continuity and connectivity to Dore Avenue and Cornaway Lane.

270.7.2 The existing on-road cycle provision along the A27 Portchester Road from Cornaway roundabout to the Portsmouth boundary west of the of Hamilton Road junction is not compliant. There appears to be scope to provide fully segregated cycle tracks along one or both sides of the A27 for the entire length, mainly by using space from the central reservation, subject to constraints. Along the route, consideration should be given to replacing subways with at-grade crossings to improve pedestrian and cycle connections north-south.

270.7.3 The lack of cycle infrastructure at the A27 West Street roundabout makes it difficult to negotiate. Therefore, a review of this junction should be undertaken to improve cycle route continuity. Investigate the potential for providing a Dutch style roundabout to improve east/west continuity and connectivity to West Street.

270.7.4 The lack of cycle infrastructure at the A27 Castle Street roundabout makes it difficult to negotiate. Therefore, a review of this junction should be undertaken to improve cycle route continuity. Investigate the potential for providing a Dutch style roundabout to improve east/west continuity and connectivity to Station Road and Castle Street.

270.7.1 Cornaway Lane Roundabout

270.7.2 A27 Portchester Road

270.7.3 West Street Roundabout

270.7.4 Castle Street Roundabout

270.7.5 A review of the A27 Portchester Road/Industrial Estate signalised junction should be undertaken to explore the possibility of providing improvements for cycle route and pedestrians continuity through the junction. Investigate the potential for providing a cyclops style junction to improve east/west cycle route continuity.

270.7.5 Junction with Murills Estate – no crossing

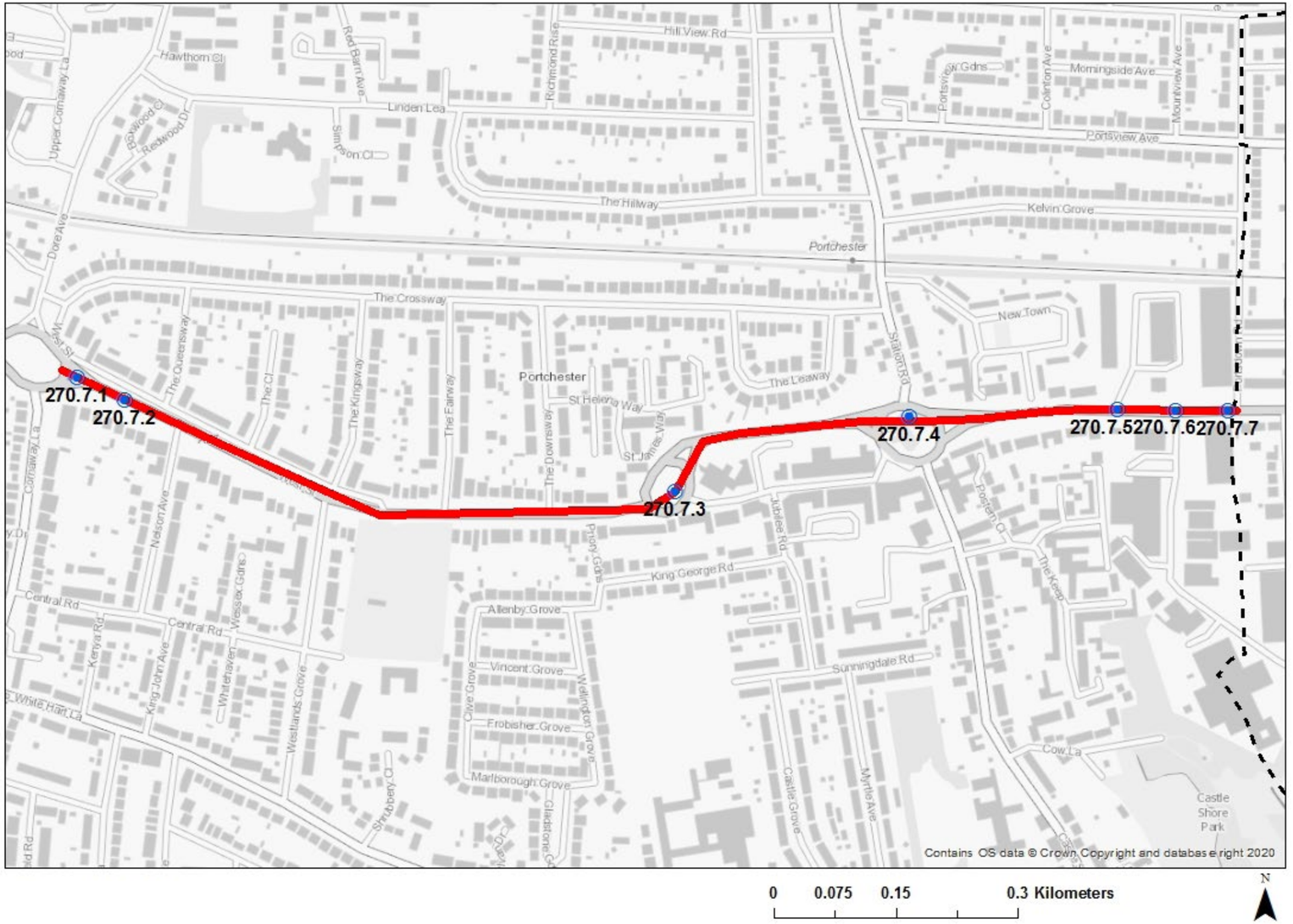
270.7.6 A review of the A27 Portchester Road/ Castle Trading Estate signalised junction should be undertaken to explore the possibility of providing improvements for cycle route continuity through the junction. Investigate the potential for providing a Cyclops style junction to improve east/west cycle route continuity and connectivity to the Castle Trading estate.

270.7.6 Junction with Castle Trading Estate and transition to on road cycle lane

270.7.7 A continuous crossing across the Portsdown Road junction with improved cycle links to the side road should also be explored.

270.7.7 toucan crossing between Portsdown and Hamilton Roads

270.7 Cornaway Lane Roundabout to Portsmouth Border map



Key:

- Primary route
- Potential options

Route 265: Warsash – Gosport

Route description

Providing a link from Warsash to Gosport, route 265 runs through rural lanes on rough tracks to the seafront on a mix of narrow roads and shared footway to finish at the Gosport Ferry. The route is 18.75km long.

Background

Route largely follows National Cycle Network Route 2, which links the Hamble Ferry with the Gosport Ferry.

265.1 Warsash to Titchfield Haven

Existing conditions

Narrow lanes relatively low in traffic, but used as recreational route for the coast so likely to have heavier use at times, weekends and holiday periods.

Start of route section is at the junction of Fleet End Road, Dibles Road and Fleetend Bottom bridleway. A large open junction with full visibility, leading to narrow roads.

Barriers to walking and cycling

No informal or formal crossing points. No cycle signage, either directional or to inform drivers of cyclists presence. The presence of a wide junction poses difficulties crossing for disabled users and cyclists. There is no street lighting once leaving Hook.

Potential options

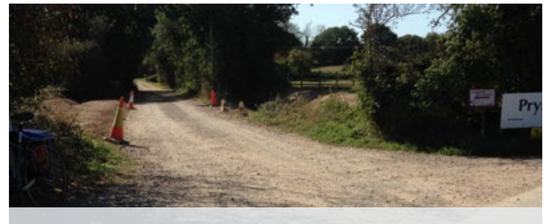
265.1.1 The Fleet End Road/Dibles Road/New Road junction is excessively large so could be reduced in size to change to create a more rural low speed environment. There is currently no footway or cycle provision at the junction or along Fleet End Road itself, with insufficient width to provide any formal provision. This is currently a mixed traffic road, and although the posted speed limit along the majority is national speed limit, actual speeds are likely to be significantly below this due to narrow rural nature of the road. There are potential options to improve the on-road provision along Fleet End Road by creating a Quiet Lane or consider providing 20mph low speed quiet mixed traffic street. A modal filter may be required to reduce the volume of motor traffic. Improved directional signage, cycle markings and warning signage along the route should also be explored.

265.1.2 Chilling Lane has a speed limit of 15mph which is traffic calmed with speed humps. These could be changed to sinusoidal humps. Chilling Lane then transitions from a mettaled carriageway surface to becomes a rough, uneven track with no directional signage. The existing surface should be improved with the narrow widths alongside Brownwich Pond widened to improve accessibility. At Brownwich Farm the path has been surfaced with large pebbles so it is difficult to cycle over. Surface could be prepared and resurfaced with consideration given to drainage improvements along the route.

265.1.1a Fleet End Road/Dibles Road

265.1.1b Fleet End Road

265.1.2a Chilling Lane

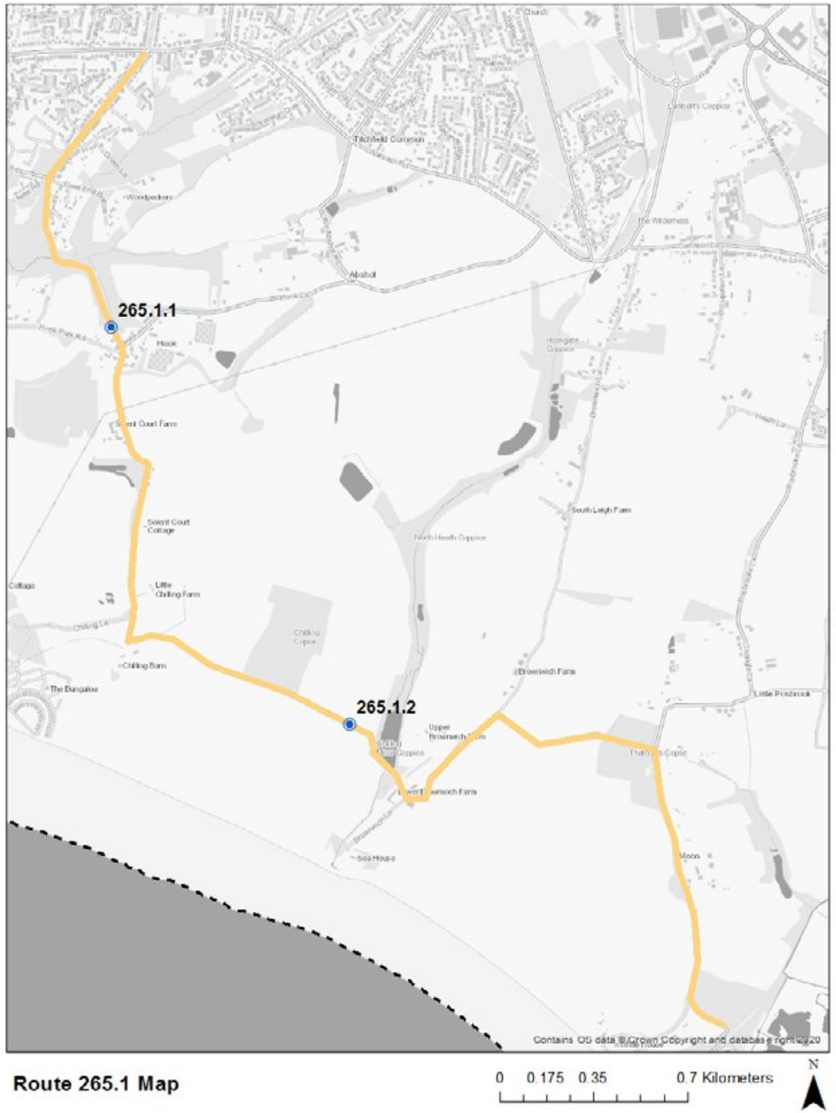


265.1.2b Chilling Barn

265.1.2c Brownwich Pond

265.1.2d Brownwich Farm

265.1 Warsash to Titchfield Haven map



Key:

- Secondary route
- Potential options

265.2 Titchfield Haven to Lee-on-Solent

Existing conditions

This section of the routes comprises a coastal road with a narrow carriageway and in places is undulating. Due to these conditions this section of the route is not suitable for inexperienced cyclists

Barriers to walking and cycling

There is a footpath on the beach for pedestrians, but cycling here is on road. The carriageway is narrow and the steep bend on Salterns Road limits visibility and makes cycling feel unsafe and uncomfortable.

Potential options

265.2.1 There is currently no footway or cycle provision on Meon Road and Cliff Road. These are currently mixed traffic roads and although the posted speed limit along the northern section is national speed limit, actual speeds are likely to be significantly lower due to the narrow and rural characteristics of the road. There appears to be sufficient width to provide a shared facility along the eastern and northern side for the vast majority of the route, but this is subject to land availability and if pedestrian/cycle flows allow. There is the potential option to improve on-road provision along Meon Road and Cliff Road by creating a Quiet Lane or provide a 20mph low speed quiet mixed traffic street with a modal filters potentially required to reduce the volume of motor traffic in summer peak times. Improved directional signage, cycle markings and warning signage along the route should also be explored.

265.2.2 There are no existing cycle facilities along Hill Head Lane between the Old Street and Crofton Lane junctions and there is insufficient width to provide fully segregated cycle tracks. There are potential options to provide an on-road provision along Hill Head Road by creating a 20mph low speed quiet mixed traffic street with modal filters to reduce traffic volume.

265.2.3 A review of the Hill Head Lane/Crofton Lane priority junction should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction.

265.2.4 There are no existing cycle facilities along Salterns Road between the Crofton Lane and Monks Hill car park junctions and there is insufficient width to provide fully segregated cycle tracks along some of the route due to significant level difference on adjacent land. However, there is an alternative route along the coastal footpath where cycling is currently not permitted so widening this and providing a fully segregated cycle track could be explored subject to land availability. Alternatively, there are potential options to provide an on-road provision along Salterns Road by creating a 20mph low speed quiet mixed traffic street with modal filters to reduce traffic volume.

265.2.5 Salterns Road from Monks Hill car park heading north consists of a narrow carriageway and includes a sharp bend and steep gradient. An alternative route could be explored which either extends the route along the coastal path, or through the car park and then ramps up to join Marine Parade West.

265.2.1 Meon Road

265.2.5 Salterns Road

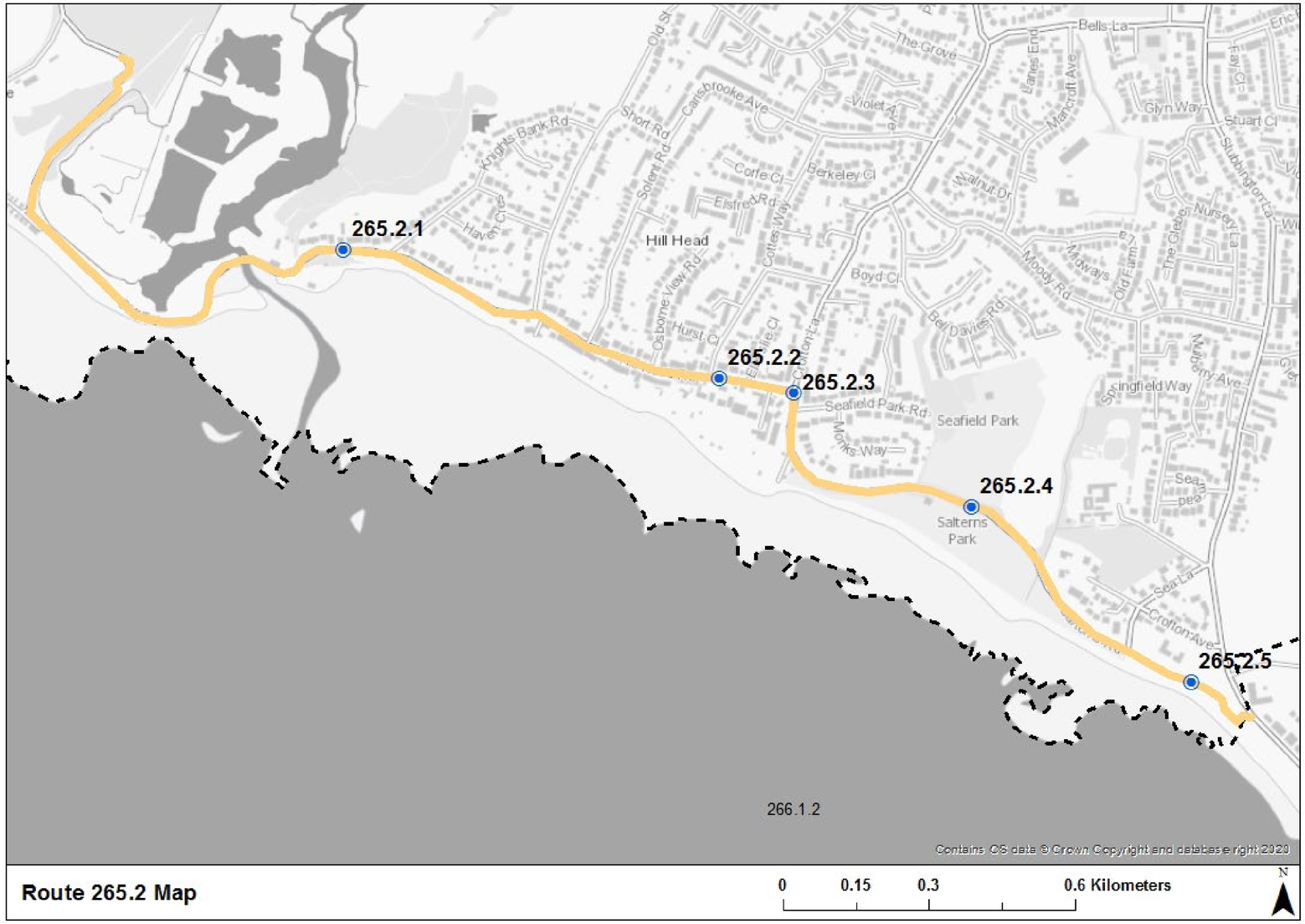
265.2.3 Hill Head Road

265.2.5 Salterns Road

265.2.4 Hill Head Road/Salterns Road

265.2.5 Monk's Hill car park

265.2 Titchfield Haven to Lee-on-Solent map



Key:

- Secondary route
- Potential options

Route 268: Warsash – Peel Common

Route description

Providing a link from Warsash to Peel Common Roundabout, this route is approximately 11.2km long.

There is an alternative routing along Dibles Road and across a bridleway to Warsash Road south of Sovereign Crescent should there be a requirement at feasibility stage for another option.

Background

The route has been supported by local stakeholders during an engagement workshop.

NCN 2 forms a small part of this route near Warsash.

Approval for the construction of the Stubbington Bypass was granted on 23 October 2015 and was opened in May 2022. The introduction of the Stubbington Bypass has had an impact on vehicular, pedestrian and cyclist traffic along this route. Additional carriageway space and a shared use cycle and footpath has been introduced along both sides of the bypass.

268.1 Warsash to Titchfield

Existing conditions

This section of the route is primarily along residential and distributor roads, with limited cycling infrastructure.

Barriers to walking and cycling

There are few barriers to walking along this section of 268, as footpaths are consistently provided. However, cycling will be almost entirely conducted on the carriageway due to the lack of dedicated off-road infrastructure. This problem is compounded by extensive on-road parking.

Potential options

268.1.1 There are no existing cycle facilities on Passage Lane, Shore Road and Warsash Road from the Brook Lane roundabout to the Sovereign Crescent junction. There is insufficient width to provide a lightly segregated cycle track so a 20mph low speed quiet mixed traffic street with bus gate modal filters will be required to reduce traffic speed and volume.

268.1.2 The lack of existing provision continues along Warsash Road from the Sovereign Crescent junction to the Common Lane junction. Although there are sections along the route that could be widened to provide segregated cycle tracks these are short lengths so not conducive to providing route coherence. Therefore, the continuation of a 20mph low speed quiet mixed traffic street with bus gate modal filters along this section should be explored.

268.1.3 A review of the Warsash Road/Common Lane junction should be undertaken to provide priority crossings for pedestrians and cyclists and to maintain cycle route continuity through the junction.

268.1.4 There are no existing cycle facilities along Common Lane, Coach Hill and Bridge Street and there is insufficient width to provide a lightly segregated cycle track. Therefore, a 20mph low speed quiet mixed traffic street with modal filters will be required to reduce traffic speed and volume.

268.1.1 Warsash Road

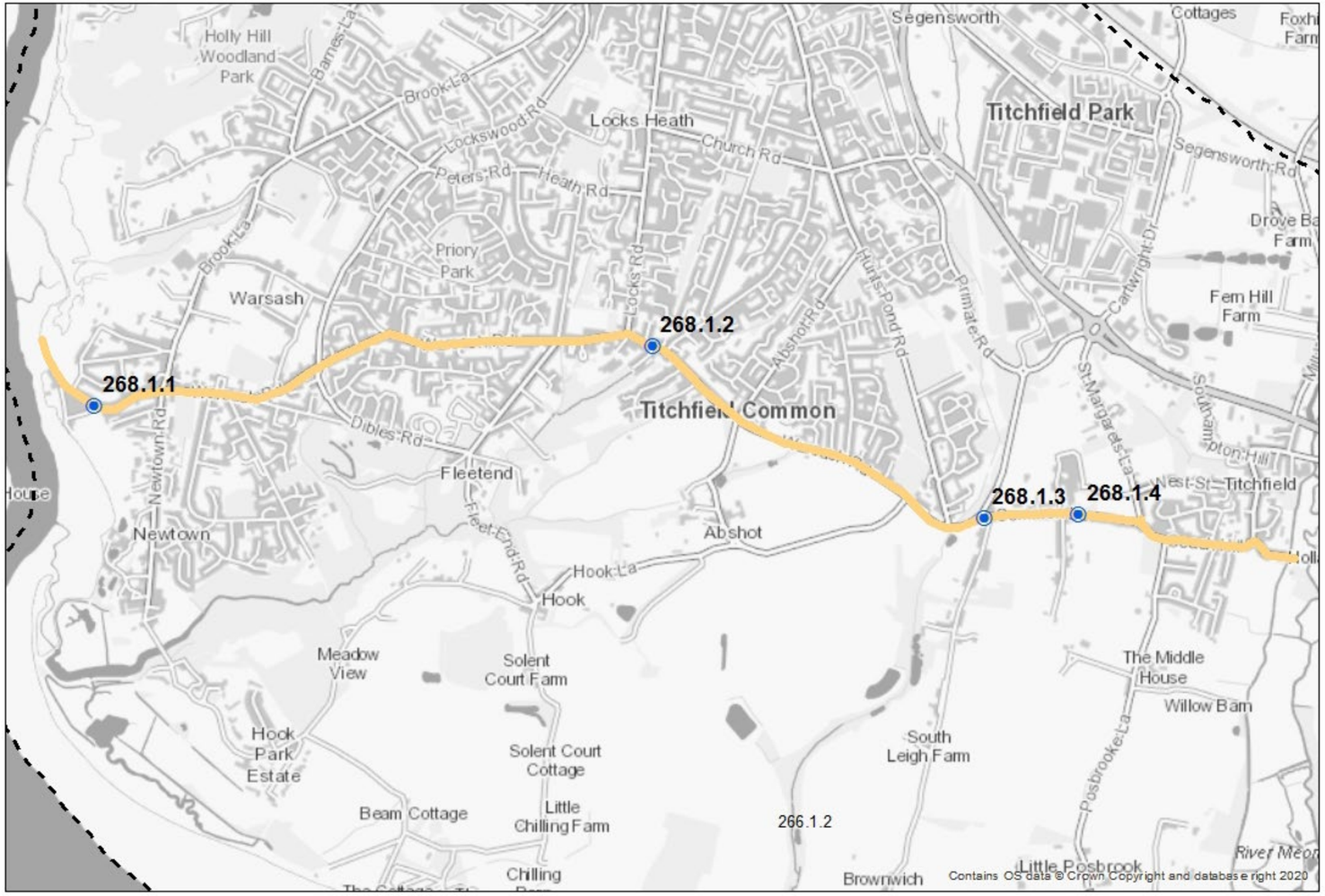
268.1.1b Warsash Road

268.1.1c Warsash Road

268.1.3 Warsash Road/Common Lane junction

268.1.4 Coach Hill

268.1 Warsash to Titchfield map



Route 268.1 Map

Key:

- Secondary route
- Potential options

268.2 Titchfield to Peel Common Roundabout

Existing conditions

The character of this section of route 268 is largely residential or rural. Whilst there is limited provision for cyclists, pedestrians are well catered for with footways.

Barriers to walking and cycling

The Gosport Road/Stubbington Lane roundabout is a key barrier to walking and cycling as motor vehicles traverse the small roundabout at high speed, and there are limited crossing facilities for pedestrians.

Potential options

268.2.1 A shared use path has recently been created on the eastern side of the B3334 Titchfield Road with toucan crossings and links provided at the B3334/Bridge Street signalised junction as part of the Stubbington Bypass. There appears to be sufficient width to continue this shared use path along the eastern side until the Cuckoo Lane junction if pedestrian/cycle flows allow. Priority crossings across all the side road junction could be explored for cycle route continuity.

268.2.2 A review of the B3334 Titchfield Road/Cuckoo Lane signalised junction should be undertaken to explore improvements for cycle priority through the junction.

268.2.3 There are no existing cycle facilities on Cuckoo Lane, however, there appears to be sufficient width to provide fully segregated two-way cycle track on the eastern side from the B3334 junction to Vicarage Lane.

268.2.4 Although there appears to be sufficient width to continue a segregated cycle tracks for a short section of Vicarage Lane, the majority is insufficiently wide as the route continues further south towards Park Lane. Due to the residential nature of Vicarage Lane a 20mph low speed quiet mixed traffic street may be more appropriate. There also appears scope to extend the 20mph limit along Cutlers Lane to create a low speed quiet mixed traffic street along this section to improve cycle route continuity.

268.2.5 Improvements to the footpath linking Vicarage Lane to Park Lane could be explored, although there appears little scope to widen this facility due to property constraints.

268.2.6 There are no existing cycle facilities on Park Lane and Stubbington Green and there is insufficient width to provide segregated cycle tracks. Therefore, a 20mph limit to create a low speed quiet mixed traffic street in this area will be required.

268.2.7 A review of the B3334 Gosport Road/ Stubbington Lane/Stubbington Green roundabout junction should be undertaken to explore improvements for cycle priority through the junction. The existing roundabout could be reconfigured to make it a compact roundabout.

268.2.1 Titchfield Road

268.2.2 B3334 Titchfield Road/Cuckoo Lane signalised junction

268.2.3 Cuckoo Lane

268.2.4 Vicarage Lane

268.2.5 Park Lane Footpath

268.2.5 Gosport Road

268.2.6 Stubbington Green

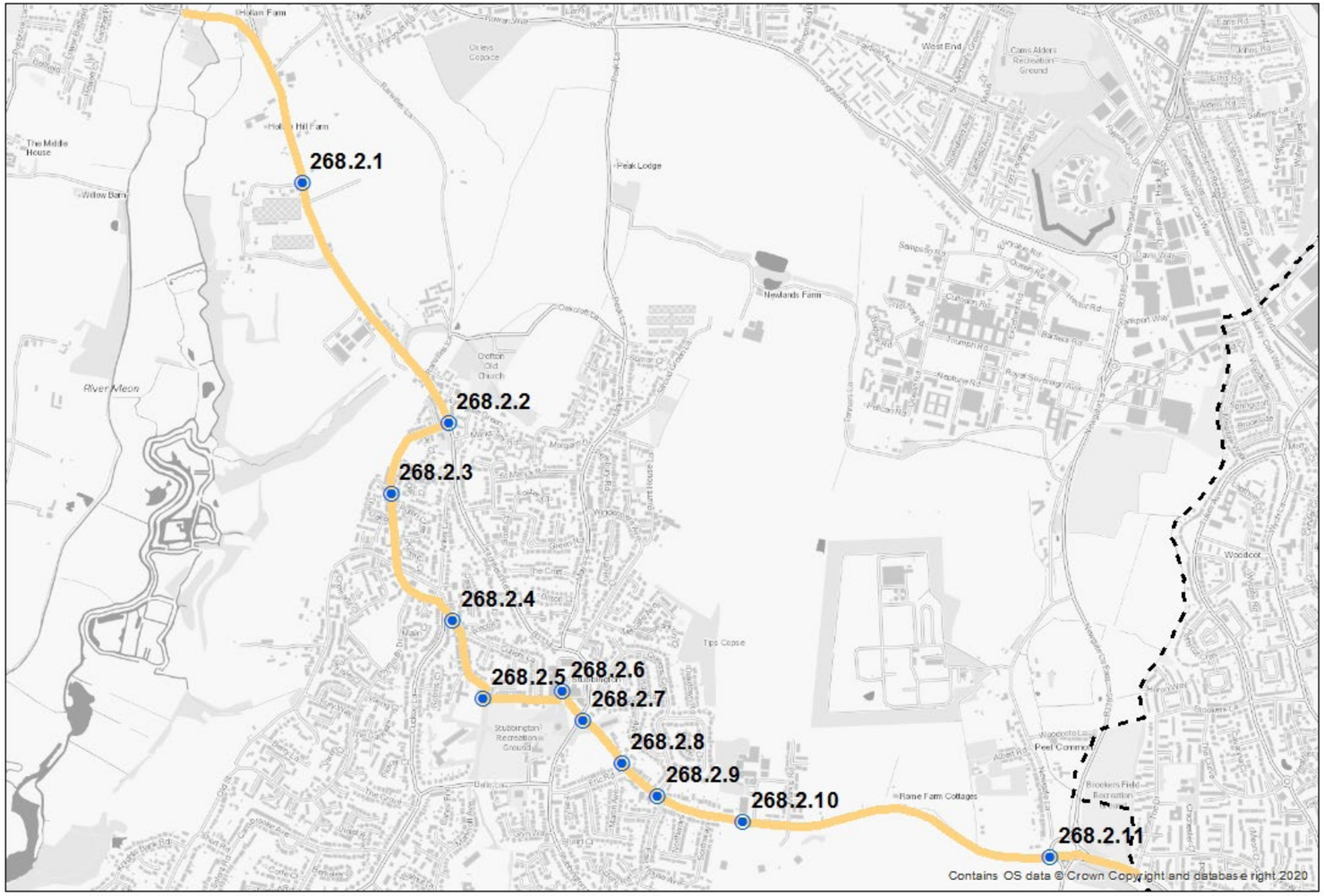
268.2.8 There are no existing cycle facilities on the B3334 Gosport Road from the Stubbington Lane/ Stubbington Green roundabout to the Marks Road junction. However, there appears to be sufficient width along the vast majority of the route to provide segregated cycle tracks.

268.2.9 A review of the B3334 Gosport Road/Marks Road signalised junction should be undertaken to explore improvements for cycle route connectivity to Marks Road.

268.2.10 There is an existing shared facility on the southern side of B3333 Gosport Road from the Marks Road junction to the Peel Common roundabout. Explore widening this existing facility and provide clear segregation. There currently appears to be potential width available along the route.

268.2.11 A review of the Peel Common roundabout should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. Investigate the potential for providing a cyclops style junction to improve east/west and north / south continuity and connectivity

268.2 Titchfield to Peel Common Roundabout map



Route 268.2 Map

0 0.275 0.55 1.1 Kilometers

N

Key:

- Secondary route
- Potential options

Route 269: Titchfield – Sarisbury

Route description

Providing a link from Titchfield to Sarisbury, Route 268 is primarily along residential roads and paths. This route is approximately 3.1km long.

Background

The route is supported by local stakeholders, in particular due to the increase in connectivity to Locks Heath shopping centre.

269.1 Titchfield to Locks Road

Existing conditions

The first section of this route is served by existing cycle infrastructure in the form of shared use paths for much of its length. West of Heath End Road the route passes along paths and residential roads.

Barriers to walking and cycling

Due to the sharp turns and road crossings, cycling down some sections of this route is slow and could deter more experienced cyclists who may prefer to cycle on the carriageway.

Potential options

269.1.1 There are no existing cycle facilities on Hunts Pond Road and although vehicle speeds are likely to be low, traffic volumes during peak times are high, so this is likely to be unsuitable for all users. There is insufficient width to provide segregated facilities, therefore, a 20mph low speed quiet mixed traffic street will be required with modal filters potentially required to manage traffic flow and reduce volume. Hunts Pond Road is subject to traffic calming with a mix of pinch point and priority features which could be adapted to provide cycle bypasses.

269.1.2 Explore widening the traffic-free path linking Peckham Close and Locksheath Park Road to provide clear segregation where possible and subject to land availability. The path is currently unlit so provision of lighting should be investigated to aid wayfinding and improve personal safety.

269.1.3 There are no existing cycle facilities on Locksheath Park Road, so the short link between the traffic free path and Hazel Grove is likely to be unsuitable for all users. There is insufficient width to provide segregated cycle tracks, therefore, a 20mph low speed quiet mixed traffic street will be required to manage speeds along this section if a shared facility is not suitable.

269.1.1 Hunts Pond Road

269.1.4 Hazel Grove

269.1.2 Peckham Close

269.1.3 Locksheath Park Road

269.1.4 Hazel Grove is a low speed/traffic residential road so should be acceptable for all users although a 20mph speed limit will be required. Widening of the traffic-free path linking Hazel Grove and St Johns Road through Locks Heath Park should be explored to provide clear segregation if possible, and redirected to provide access directly opposite St Johns Road. An alternative route running on-road through Cardinal Way could be considered as this is also a low speed/traffic residential road.

269.1.5 There are no existing cycle facilities on St Johns Road so the short link between Locks Heath Park and Woodpecker Copse is likely to be unsuitable for all users. There is insufficient width to provide segregated cycle tracks, therefore, a 20mph low speed quiet mixed traffic street will be required to manage speeds along this section if a shared facility is not deemed acceptable.

269.1.6 Explore widening the existing segregated cycle track linking St Johns Road and Locks Road subject to land availability. The path is currently unlit so provision of lighting should be investigated to aid wayfinding and improve personal safety.

269.1.4 Locks Heath Park

269.1.5 St Johns Road A

269.1.5 St Johns Road B

269.2 Locks Road to Sarisbury

Existing conditions

This section of the route passes Locks Heath shopping centre, and is currently served by a small length of shared use path. The remainder of the route heading west is primarily on the carriageway.

Barriers to walking and cycling

Discontinuity of the existing cycle infrastructure along this route means that conflicts between cyclists and other highway users are not effectively mitigated.

Potential options

269.2.1 Investigate providing a parallel crossing on Locks Road at the Lambourne Drive junction to improve east/west cycle route continuity.

269.2.2 Explore widening the traffic free paths linking Locks Road and Centre Way subject to land availability. The paths are currently unlit so provision of lighting should be investigated to aid wayfinding and improve personal safety.

269.2.1 Locks Road/Lambourne Drive junction

269.2.3 There appears to be scope to widen the existing shared facility along Centre Way and Lockswood Road to provide a two-way segregated cycle track, subject to land availability.

269.2.4 Heath Road North is a low speed/traffic residential road so should be acceptable for all users although additional traffic calming measures may be required along with a 20mph speed limit.

269.2.5 There are no existing cycle facilities on Brook Lane so the short link between Heath Road North and Barnbrook Road is likely to be unsuitable for all users. There is insufficient width to provide segregated cycle tracks, therefore, a 20mph low speed quiet mixed traffic street will be required to manage speeds along this section and possibly bus gate modal filters to reduce traffic volume.

269.2.6 Barnbrook Road is a low speed/traffic residential road so should be acceptable for all users although additional traffic calming measures may be required along with a 20mph speed limit.

269.2.3a Existing shared facility along Centre Way

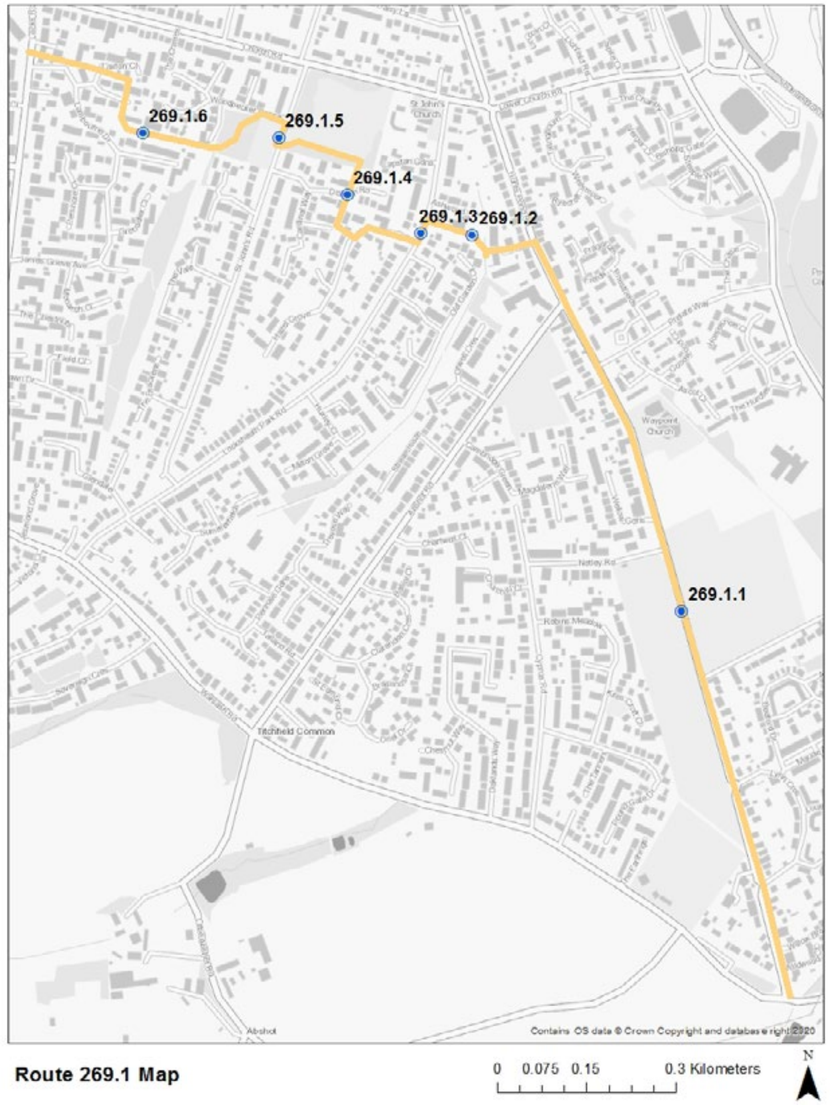
269.2.3b Existing shared facility along Centre Way

269.2.4 Heath Road North

269.2.5 Brook Lane A

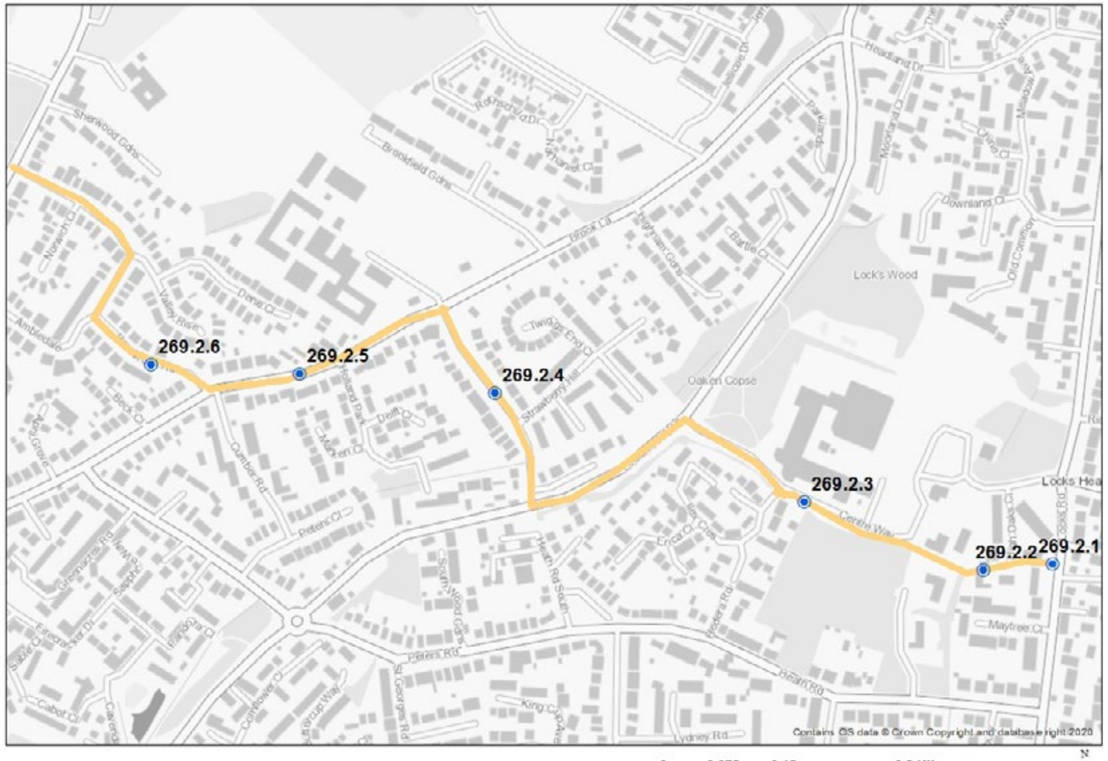
269.2.5 Brook Lane B

269.1 Titchfield to Locks Road map



Route 269.1 Map

269.2 Locks Road to Sarisbury map



Route 269.2 Map

Key:

- Secondary route
- Potential options

Route 271: Bridgemary – Lower Swanwick

Route description

Providing a link from Lower Swanwick to Brockhurst, this route is approximately 12.9km long. Bus services run frequently along Longfield Avenue. The route consists primarily of residential roads, but also includes some country lanes, industrial estates and business parks.

Background

This route was supported by stakeholders at the engagement mapping event.

A small section of this route along Longfield Avenue forms part of the NCN 236.

This route also links HMS Collingwood with the A27 and Segensworth Business Park with Swanwick Railway Station.

271.1 Newgate Lane to A27 The Avenue /Highlands Road junction

Existing conditions

Whilst there is a shared use footpath and cycleway at the start of this route, this section of route 271 is largely on-road and lacking in dedicated cycle infrastructure.

Barriers to walking and cycling

Due to the inconsistent nature of the cycle provision along 271.1, there is an increased risk of conflict between cyclists, pedestrians and motor vehicles when changing between on road and off road infrastructure.

Potential options

271.1.1 A review of the Newgate Lane/Longfield Avenue/Davis Way roundabout should be undertaken to explore improvements for walking and cycle route continuity through the junction. The junction could be a fully signalised cyclops style junction or standard signalised junction with toucan crossings and cycle links.

271.1.2 There are no meaningful cycle facilities on the eastern extent of Longfield Avenue with only a shared facility running on the southern side between Crossfell Walk and the Peak Lane roundabout. There appears to be sufficient width along the vast majority to provide fully segregated cycle tracks, however, the width reduces between the Fort Fareham Road and St Michael's Grove junctions due to property boundary constraints, so a shared facility may be required to provide cycle route continuity along this section.

271.1.3 A review of the Longfield Avenue/Peak Lane/Rowan Way roundabout junction should be undertaken to explore improvements for cycle priority through the junction. The existing roundabout could be reconfigured to make it a Dutch style compact roundabout.

271.1.4 There are no existing cycle facilities on Rowan Way and Wild Ridings, however, there appears to be sufficient width to provide fully segregated cycle tracks. Sandringham Road does not have sufficient width to continue segregated facilities so a shared facility could be considered if pedestrian/cycle flows allow. Alternatively, an on-road provision could be considered along Sandringham Road by creating a 20mph low speed quiet mixed traffic street with traffic calming measures. A priority crossing linking Wild Ridings and Sandringham Road should also be explored.

271.1.1 Longfield Avenue/Newgate Lane

271.1.2 Longfield Avenue

271.1.3 Longfield Avenue/Bardon Way

271.1.3 Longfield Avenue/ Roundabout

271.1.4 Rowan Way

271.1 Newgate Lane to A27 The Avenue /Highlands Road junction map

Route 271.1 Map

0 0.15 0.3 0.6 Kilometers

N

Key:

- Secondary route
- Potential options

271.2 The Avenue/Highlands Road junction to Segensworth Industrial Estate

Existing conditions

This section of the route is mostly along rural and semi-rural roads. Many of these are quite narrow, with sharp turns.

Barriers to walking and cycling

There are few footpaths along 271.2, restricting access by foot. Additionally, a combination of fast-moving vehicular traffic, narrow carriageways and blind turns will present a barrier to cycling.

Potential options

271.2.1 A review of the A27/Highlands Road signalised junction should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. Investigate the potential for providing a cyclops junction to improve north/south cycle route continuity and connectivity.

271.2.2 The existing advisory cycle lanes on Highlands Road are non-compliant. However, there appears to be sufficient width between the A27 and Catsfield Lane junctions to provide fully segregated cycle tracks.

271.2.1 A27/Highlands Road signalised junction

271.2.2 Existing advisory cycle lanes on Highlands Road

271.2.3 A review of the Highlands Road/Catisfield Lane priority junction should be undertaken to make improvements for pedestrians and cycle route continuity through the junction. The provision of a parallel crossing at the junction will improve cycle route continuity.

271.2.4 Catisfield Lane and Fishers Hill are currently mixed traffic roads and are 30mph, so not suitable for all users. There is potential to improve the on-road provision by creating a 20mph low speed quiet mixed traffic street with a modal filter to restrict through traffic and significantly reduce traffic volume.

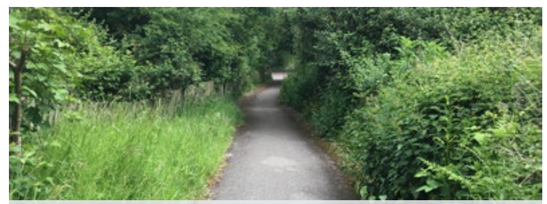
272.2.5 There are no existing cycle or pedestrian facilities on Mill Lane and Segensworth Road between the Catisfield Lane and Cartwright Drive junctions. The provision of a shared use footway could be explored as this is considered to be an interurban route but this would be subject to pedestrian/cycle flows and land availability. There is insufficient width along the mid section to continue a shared facility and due to traffic speed and volume a mixed traffic street is unsuitable. There may be potential to acquire land from the adjacent field to provide a fully segregated cycle track.

271.2.6 A review of the Segensworth Road/Cartwright Drive priority junction should be undertaken to make improvements for pedestrians and cycle route connectivity and continuity through the junction. The junction could be reconfigured to provide a fully signalised cyclops style junction or a stand alone toucan crossing with suitable links could be provided on Cartwright Drive to the south of the junction.

271.2.7 The existing footpath running between Cartwright Drive and Valerian Avenue could be widened to create a segregated facility subject to land availability. Measures to improve the attractiveness of this path for pedestrians/cyclists should be explored including the provision of lighting. Valerian Avenue and Whiteley Lane are currently mixed traffic roads and are 30mph, so not suitable for all users. There is potential to improve the on-road provision by creating a 20mph low speed quiet mixed traffic street with potential traffic calming to reduce traffic volumes.

271.2.3 Highlands Road/Catisfield Lane priority junction

271.2.6 Segensworth Road / Cartwright Drive priority junction



271.2.7a Footpath between Cartwright Drive and Valerian Avenue

271.2.7a Footpath between Cartwright Drive and Valerian Avenue

271.2.7b Valerian Avenue

271.2.7b Valerian Avenue

271.2.7c Whiteley Lane

271.2.7c Whiteley Lane

271.3 Segensworth Industrial Estate to Swanwick Railway Station

Existing conditions

The third section of this route passes through Segensworth Business Park before proceeding to Swanwick Railway Station along residential streets.

Barriers to walking and cycling

Deliveries by HGVs, a lack of continuous cycle infrastructure and on-street parking all present barriers to cycling. There are fewer barriers to walking along this section of route 271.

Potential options

271.3.1 A review of the Cartwright Drive/Barnes Wallis Way/Whiteley Way roundabout should be undertaken to make improvements for pedestrians and cycle route connectivity and continuity through the junction. If the roads leading to the junction are made LTN1/20 compliant then the roundabout could be reconfigured to provide a Dutch style roundabout. Alternatively, parallel crossings on Barnes Wallis Road and Whiteley Lane with links to connect the route could also be considered.

271.3.1 Cartwright Drive/Whiteley Lane

271.3.2 Barnes Wallis Road A

271.3.2 Barnes Wallis Road B

271.3.2 Barnes Wallis Road and Brunel Way are currently mixed traffic roads and are 30mph, so not suitable for all users. A fully segregated two-way cycle track could be explored, subject to land availability. A two-way cycle track would need to alternate between the northern and southern sides along with priority crossings to overcome boundary constraints.

271.3.3 A review of the Brunel Way/Brabazon Road priority junction should be undertaken to make improvements for pedestrians and cycle route connectivity and continuity through the junction. A parallel crossing on Brabazon Road to the south of the junction could be provided to maintain route continuity.

271.3.3 Brunel Way/Brabazon Road priority junction

271.3.4 Existing shared facility running between Brunel Way and Little Park Farm Road A

271.3.4 Existing shared facility running between Brunel Way and Little Park Farm Road B

271.3.5 Little Park Farm Road/Whittle Avenue junction

271.3.4 The existing shared facility running between Brunel Way and Little Park Farm Road could be widened to create a segregated facility subject to land availability. Measures including the provision of lighting should be explored to improve the attractiveness of this facility for pedestrians/cyclists.

271.3.5 A parallel crossing on the southern side of the Little Park Farm Road/Whittle Avenue junction could be provided to improve cycle and pedestrian route connectivity and continuity.

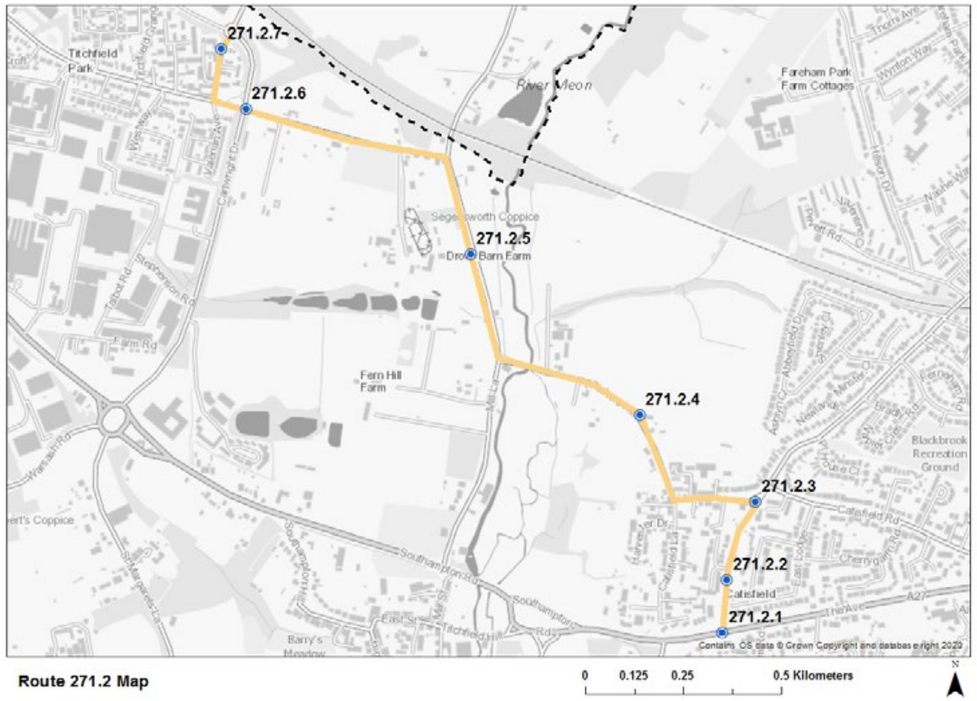
271.3.6 Whittle Avenue and Compton Way are currently mixed traffic roads and are 30mph, so not suitable for all users. A fully segregated two-way cycle track could be explored between the Little Park Farm Road and Telford Way junctions subject to land availability. The Fareham Borough Council Local Plan Transport Assessment suggests closing Little Park Farm way to through traffic, which could potentially free up space for this suggestion. A two-way cycle track would need to alternate between the southern, eastern and northern sides along with priority crossings to overcome boundary constraints.

271.3.7 A link from the Telford Way roundabout to the existing footpath running to the north of Red Oaks Drive, along with footpath widening, could be explored to provide a segregated facility connecting the two. The footpath widening could be continued to extend the segregated facility onto Collingworth Rise. There is potential to improve the on-road provision on Collingworth Rise and Duncan Road by creating a 20mph low speed quiet mixed traffic street with potential traffic calming measures to reduce traffic volumes.

271.3.7 Existing footpath running to the north of Red Oaks Drive A

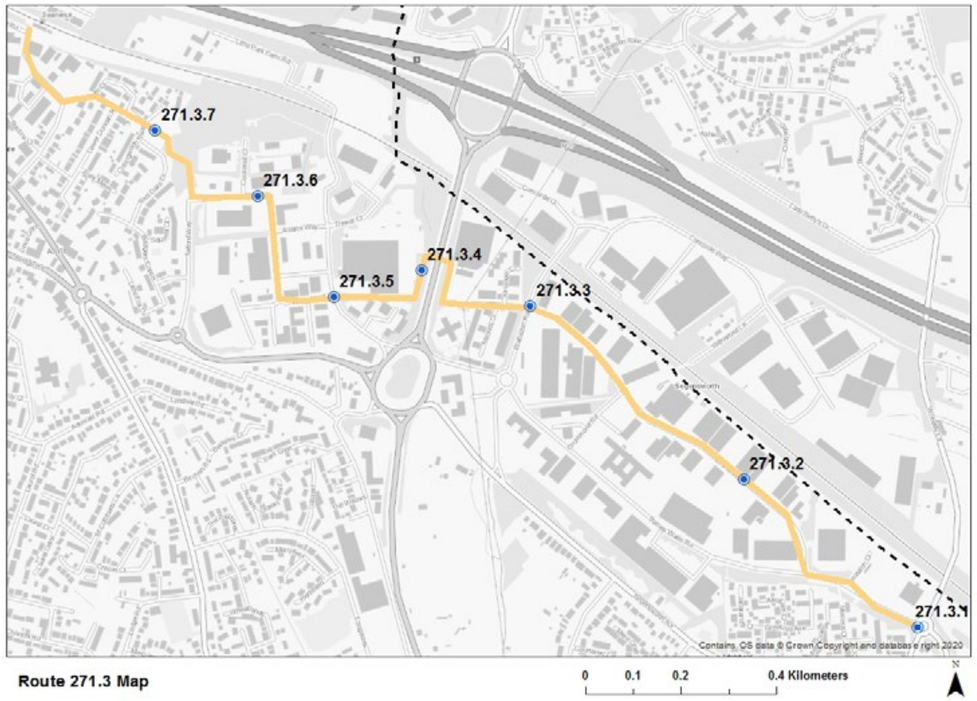
271.3.7 Existing footpath running to the north of Red Oaks Drive b

271.2 The Avenue/Highlands Road junction to Segensworth Business Park map



Route 271.2 Map

271.3 Segensworth Business Park to Swanwick Railway Station map



Route 271.3 Map

Key:

- Secondary route
- Potential options

271.4 Swanwick Railway Station to Lower Swanwick

Existing conditions

There is a shared use path north of Swanwick Rail Station, but for the majority of 271.4, there is no provision for cyclists. Swanwick Lane does not have a footway.

Barriers to walking and cycling

There is inconsistent cycle provision along this route. As stated above, there are some sections of Swanwick Lane which lack footpaths.

Potential options

271.4.1 There is potential to continue the on-road provision as mentioned in 271.3.7 on Duncan Road from the Railway Station to the A3051 junction by creating a 20mph low speed quiet mixed traffic street with potential traffic calming to reduce traffic volumes. A modal filter at the Duncan Road/A3051 junction should be explored to potentially make this an exit only to connect to the existing cycle provision on the eastern side of the A3051 Botley Road.

271.4.2 There is insufficient width along the A3051 Botley Road to provide fully segregated cycle tracks. The shared footway running along the eastern side of the A3051 Botley Road between Duncan Road and Rookery Avenue could potentially be widened to improve this facility, although there are width constraints over the rail and motorway bridges. We should consider replacing the bridges with wider ones at end-of-life replacement. Explore reducing the size of the Rookery Avenue junction and providing a priority crossing across the side road to maintain cycle route continuity.

271.4.3 There are no existing cycle facilities on the A3051 Botley Road between the Rookery Avenue and Swanwick Lane junctions and there is insufficient width to provide fully segregated cycle tracks. The provision of a shared use footway could be explored as this is considered to be an interurban route but this would be subject to pedestrian/cycle flows.

Due to traffic speeds and volume a mixed traffic street is unsuitable along this section. Priority crossings across all side roads along the route should be explored to provide cycle route continuity.

271.4.4 A review of the A3051 Botley Road/Yew Tree Drive roundabout should be undertaken to make improvements for pedestrians and cycle route connectivity and continuity through the junction. If the approaches to the junction are made LTN1/20 compliant then the junction could be reconfigured to provide a fully signalised cyclops junction or standard signalised junction with toucan crossings. Alternatively, a parallel crossing across the Yew Tree Drive arm could be considered.

271.4.1 Duncan Road A

271.4.3 A3051 Botley Road A

271.4.1 Duncan Road B

271.4.3 A3051 Botley Road B

271.4.2 Shared footway running along the eastern side of the A3051 Botley Road A

271.4.4 A3051 Botley Road/Yew Tree Drive roundabout

271.4.2 Shared footway running the eastern side of the A3051 Botley Road B

271.4.5 A review of the A3051 Botley Road/ Swanwick Lane junction should be undertaken to make improvements for pedestrians and cycle route connectivity and continuity through the junction. The junction could be reconfigured to provide a fully signalised cyclops style junction or a parallel crossing on the A3051 Botley Road to the south of the junction and associated links into Swanwick Lane could be explored.

271.4.6 Swanwick Lane is currently a mixed traffic road and is 30mph, so not suitable for all users. There is insufficient width to provide segregated or shared facilities so a 20mph low speed quiet mixed traffic street with a modal filters to restrict through-traffic to reduce speed and traffic volume is required.

271.4 Swanwick Railway Station to Lower Swanwick map

Route 271.4 Map

0 0.125 0.25 0.5 Kilometers

N

Key:

- Secondary route
- Potential options

Route 272: Fareham Shopping Centre – Catisfield

Route description

Providing a link from the Fareham Shopping Centre to Catisfield, this route is approximately 4.2km long.

Background

The route is supported by local stakeholders.

Route 272 follows the NCN 224 along Highlands Road, and for a short distance along William Prince Gardens.

272.1 Fareham Shopping Centre to Highlands Road

Existing conditions

The first section of this route is along residential roads. There is minimal cycle infrastructure until Miller Drive, which has advisory cycle lanes along its entire length.

Barriers to walking and cycling

Whilst the cycle infrastructure along this route is inconsistent, there are existing facilities such as on-road cycle lanes and shared use paths. The primary barrier to walking and cycling is that the connections between existing infrastructure are indirect.

Potential options

272.1.1 There are limited options available to provide cycle facilities that connect the shopping precinct to Harrison Road. There is an existing footpath which links Osborn Road to Westbury Road but there is little scope to widen it and make it compliant. However, providing a two-way segregated cycle track on the eastern side of Osborn Road South should be explored to make a connection between Harrison Road and West Street. This will require a 20mph limit along Osborn Road to create a low speed quiet mixed traffic street and modal filters provided at strategic locations to manage traffic flow and volumes.

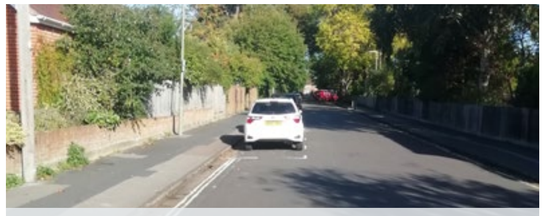
272.1.2 Harrison Road is currently a mixed traffic road and is 30mph, so not suitable for all users. There are potential options to improve the on-road provision by creating a 20mph low speed quiet mixed traffic street with a modal filter potentially required to manage traffic movement and reduce volume.

272.1.3 A review of the William Price Gardens cycle link which connects Harrison Road should be undertaken to explore improvements for cycle priority and continuity between the two. William Price Gardens is a quiet residential road but a speed limit reduction to 20mph is required to make it compliant.

272.1.4 Park Lane is 30mph and the existing advisory cycle lanes between William Price Gardens and Miller Drive are not compliant. Explore the possibility of providing segregated cycle tracks along this section as there appears to be sufficient width. Appropriate cycle crossings will also be required on Park Lane to connect and give priority to cyclists accessing the side roads.

272.1.5 Miller Drive is currently traffic calmed with speed cushions and has narrow advisory cycle lanes. Although vehicle speeds are likely to be low, current traffic volumes may make this road unsuitable for all users. There appears to be sufficient width to provide segregated cycle track subject to land availability.

272.1.1 Osborn Road

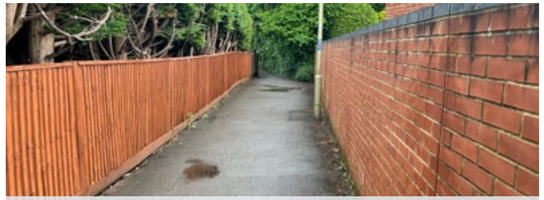


272.1.2 Harrison Road

272.1.3 William Price Gardens cycle link

272.1.4 Miller Drive

272.1.6 There appears to be scope to widen the footpath which connects Miller Drive and Highlands Road to provide a shared facility. However, there is insufficient width due to property boundary constraints to make it fully compliant.



272.1.6 Miller Drive path connection to Highlands Road

272.2 Highlands Road to Catisfield

Existing conditions

Highlands Road has painted cycle lanes along both sides of the carriageway.

Barriers to walking and cycling

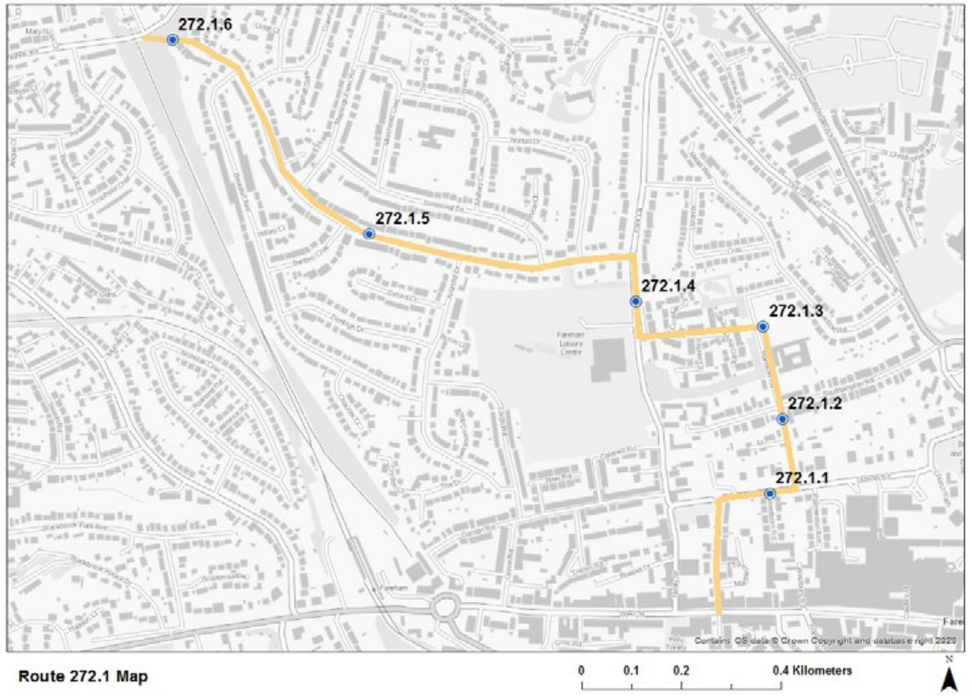
Barriers to walking and cycling include the limited number of crossing points, traffic volume, and non-compliant cycle lanes

Potential options

272.2.1 There are existing non-compliant advisory cycles lanes running along the entire length of Highlands Road. The pavement width is potentially wide enough in places for segregated cycle tracks but not along the majority. There appears to be scope to widen the existing footways to provide a shared facility on one side subject to pedestrian/cycle flows but this is not considered to be an interurban route. There is also a width constraint over the rail bridge between the Hillson Drive and Oak Road junctions. If a segregated or shared facility is not considered appropriate then a 20mph low speed quiet mixed traffic street will be required with bus gate modal filters provided at strategic locations to manage traffic flow, reduce speed and volume.

272.2.1 Highlands Road

272.1 Fareham Shopping Centre to Highlands Road map



Route 272.1 Map

272.2 Highlands Road to Catisfield map

Route 272.2 Map

Key:

- Secondary route
- Potential options

Route 273: North of A27 through Portchester

Route description

Running north and parallel to the A27, this route connects a number of schools, residential estates and Portchester railway station. The route is mainly formed of local distributor roads with 30mph speed limits and street lighting, residential properties facing the street, and many side roads. North-south journeys on this route are on the slopes of Portsdown Hill.

Background

This route was supported by stakeholders at the mapping event, in particular, due to the location of the schools. A further route north of the A27 but south of the railway line was identified along The Crossway for future development. The route described below has been prioritised to create the appropriate network density for this plan – the additional route could be investigated in the future.

Existing conditions A27 to Linden Lea

This section starts at the bottom of the hill and links to primary route 270 at the A27 and connects the areas of the village above and below the railway line. Travelling north along Dore Avenue it crosses the railway line over a bridge. The traffic volume is moderate, with a 30mph speed limit.

Barriers to walking and cycling

The slope of the hill and the volume of traffic could be barriers in this location.

Existing conditions Linden Lea

This section runs east west within the boundaries of Dore Avenue. There is a primary school and local shop on this section, and a further infant and junior school to the north. The road is street lit with a posted 30mph limit, and on street parking. There are grass verges on both sides for most of the route.

Barriers to walking and cycling

Volume of traffic, particularly at the beginning and end of the school day acts as a barrier, as does on-street parking.

Existing conditions Dore Avenue to Portsmouth border

This area is residential. Dore Avenue, The Hillway, and Kelvin Grove are local connector roads with 30mph limits, street lighting and on street parking on both sides. There are grass verges on both sides for most of the route. A connection via Westfield Road in Paulsgrove or Portsdown Road would tie into Portsmouth's proposed LCWIP route along Allaway Avenue. Portsdown Road is preferred as there is an existing signalised crossing at its junction with the A27 to support crossing to the shared use path on the southern side.

Barriers to walking and cycling

The route crosses Station Road which has higher traffic flows, is on a steep hill, and is very close to a shuttle operation set of traffic lights under the railway line. Traffic can stack back at peak times. Barriers to walking and cycling include the limited number of crossing points, traffic volume, and non-compliant cycle lanes.

Potential options

273.1.1 Dore Avenue is currently a mixed traffic road and is 30mph, so not suitable for all users, but there appears to be scope to provide fully segregated cycle tracks from the Cornaway roundabout to Linden Lea, subject to land availability.

273.1.1 Dore Avenue/Upper Cornaway Lane

273.1.1 Dore Avenue/The Crossway

273.1.1 Dore Avenue

273.1.2 Linden Lea is a low speed residential road but on-road parking and traffic volumes at school peak times are unlikely to make it suitable for all users. There appears to be sufficient width to provide segregated cycle tracks between the Dore Avenue and Red Barn Avenue junctions subject to land availability. However, there is insufficient width beyond this point to continue a protected facility. Therefore, a 20mph low speed quiet mixed traffic street will be required with bus gate modal filters provided at strategic locations to manage traffic flow, reduce speed and volume along the remainder of the route. Explore changing the priorities at Linden Lea/The Hillway junction and providing a bus gate to divert traffic or alternatively change the priorities at Dores Ave/The Hillway to provide cycle route continuity. Continuous crossings could be considered across all side road junctions.

273.1.3 Dore Avenue and The Hillway are low speed residential roads but on-road parking and traffic volumes at school peak times are unlikely to make it suitable for all users. The 20mph speed limit as proposed for 273.1.2 could be extended to improve on-road provision and create a low speed quiet mixed traffic street with a modal filters potentially required to manage traffic movement and reduce volume.

273.1.4 A review of the Hill Road/The Hillway/Kelvin Grove junction should be undertaken to upgrade the existing uncontrolled crossing point to provide a controlled crossing to improve continuity and connectivity for east/west cycle and pedestrian movements.

273.1.5 Kelvin Grove and Portsdown Road are low speed residential roads. Although there appears to be available width along the full extent of Kelvin Grove to provide segregated cycle tracks, this would result in verge and tree loss. Alternatively, an extension of the 20mph low speed quiet mixed traffic street could be considered along with modal filters provided to reduce traffic volumes. This could be extended along Portsdown Road between the Kelvin Grove and the A27 junctions. Continuous crossings could be considered across the side road junctions on Portsdown Road.

273.1.2 Linden Lea

273.1.4 The Hillway/Hill Road

273.1.2 Linden Lea

273.1.5 Kelvin Grove/Portsdown Road

273.1.2 Dore Avenue/Linden Lea

273.1.2 Linden Lea

273.1.5 Portsdown Road/A27

273.1.2 Linden Lea opposite primary school

273.1.3 Dore Avenue/The Hillway

273.1 Dore Avenue to Portsmouth border

Key:

- Secondary route
- Potential options

Route 274: Cornaway Roundabout – Portsdown Hill

Route description

Running south and parallel to the A27, this route connects a number of schools, and Portchester Precinct with residential areas and a new housing development. A frequent bus services runs in both directions along this route. The route is mainly formed of local distributor roads with 30mph speed limits and street lighting, residential properties facing the street, and many side roads.

Background

These routes were supported by stakeholders at the mapping event, in particular, due to the location of the secondary school, and sports facilities and new housing at Cranleigh Road.

274.1 Cornaway Roundabout to Portchester Precinct

Existing conditions

This section is at the bottom of a hill and links to primary route 270 at the A27 and connects the areas of the village above and below the railway line.

Barriers to walking and cycling

The large roundabout at Cornaway Lane, A27 acts as a major barrier to cycling, with a number of recorded driver/cycle incidents in recent years. There is a pedestrian subway crossing north to south to the west of the roundabout.

Cranleigh Road to Castle Grove Home Zone

Existing conditions

White Hart Lane has a mixture of layby parking and on street parking, dropped kerb accesses to driveways, and a fairly high traffic volume.

Barriers to walking and cycling

The volume of traffic and on street parking are barriers in this location.

Castle Grove Home Zone to Portchester Precinct

Existing conditions

Castle Grove and Sunningdale Road make up part of a 20mph home zone with traffic calming measures and coloured surfacing. Jubilee Road is a low traffic residential through road accessing Portchester Precinct and the associated car parks.

Barriers to walking and cycling

This section has relatively low traffic volume and is generally a good environment for cycling.

Potential options

274.1.1 The lack of cycle infrastructure at the A27 Portchester Road/Cornaway Lane/Dore Avenue roundabout makes it difficult for cyclist to negotiate. Therefore, a review of this junction should be undertaken to improve cycle route continuity. Investigate the potential for reducing the speed limit and providing a Dutch style roundabout or reconfigure the junction to provide a cyclops style junction to improve continuity and connectivity.

274.1.2 There are no existing cycle facilities on Cornaway Lane and White Hart Lane , however, there appears to be width to provide segregated cycle tracks along the full extent, subject to land availability.

Should this not be possible, a bus gate and a 20mph mixed low traffic street would need to be considered.

274.1.1 Cornaway Roundabout

274.1.2 Cornaway Lane

274.1.2 White Hart Lane

274.1.3 Castle Grove and Sunningdale Road and Jubilee Road are low speed/traffic residential road so should be acceptable for all users although the 20mph speed limit will need to be extended along Jubilee Road.

274.1.4 Two potential routes are suggested for different times of the day. A physically segregated route through the car park south of the precinct could be created to connect to Castle Street, and extended to link to the Castle Street roundabout, subject to land availability. The car park is well used during the day but out of hours has low natural surveillance which is likely to discourage use. Out of hours, the route could utilise the pedestrian precinct which is quiet at this time. A further/additional option could explore the potential to reallocate a lane and/or the footway along the A27 between the West Street and Castle Street roundabouts.

274.1.4a Road through Jubilee Road car park

274.1.4b Portchester Precinct

274.2 Portchester Precinct to Portsdown Hill

Existing conditions

This section links the areas north and south of the railway line and crosses the A27.

Barriers to walking and cycling

The Castle Street A27 roundabout has been identified by the Department for Transport as having a high casualty rate for cyclists. There is a heavy volume of traffic on the roundabout, predominantly east-west, and on Station Road at peak times. The Precinct is a well used local centre and is especially busy on market days. Between The Crossway and Kelvin Grove, the volume of traffic and the railway bridge form barriers. The hill itself is another barrier, but, with more and more e-bikes available, the size of employment sites at the top of Portsdown Hill, this route could reduce many car journeys.

Potential options

274.2.1 The lack of cycle infrastructure at the A27 Castle Street roundabout makes it difficult for cyclists and pedestrians to negotiate. Therefore, a review of this junction should be undertaken to improve cycle route continuity and crossing of each arm on foot. Investigate the potential for providing a Dutch style roundabout or cyclops style junction to improve continuity and connectivity.

274.2.2 There are no existing cycle facilities on Station Road and Hill Road, however, there appears to be width to provide segregated cycle tracks between the Castle Street roundabout and Leith Avenue junction. Priority through the road narrowing under the rail bridge is signal controlled so this could be reconfigured to give priority to cyclists.

274.2.3 Hill Road and Skew Lane between the Leith Avenue and Nelson Lane junctions are currently mixed traffic road and 30mph, so not suitable for all users. There are potential options to improve the on-road provision by creating a 20mph low speed quiet mixed traffic street with a modal filter potentially required to manage traffic movement and reduce volume.

274.2.4 There appears scope to provide a two -way segregated cycle track on the eastern side of Skew Lane between the Nelson Lane and Portsdown Hill Road junction subject to land availability.

274.2.5 Nelson Lane is currently a mixed traffic road and is 30mph, so not suitable for all users. There is insufficient width to provide a lightly segregated cycle track. Therefore, a 20mph low speed quiet mixed traffic street with modal filters will be required to reduce traffic speed and volume. Alternatively, for 274.2.4 and 274.2.5, a one way system could be considered to reallocate lane width to provide separate cycle facilities. In due course, it is expected that this link will connect with a cycle route and major employment centres in the forthcoming Winchester District LCWIP.

274.2.1 A27 roundabout

274.2.3 Hill Road

274.2.2 Station Road/The Crossway

274.2.5 Nelson Lane (view north west)

274.2.2 Station Road

274.2.3 Hill Road

274.2.3 Skew Road (view north east)

274.2.3 Hill Road

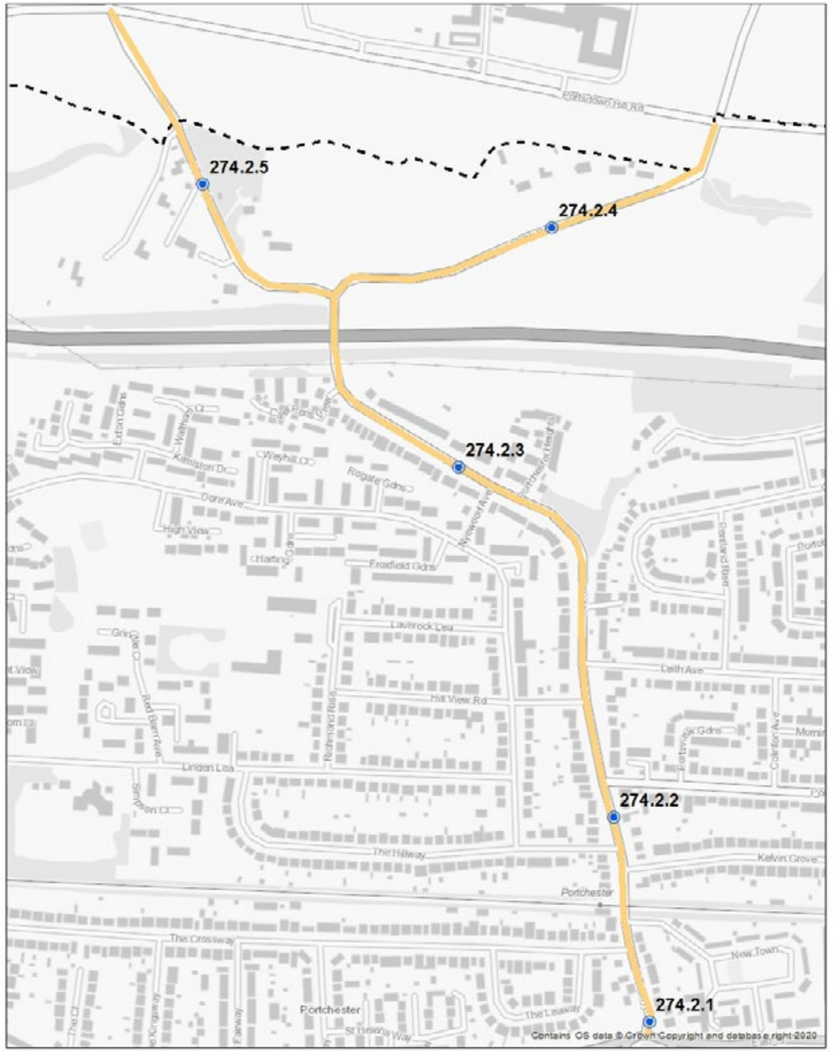
274.1 Cornaway roundabout to Portchester precinct

Route 274.1 Map

Key:

- Secondary route
- Potential options

274.2 Portchester Precinct to Portsdown Hill map



Route 274.2 Map

Key:

- Secondary route
- Potential options

Route 275: Highlands Road – A27 The Avenue

Route description

This is a secondary north-south route connecting Highlands Road and the A27, via Gudge Heath Lane. The route is 1.5km in length and consists almost entirely of residential land use, except for its northern most point, where there is an avenue of high street shops.

The route is serviced by First Bus' 20 and RED services, connecting with Fareham, Lee-on-Solent, Knowle Village and Whiteley regularly. Route 275 is all on-road cycling, connecting to a shared use pathway on The Avenue to the south.

Background

The route was supported by local stakeholders at the mapping event.

275.1 Highlands Road – A27 The Avenue

Existing conditions

The existing route is all on-road cycling with no existing cycle infrastructure. The route is a fast-flowing neighbourhood connector road connecting Highlands Road to the north with the A27 to the south.

Barriers to walking and cycling

Existing infrastructure is limited with no on-road cycling provision. There are shops to the north with parking accesses onto the highway. There is a bridge which constrains the highway width slightly. There is no clear connection between the on-road route at the south of route 275 and the shared-use pathway on the A27.

Potential options

275.1.1 A review of the Highlands Road/Gudge Heath Lane junction should be undertaken to make improvements for cycle route connectivity and continuity through the junction.

275.1.2 Gudge Heath Lane is currently a mixed traffic road and is 30mph, so not suitable for all users. There is insufficient width to provide protected facilities so a 20mph low speed quiet mixed traffic street will be required with bus gate modal filters provided at strategic locations to manage traffic flow, reduce speed and volume.

275.1.3 A review of the A27/Gudge Heath Lane/ Redlands Lane signalised junction should be undertaken to explore improvements for cycle route continuity through the junction. Investigate the potential for providing a cyclops style junction to improve north/south and east/west cycle route continuity and connectivity.

275.1.1 Highlands Road/Gudge Heath Lane

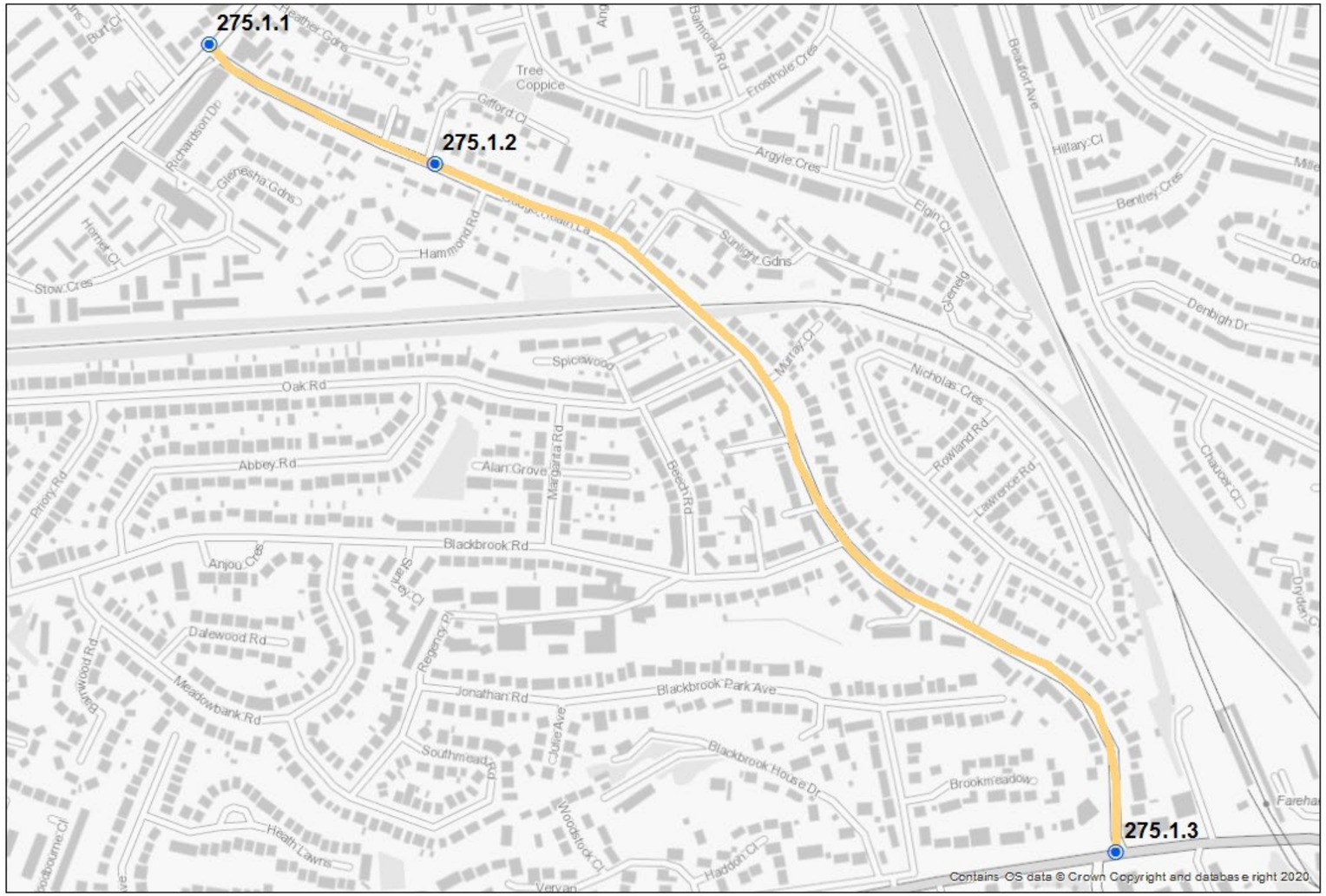
275.1.1 Highlands Road/Gudge Heath Lane

275.1.2 Gudge Heath Lane

275.1.3 Gudge Heath Lane

275.1.3 Gudge Heath Lane/A27 The Avenue

275.1 Highlands Road – A27 The Avenue map



Route 275.1 Map

Key:

- Secondary route
- Potential options

Route 341: Sarisbury – Hook

Route description

Providing a link from Sarisbury to Hook this route is approximately 6.2km long. A number of education centres are in the vicinity of this route, as well as sporting facilities such as the Holly Hill Leisure Centre.

Frequent bus services operate along Barnes Lane and Brook Lane. This route primarily consists of residential roads and country tracks.

Background

This route has been supported by local stakeholders at an engagement session.

341.1 Sarisbury to Hook

Existing conditions

The northern half of this route consists of distributor roads with some residential frontages. The southern half is formed of country lanes.

Barriers to walking and cycling

The rural tracks along this route would prohibit passage by a road bike, and motor vehicle traffic accessing properties along Hook Park Road potentially introduces conflict between car drivers and cyclists.

Potential options

341.1.1 A review of the A27 Bridge Road/Barnes Lane junction should be undertaken to explore improvements for cycle route connectivity to Barnes Lane. Depending on the routes leading to the junction, a fully signalised cyclops style junction or standard signalised junction with toucan crossings and cycle links could be considered. A cyclops junction may not be feasible due to vehicle accesses in close proximity.

341.1.2 Barnes Lane is currently a mixed traffic road and is 30mph, so not suitable for all users. There appears to be sufficient width to provide segregated cycle tracks between the A27 and Allotment Road junction and potentially as far as the Holy Hill Leisure centre subject to land availability. However, there is insufficient width beyond this point to continue a protected facility. Therefore, a 20mph low speed quiet mixed traffic street will be required with bus gate modal filters provided at strategic locations to manage traffic flow, reduce speed and volume for the remainder of the route.

341.1.3 There are no cycle facilities on Brook Lane. It is currently a mixed traffic road and is 30mph, so not suitable for all users. There is insufficient width to provide protected facilities therefore, a 20mph low speed quiet mixed traffic street will be required with bus gate modal filters provided at strategic locations to manage traffic flow, reduce speed and volume for the remainder of the route.

341.1.4 Newton Road is 30mph and is already traffic calmed with speed cushion features. The continuation of a 20mph low speed quiet mixed traffic street should be explored and extended into Hook Park Road. There is no footway provision along the full extent of Hook Park Road so this could be investigated, subject to land availability. The existing granular section of Hook Park Road could be upgraded to provide a metalled surface to improve accessibility.

341.1.1 A27 Bridge Road/Barnes Lane junction

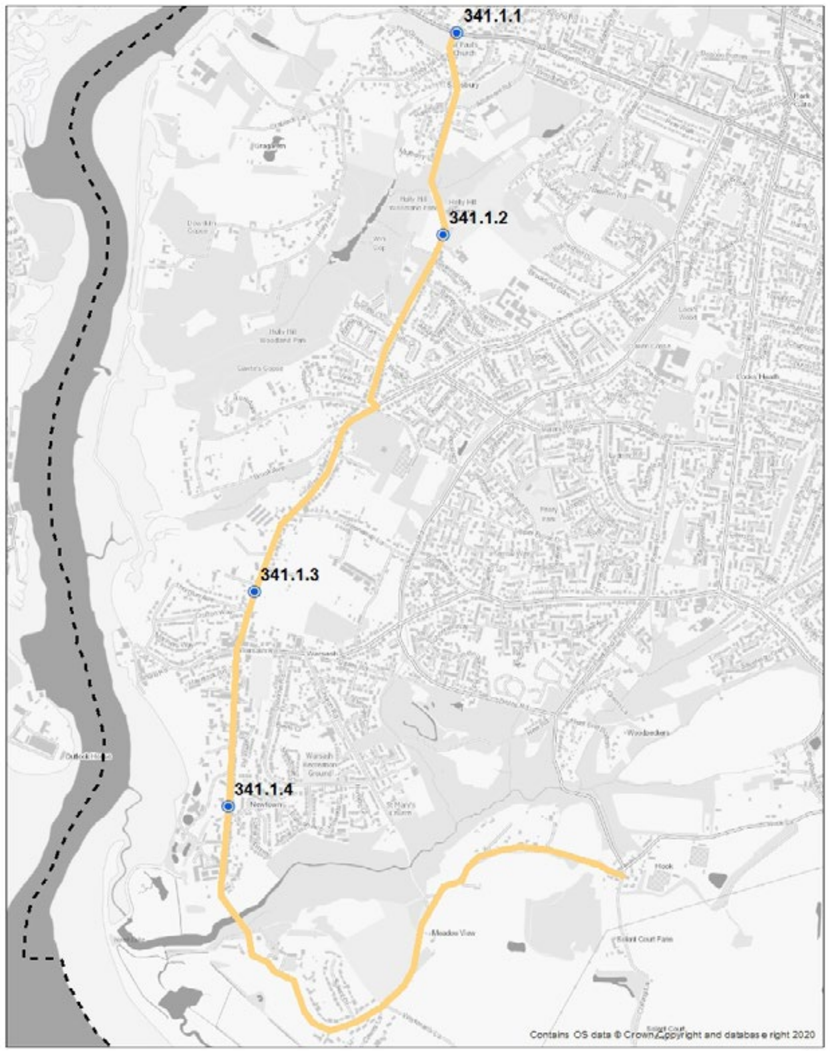
341.1.2 Barnes Lane outside leisure centre

341.1.4 Hook Park Road

341.1.4 Hook Park Road

341.1.4 Hook Park Road

341.1 Sarisbury to Hook map



Route 341.1 Map

Key:

- Secondary route
- Potential options

Route 342: Swanwick – Fleet End

Route description

Providing a link from Swanwick to Fleet End, this route is approximately 7.7km long.

Locks Heath Shopping Village is served by this route, along with the Locks Heath Infant and Junior Schools.

Large sections of this route are currently on shared use or segregated off-road infrastructure. The remaining parts of the route are on the carriageway.

Background

This route has been supported by local stakeholders through an engagement session.

342.1 Swanwick to Station Road

Existing conditions

Being mainly residential in nature, this section of route 342 is easily traversable by cycle or walking. Shared use cycle and footpaths are present for much of this section.

Barriers to walking and cycling

There are few barriers to walking and cycling along this section of the route, with only minor issues noted during auditing. However, the shared use facilities may not meet the latest design guidance, depending on pedestrian flows, and it is likely that connections between sections could be improved.

Potential options

342.1.1 Explore potentially widening the existing shared facility which runs from south of Caigers Green to Rookery Avenue to provide clear segregation. There appears to be potential width available along the route, subject to land availability. Consider providing priority crossings across Sweethills Crescent and at the Yew Tree Drive roundabout to improve cycle route continuity.

342.1.2 Explore the possibility of creating an additional on-road route along Sweethills Crescent to connect to Yew Tree Drive. This section is already traffic calmed so already considered to be a low speed environment and the addition of strategically placed bus gate modal filters could help reduce traffic volume, if needed.

342.1.3 Explore widening the existing shared facilities on Yew Tree Drive between the A27 Botley Road and Rookery Avenue to provide clear segregation as there appears to be potential width available along the route. Consider giving pedestrians/cyclists priority crossing across all side road junctions to provide route continuity.

342.1.4 A review of the A3051 Botley Road/Yew Tree Drive roundabout should be undertaken to make improvements for pedestrians and cycle route connectivity, and continuity through the junction. If the approaches to the junction are made LTN1/20 compliant then the junction could be reconfigured to provide a fully signalised cyclops junction or standard signalised junction with sparrow type crossings. Alternatively, a parallel crossing across the Yew Tree Drive arm could be considered.

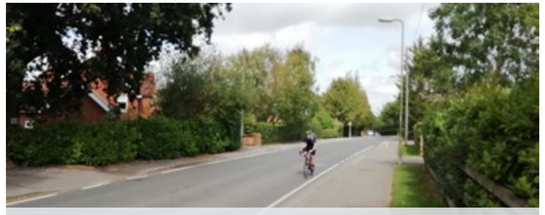
342.1.5 There are no existing cycle facilities on the A3051 Botley Road between Yew Tree Drive and Rookery Avenue and there is insufficient width to provide segregated cycle tracks. The provision of a shared use footway between Yew Tree Drive and Duncan Road could be explored, as this is considered to be an interurban route, but this would be subject to pedestrian/cycle flows. Priority crossings across all side roads along the route should be explored to provide cycle route continuity. Due to property constraints, there is insufficient width to continue a shared facility further south beyond Duncan Road to Station Road, and due to traffic speeds and volumes a mixed traffic street is unsuitable.

342.1.1 Existing shared facility which runs south of Caigers Green A

342.1.1 Existing shared facility which runs south of Caigers Green B

342.1.2 Sweethills Crescent A

342.1.2 Sweethills Crescent B



342.1.3 Yew Tree Drive

342.2 Station Road to Fleet End

Existing conditions

This section of route 342 is along segregated off road paths, and the carriageway in residential areas.

Barriers to walking and cycling

The one-way system along Middle Road and disconnected infrastructure are barriers to cycling.

Potential options

342.2.1 Middle Road is one-way and cuts through a busy shopping precinct. There is potential width to provide a segregated two-way cycle track, subject to constraints, or alternatively introduce a 20mph low speed quiet mixed traffic street supplemented with reconfigured on-road parking restrictions.

342.2.2 A review of the A27 Bridge Road/Middle Road junction should be undertaken to make improvements for north/south cycle route connectivity and continuity through the junction. If the approaches to the junction are made LTN1/20 compliant then the junction could be reconfigured to provide a fully signalised cyclops junction or standard signalised junction with sparrow type crossings.

342.2.3 There are no cycle facilities on Locks Road and this is currently a 30mph mixed traffic road, so not suitable for all users.

There is insufficient width between the A27 Bridge Road and Northmore Road junctions to provide segregated facilities, therefore, a 20mph low speed quiet mixed traffic street will be required with bus gate modal filters provided at strategic locations to manage traffic flow and reduce speed along this section of the route.

342.2.1 Middle Road

342.2.2 A27 Bridge Road/Middle Road junction

342.2.3 Locks Road facing south

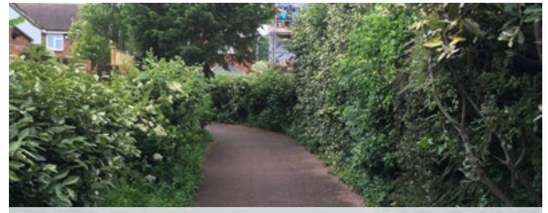
342.2.4 Explore widening the existing footpaths running through Honeysuckle Close and provide clear segregation if feasible. There appears to be potential width available along the majority of the route.

342.2.5 There appears to be sufficient width to widen the existing segregated cycle track running between Hollybrook Gardens and Locks Heath shopping centre, subject to land availability. Explore providing a priority crossing on Headland Drive to provide cycle route continuity.

342.2.6 A review of the route through the Locks Heath shopping centre is required to continue a clearly defined segregated route to connect to the existing segregated facility on Centre Way. A priority crossing on Centre Way should be provided to maintain cycle route continuity.

342.2.7 Ilex Crescent and Hedera Road are residential low speed environments so should be suitable for mixed traffic. A continuous crossing across Ilex Crescent should be explored to provide east/west cycle route continuity.

342.2.8 There are no cycle facilities on Heath Road or Raley Road and these are currently mixed traffic roads with 30mph speed limits, so not suitable for all users. There is insufficient width to provide segregated facilities, therefore, a 20mph low speed quiet mixed traffic street will be required with modal filters provided at strategic locations to manage traffic flow, reduce speed and volumes.



342.2.4 Honeysuckle Close Footpath A

342.2.4 Honeysuckle Close footpath B

342.2.5 Existing path from Hollybrook Gardens A

342.2.5 Existing path from Hollybrook Gardens B

342.2.6 Locks Heath shopping centre path into car park

342.2.8 Heath Road/Raley Road junction

342.1 Swanwick to Station Road map

Route 342.1 Map

0 0.075 0.15 0.3 Kilometers

N

342.2 Station Road to Fleet End map

Route 342.2 Map

0 0.1 0.2 0.4 Kilometers

N

Key:

- Secondary route
- Potential options

Route 343: Segensworth – Titchfield Common

Route description

Route 343 provides a link from the industrial estates in Segensworth to Titchfield Common. The route provides a safe walking and cycling route to various places of interest, including St John the Baptist Primary School, Abshot Community Centre and various businesses and shops. The total length of the route is 4km.

Background

This route has been supported by local stakeholders through an engagement session.

343.1 Segensworth – Southampton Road (A27)

Existing conditions

Much of this section of route 343 sees considerable HGV movements to and from the Business Park. Some of the roads in this area have existing shared use facilities but others provide limited quality walking and cycling infrastructure. The route also uses the quieter residential Titchfield Park Road, which links to the A27.

Barriers to walking and cycling

Industrial roads with significant HGV use can be uncomfortable and feel unsafe for cycling and walking, especially where there is limited dedicated infrastructure for this.

Potential options

343.1.1 Brabazon Road and Concorde Way are currently mixed traffic roads, are 30mph and have high volumes of HGV traffic, so are not suitable for all users. There appears to be sufficient width to provide a two-way segregated cycle track on the eastern and southern sides along the route, subject to land availability. If a fully segregated cycle track is not feasible, explore widening the existing footways to provide a shared facility if pedestrian/cycle flows allow.

343.1.2 Witherbed Lane is a no-through single track road so is a low speed environment and suitable for mixed walking and cycling. The lane is currently unlit so provision of street lighting should be investigated to aid wayfinding and improve personal safety. There is currently no footway provision so this could be investigated subject to land availability. There is scope to potentially widen the existing path from Witherbed Lane to Brunel Way to provide clear segregation, subject to land availability.

343.1.3 A review of the Brunel Way/Drummond Road junction should be undertaken to make improvements for pedestrians and cycle route connectivity and continuity between the Witherbed Lane and Drummond Road paths.

343.1.4 The traffic-free path linking Drummond Road with Barnes Wallis Road is very narrow but there appears to be sufficient width to provide clear segregation, subject to land availability. The path is currently unlit so provision of lighting should be investigated to aid wayfinding and improve personal safety.

343.1.1 Brabazon Road

343.1.2 Witherbed Lane – Brunel Way Path

343.1.5 The existing uncontrolled crossing point on Barnes Wallis Road should be upgraded to a priority crossing to link the traffic free paths on both sides and to provide cycle route continuity.

343.1.3 Brunel Way/Drummond Road junction

343.1.4 Drummond Road Path

343.1.6 The shared path linking Barnes Wallis Road and Witherbed Lane could be widened to provide clear segregation, subject to land availability. The path is currently unlit so provision of lighting should be investigated to aid wayfinding and improve personal safety.

343.1.7 There are no existing cycle facilities on Witherbed Lane but there appears to be sufficient width to provide a two-way segregated cycle track along the eastern side, subject to land availability. If a fully segregated cycle track is not feasible, explore widening the existing footway to provide a shared facility if pedestrian/cycle flows allow.

343.1.8 There are no existing cycle facilities on Segensworth Road and this is currently a 30mph mixed traffic road, so not suitable for all users. There appears to be sufficient width to provide a two-way segregated track on the northern side subject to land availability.

343.1.9 A review of the Segensworth Road/Titchfield Park Road junction should be undertaken to make improvements for south/west pedestrian and cycle route connectivity and continuity.

343.1.10 There are no existing cycle facilities on Titchfield Park Road and this is currently a 30mph mixed traffic road, so not suitable for all users. There is insufficient width to provide protected facilities, therefore, a 20mph low speed quiet mixed traffic street will be required with modal filters potentially required to reduce traffic speed and volumes.

343.1.6 Shared path linking Barnes Wallis Road and Witherbed Lane A

343.1.8 Segensworth Road

343.1.6 Shared path linking Barnes Wallis Road and Witherbed Lane B

343.1.9 Segensworth Road/Titchfield Park Road junction

343.1.7 Witherbed Lane A

343.1.10 Titchfield Park Road A

343.1.7 Witherbed Lane B

343.1.10 Titchfield Park Road B

343.2 Southampton Road (A27) – Titchfield Common

Existing conditions

The route from the A27 to Titchfield Common almost solely utilises existing shared use paths. There are various locations along this route in which these paths cross both residential and main roads..

Barriers to walking and cycling

Whilst traffic free routes generally offer safe conditions for walking and cycling, their crossing points of roads, remoteness and obstructions often become barriers to these routes being extensively used.

Potential options

343.2.1 The existing staggered toucan crossing on the A27 Southampton Road at the Titchfield Park Road junction could be upgraded to provide a single stage crossing for improved north/south cycle route continuity.

343.2.2 Explore widening the traffic-free path linking the A27 and Primate Road to provide clear segregation, subject to land availability. The path is currently unlit so provision of lighting should be investigated to aid wayfinding and improve personal safety.

343.2.1 A27 (Southampton Road) Crossing

343.2.2 Primate Road Path

343.2.3 Primate Road Crossing

343.2.4 Hunts Pond Road Path

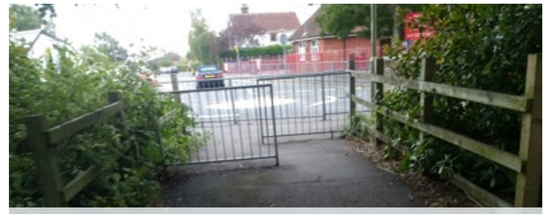
343.2.3 The existing uncontrolled crossing point on Primate Road should be upgraded to a priority crossing to link the traffic free paths on both sides and to provide cycle route continuity.

343.2.4 Explore widening the traffic-free path linking Primate Road and Hunts Pond Road to provide clear segregation, subject to land availability. The path is currently unlit so provision of lighting should be investigated to aid wayfinding and improve personal safety.

343.2.5 A review of the Hunts Pond Road/Abshot Road roundabout should be undertaken to make improvements for north/east cycle route connectivity and continuity through the junction.

343.2.6 There are no existing cycle facilities on Hunts Pond Road, and although vehicle speeds are likely to be low, traffic volumes during peak times are high, so this is likely to be unsuitable for all users. There is insufficient width to provide segregated facilities, therefore, a 20mph low speed quiet mixed traffic street will be required with modal filters potentially required to manage traffic flow and reduce volume.

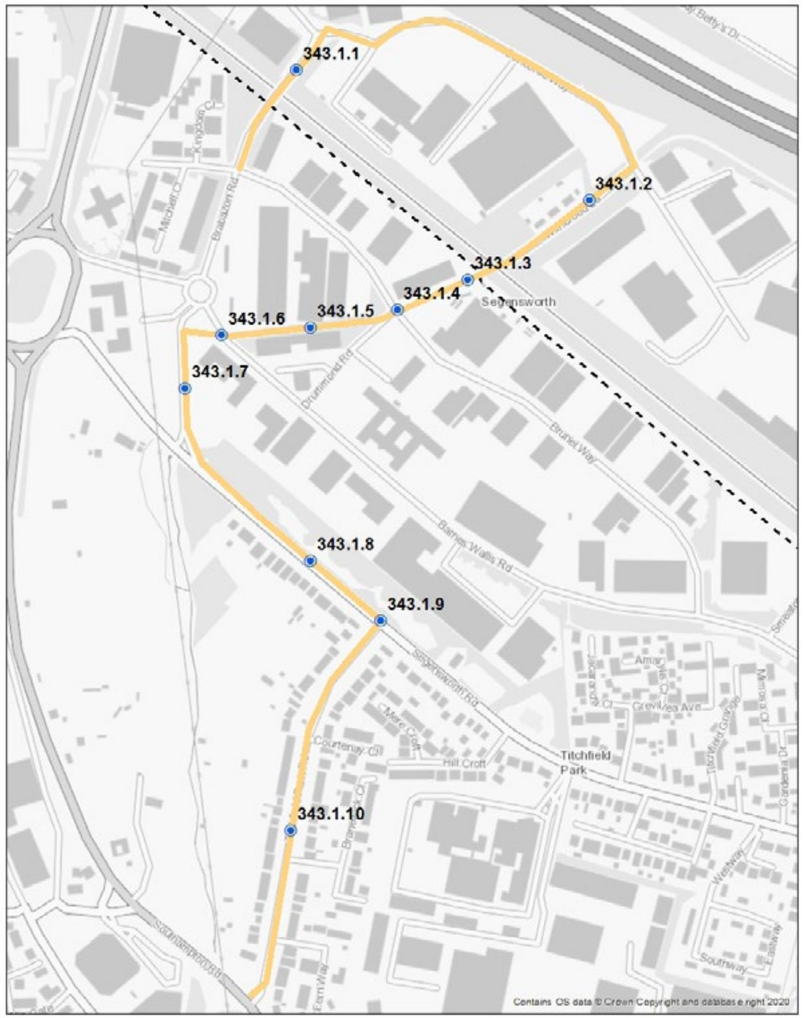
343.2.7 Explore widening the traffic-free path linking Peckham Close and Warsash Road to provide clear segregation, where possible and subject to land availability. The path is currently unlit so provision of lighting should be investigated to aid wayfinding and improve personal safety. Priority crossings across Kelsey Close and Penhale Gardens should be considered to provide cycle route continuity.



343.2.4 Hunts Pond Road

343.2.5 Abshot Road/Hunts Pond Road

343.1 Segensworth – Southampton Road (A27) map



Route 343.1 Map

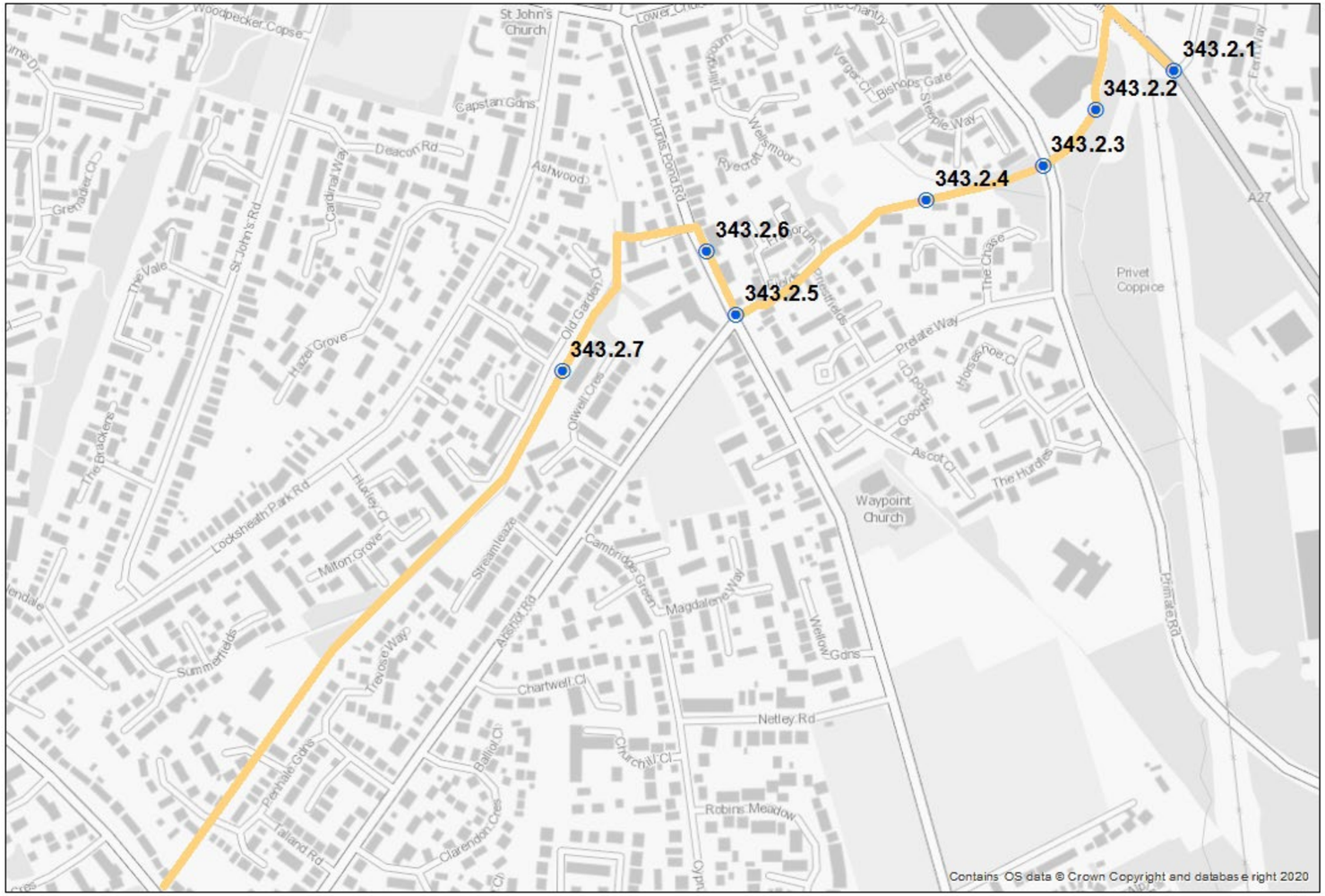
0 0.05 0.1 0.2 Kilometers

N

Key:

- Secondary route
- Potential options

343.2 Southampton Road (A27) – Titchfield Common map



Route 343.2 Map

0 0.075 0.15 0.3 Kilometers

N

Key:

- Secondary route
- Potential options

Route 344: Segensworth – Titchfield Haven

Route description

Route 344 provides a link between the east of Segensworth to the coast at Titchfield Haven, with much of the route running directly parallel to the Titchfield Canal. The route also links up Titchfield village, and provides a connection to the primary route 270 at the A27. The total length of the route is 5.5km.

Background

This route has been supported by local stakeholders through an engagement session.

344.1 Segensworth Road – St Margarets Roundabout

Existing conditions

Cartwright Drive is a reasonably fast, wide road with a large area of hatched surface in the centre. Alongside this there is a shared use path with a reduced usable width due to significant encroachment of vegetation. At St Margarets Roundabout (where Cartwright Drive meets the A27) there is a mixture of toucan, puffin and uncontrolled crossings for pedestrians and cyclists wishing to cross the roundabout.

Barriers to walking and cycling

Cartwright Drive is not the most welcoming route to cycle on, with the shared use path having reduced width due to encroaching vegetation, added to the lack of horizontal separation from the road. Crossing St Margarets Roundabout is time consuming, inconvenient, uncomfortable and in places challenging for pedestrians and cyclists.

Potential options

344.1.1 A review of the Segensworth Road/Cartwright Drive priority junction should be undertaken to make improvements for pedestrians and cycle route connectivity and continuity through the junction. The junction could be reconfigured to provide a fully signalised cyclops style junction or a stand alone toucan crossing, with suitable links provided on Cartwright Drive to the south of the junction.

344.1.2 There appears to be sufficient width along Cartwright Drive between Segensworth Road and A27 St Margarets roundabout to provide fully segregated cycle tracks along the route, subject to land availability.

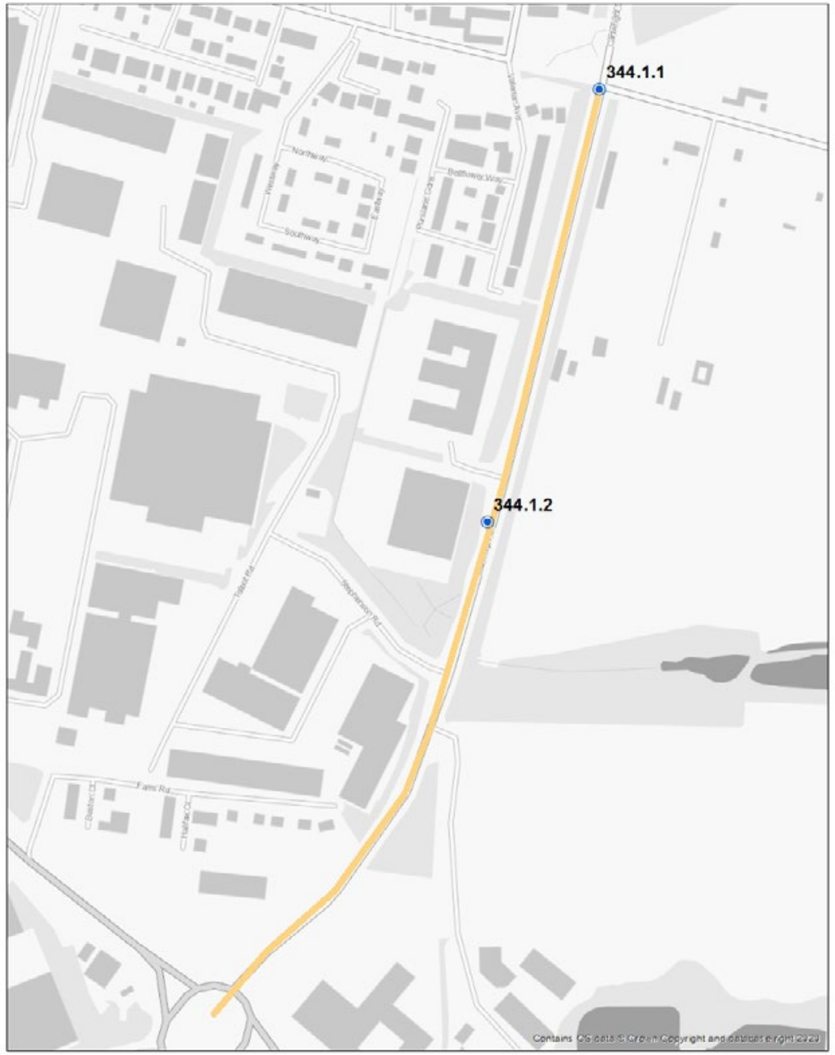
344.1.1 Segensworth Road/Cartwright Drive priority junction

344.1.2 Cartwright Drive

344.1.2 Cartwright Drive

344.1.2 St Margarets Roundabout western entry

344.1 Segensworth Road – St Margarets Roundabout map



Route 344.1 Map

Key:

- Secondary route
- Potential options

344.2 St Margarets Roundabout – Titchfield

Existing conditions

There is limited existing infrastructure for walking and cycling along St Margarets Lane, with no provision on a 300m section of narrow carriageway. There are existing footways located on both Coach Hill and Bridge Street, however, these are narrow with limited scope for widening.

Barriers to walking and cycling

Limited facilities for pedestrians and cyclists along St Margarets Lane make walking and cycling uncomfortable along this road. Coach Hill is an unpleasant road to cycle and walk along, especially in the uphill direction.

Potential options

344.2.1 A review of the St Margarets roundabout should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. Investigate the potential for providing a cyclops style junction to improve route continuity and connectivity to Cartwright Drive, St Margarets Lane and Warsash Road.

344.2.2 There are no existing cycle facilities along St Margarets Lane and this is currently a mixed traffic road with a 30mph speed limit, so not suitable for all users. There is sufficient width to provide segregated cycle tracks for a short section before the road width narrows significantly. There is no footway provision along the vast majority of the route so this could be explored subject to land availability. A 20mph low speed quiet mixed traffic street will be required for the remainder of the route with modal filters provided at strategic locations to manage traffic flow, reduce speed and volumes

344.2.3 A review of the St Margarets Lane/Common Lane/Coach Hill junction should be undertaken to make improvements for north/east cycle route connectivity and continuity through the junction. Explore changing junction priorities to maintain cycle route continuity.

344.2.4 There are no existing cycle facilities along Coach Hill and Bridge Street and there is insufficient width to provide a lightly segregated cycle track. Therefore, a 20mph low speed quiet mixed traffic street with modal filters will be required to reduce traffic speed and volume.

344.2.1 St Margarets Lane

344.2.1 St Margarets Roundabout western exit

344.2.1 St Margarets Roundabout south western exit

344.2.1 St Margarets Roundabout southern arm

344.2.2 St Margarets Lane

344.2.3 Coach Hill/St Margarets Lane

344.2.4 Coach Hill A

344.2.4 Coach Hill B

344.3 Titchfield – Titchfield Haven

Existing conditions

Titchfield Canal path connects Titchfield village with Titchfield Haven at the south coast. This path is a dirt/gravel track for the majority of its length with bumpy, undulating sections as well as some very narrow sections.

Barriers to walking and cycling

Much of the canal path is undulating and narrow with obstructions such as tree roots making cycling difficult. This also makes the path inaccessible to others, including wheelchair users.

Potential options

344.3.1 The canal path linking Bridge Street with Meon Road is undulating and uneven in places. Explore the potential to widen, subject to land availability, and level the path to provide a quality shared facility.

344.3.2 There is currently no footway or cycle provision on Meon Road and Cliff Road. These are currently mixed traffic roads and although the posted speed limit along the northern section is national speed limit, actual speeds are likely to be significantly lower due to the narrow and rural nature of the road. There appears to be sufficient width to provide a shared facility along the eastern and northern side for the vast majority of the route, but this is subject to land availability and if pedestrian/cycle flows allow. There is the potential option to improve on-road provision along Meon Road and Cliff Road by creating a 20mph low speed quiet mixed traffic street with a modal filters potentially required to reduce the volume of motor traffic.

344.3.1 Titchfield Canal Path

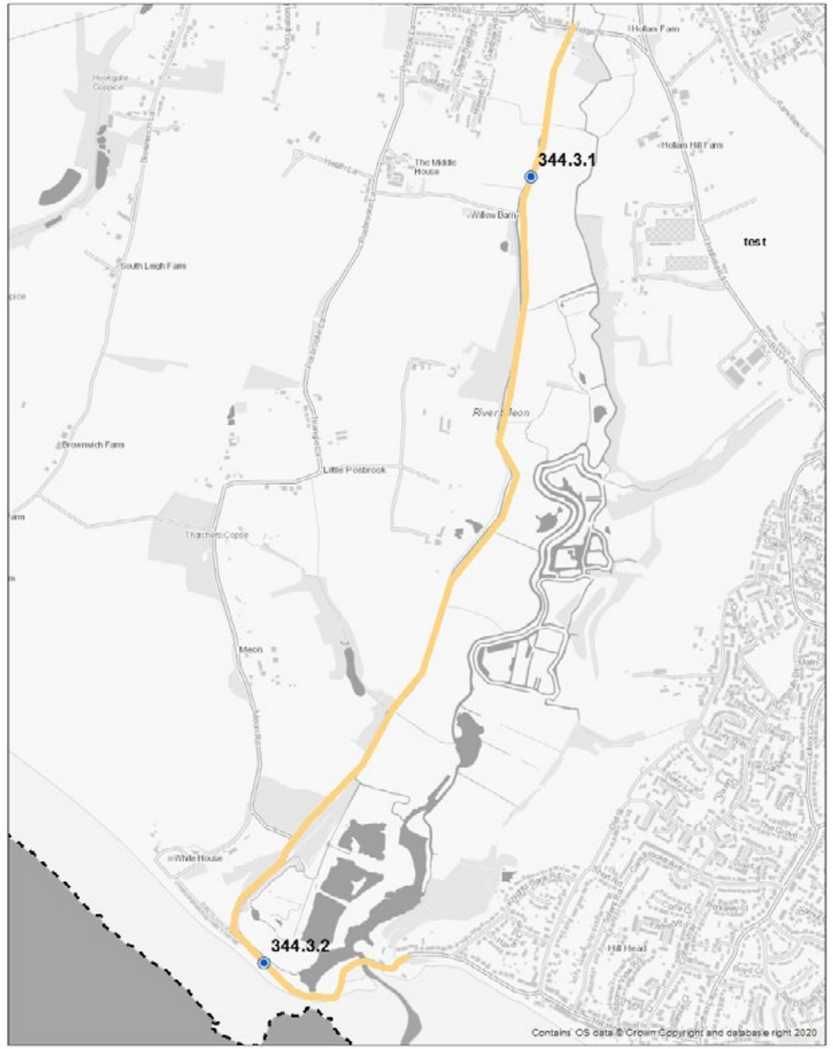
344.3.1 Titchfield Canal Path

344.3.2 Meon Road/Cliff Road

344.2 St Margarets Roundabout – Titchfield map

Route 344.2 Map

344.3 Titchfield – Titchfield Haven map



Route 344.3 Map

Key:

- Secondary route
- Potential options

Route 345: Fareham – Stubbington

Route description

Route 345 provides a direct link from the edge of Fareham town centre to Salterns Park south of Stubbington. Fareham Academy, Meoncross School and Stubbington town centre all lie directly on the route. The route is 6.3km long.

Background

This route has been supported by local stakeholders through an engagement session.

Much of the section of the route between Redlands Lane and Peak Lane Roundabout is part of the NCN Route 236.

345.1 Redlands Lane – Peak Lane

Existing conditions

This section covers mainly quiet residential roads, as well as shared use paths alongside the busier Longfield Avenue. The on-road sections include significant on-road parking, especially near Fareham Academy.

Barriers to walking and cycling

There is significant on-road parking located along large proportions of the residential roads along this route, including some sections where parking partially covers some pavement space. Many of the roads have very limited crossing points, with an obvious lack of tactile paving and dropped kerbs throughout the area.

Potential options

345.1.1 A review of the Redlands Lane/Upper St Michaels Grove priority junction should be undertaken to make improvements for pedestrians and cycle route connectivity and continuity. Investigate reconfiguring the junction and upgrading the existing uncontrolled pedestrian crossing on the eastern side to a parallel crossing.

345.1.2 There appears to be sufficient width along Upper St Michael's Grove between Redlands Lane and Westfield Avenue to provide segregated cycle tracks, subject to land availability. Alternatively, there is the potential option to improve on-road provision by creating a 20mph low speed quiet mixed traffic street with bus gate modal filters which could be extended into Westfield Avenue and St Anne's Grove.

If on-road provision is provided then changing the priorities at the Upper St Michael's Grove/Westlands Avenue junction could be explored to provide cycle route continuity.

345.1.3 Westfield Avenue and St Anne's Grove are low speed/traffic residential roads but on-road parking and traffic volumes at school peak times are unlikely to make it suitable for all users. A 20mph speed limit with modal filters to manage school peak traffic will be required to create a low speed quiet mixed traffic street. Investigate changing the priorities at the St Anne's Grove/Fairfield Avenue junction to provide cycle route continuity and explore widening the Cambrian Walk path linking St Anne's Grove and Longfield Avenue to provide clear segregation.

345.1.4 There are no cycle facilities along the section of Longfield Avenue between Cambrian Walk and Crossfell Walk, although there appears to be width on the northern side to provide a segregated two-way cycle track. Priority crossings across all side road junctions should be provided for cycle route continuity.

345.1.5 Consideration should be given to upgrading the existing uncontrolled crossing point on Longfield Avenue adjacent Crossfell Walk to a parallel crossing to provide cycle route continuity.

345.1.1 Redlands Lane/St Michael's Grove

345.1.2 St Michael's Grove/Westfield Avenue

345.1.3 Westfield Avenue

345.1.4 St Anne's Grove

345.1.6 There is a sub-standard shared use path on the southern side of Longfield Avenue between Peak Land and Crossfell Walk. Explore widening the existing facility to provide a segregated two-way cycle track on this side, subject to land availability.

345.1.7 A review of the Longfield Avenue/Peak Lane/Rowan Way roundabout junction should be undertaken to explore improvements for cycle priority through the junction. The existing roundabout could be reconfigured to make it a Dutch style compact roundabout.

345.1.5 St Anne's Grove/Fareham Academy

345.1.6 Longfield Avenue

345.1.7 Longfield Avenue

345.2 Peak Lane – Gosport Road

Existing conditions

The route runs on a shared use path next to Peak Lane, moving to on-road, narrow cycle lanes once in Stubbington on May's Lane. The route also runs on residential roads towards the town centre.

Barriers to walking and cycling

Narrow cycle lanes marked on the road at May's Lane makes for an uncomfortable cycling experience. There are significant numbers of parked cars on Windermere Avenue and Burnt House Lane, especially at school times. A lack of crossing facilities in many places makes walking less attractive.

Potential options

345.2.1 There is a shared facility which has been recently widened running along the eastern side of Peak Lane which could be further widened to provide segregation, subject to land availability.

345.2.2 Consideration should be given to upgrading the existing uncontrolled crossing point on Peak Lane north of Oakcroft Lane to a parallel crossing or toucan crossing to provide cycle route continuity.

345.2.3 The short section of shared facility on the eastern side of Peak Lane between the uncontrolled crossing point and Oakcroft Lane is not compliant. The on-road advisory cycle lanes on May's Lane between Oakcroft Lane and Windermere Avenue are not compliant and there is no width available to continue segregated cycle tracks. Therefore, a 20mph low speed quiet mixed traffic street with modal filters will be required to reduce traffic speed and volume. Improvements to all the side road junctions should be explored to give pedestrians priority and to provide route continuity.

345.2.4 There is insufficient width along Windermere Avenue and Burnt House Lane to provide segregated cycle tracks. Therefore, a 20mph low speed quiet mixed traffic street with modal filters provided at strategic locations will be required to reduce traffic speed and school peak traffic volume. Improvements to all the side road junctions should be explored to give pedestrians priority and to provide route continuity.

345.2.1 Peak Lane

345.2.3 May's Lane

345.2.2 Peak Lane

345.2.3 May's Lane

345.2.3 Peak Lane

345.2.4 Windermere Avenue/Burnt House Lane

345.3 Gosport Road – Salterns Park

Existing conditions

A vast majority of this section utilises existing traffic free routes through Stubbington, mainly on shared use paths. The route also runs through the centre of Stubbington, which features significant footfall attributed to local shops, as well as reasonable flow of traffic and parking.

Barriers to walking and cycling

Whilst it provides no through route to motor vehicle traffic, the road network around Stubbington Green makes walking and cycling an unpleasant experience. In various locations along the shared use paths physical barriers are in place making cycling, especially for some types of cycles, and to a lesser extent walking, along these routes more inconvenient.

Potential options

345.3.1 Stubbington Green is a low speed environment but on-road parking and traffic volumes at peak times may make it unsuitable for all users. Therefore a 20mph speed limit and additional traffic calming should be provided to improve on-road provision. Investigate reconfiguring the road layout and provide continuous crossings to provide pedestrian and cycle continuity.

345.3.2 There are no existing cycle facilities on Park Lane and there is insufficient width to provide segregated cycle tracks. Therefore, an extension to the 20mph limit, as suggested in 345.2.1, should be considered to create a low speed quiet mixed traffic street.

345.3.3 Explore widening the existing shared path running between Park Lane and Bells Lane to provide clear segregation, subject to land availability.

345.3.4 Consideration should be given to upgrading the existing uncontrolled crossing point on Bells Lane to a parallel crossing or toucan crossing to provide cycle route continuity.

345.3.5 Explore widening the existing shared path running between Bells Lane and Moody Road to provide clear segregation, subject to land availability.

345.3.6 There are limited options available to continue cycle facilities onward from Moody Road to Salterns Lane. There is an existing footpath which links Moody Road to Stubbington Lane, but there is little scope to widen it and make it complaint due to property boundary constraints.

345.3.2 Park Lane

345.3.3 Stubbington Recreation Ground Path

345.3.4 Bells Lane Crossing

345.3.5 Moody Road – Seafield Park Path

345.1 Redlands Lane – Peak Lane map

Route 345.1 Map

0 0.075 0.15 0.3 Kilometers

N

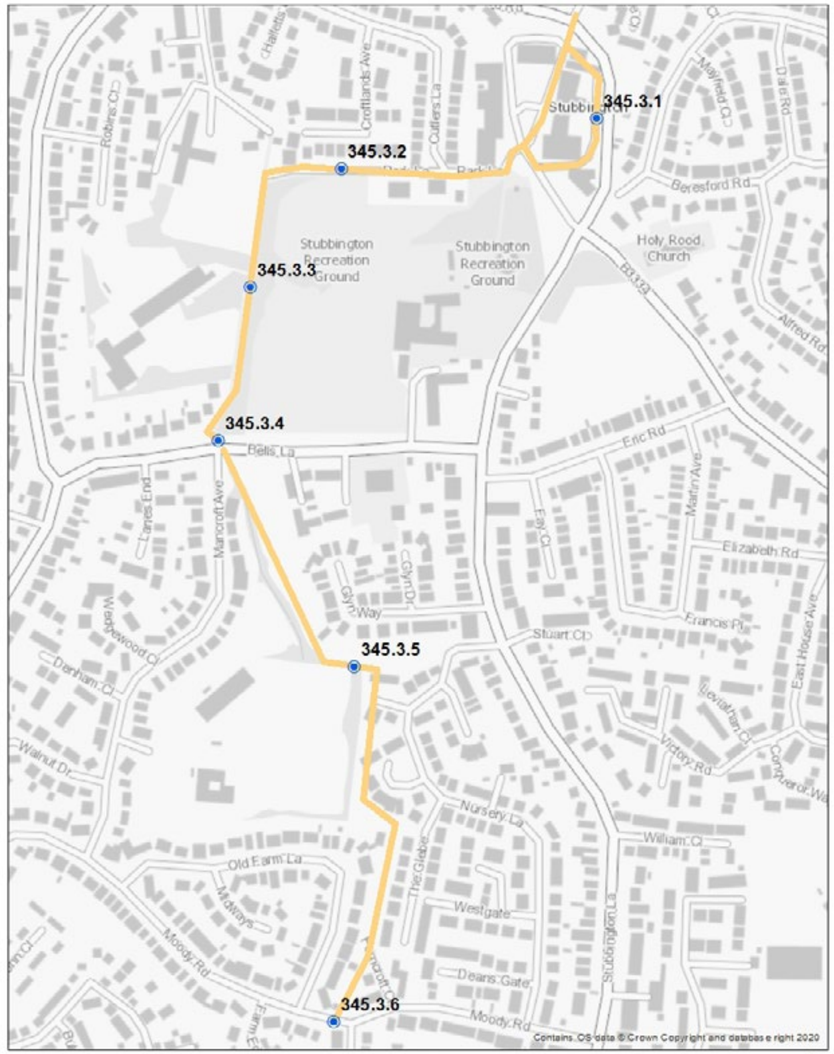
Key:

- Secondary route
- Potential options

345.2 Peak Lane – Gosport Road map

Route 345.2 Map

345.3 Gosport Road – Salterns Park map



Route 345.3 Map

Key:

- Secondary route
- Potential options

Route 346: Fort Fareham – Pier Street

Route description

This is a secondary route that links the Henry Cort Way – Palmerston Drive junction in Fareham to the west of Gosport, specifically the visitor destination of Marine Parade in Lee-on-the-Solent. The route is 5km long.

Background

This route has been supported by local stakeholders through an engagement session.

346.1 Palmerston Drive – Peel Common Roundabout

Existing conditions

The first part of these routes is mostly shared use alongside Newgate Lane, which is one of two main route used by commuters to get out of Gosport. As a result it is continuously busy, but there are shared use paths provide for pedestrians and cyclists.

Unfortunately the route audit maps do not include the latest addition of Newgate Lane East. The original Newgate Lane remains but is open only for use by residents, cyclists and businesses/customers, as opposed to the main throughway it used to be.

This makes for a much safer route for pedestrians and cyclists.

Barriers to walking and cycling

The main barrier on this section of the route is continuity. While the route is mostly made of a shared use path, there are parts where it breaks off leaving no place for cyclists to go or there are safety concerns, for example, interruption by a busy roundabout with high traffic volume. Also, the shared use paths are unlikely to be compliant with latest guidance.

Potential options

346.1.1 There are no existing cycle facilities on Palmerston Drive but there appears to be sufficient width to provide segregated cycle tracks subject to land availability. A priority crossing at the Palmerston Drive junction should be considered to provide north/south cycle route continuity.

346.1.2 There appears to be sufficient width to provide one or two-way segregated cycle track along Newgate Lane between Palmerston Drive and the old Newgate Lane by redistributing the space within the highway boundaries. Priority crossings should be considered at all side road junctions to maintain cycle route continuity.

346.1.1 Palmerston Drive

346.1.3 Longfield Avenue Roundabout

346.1.3 A review of the Newgate Lane/Longfield Avenue/Davis Way roundabout should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. The junction could be a fully signalised cyclops style junction or standard signalised junction with toucan crossings and cycle links.

346.1.4 A review of the Newgate Lane/Eden Vauxhall roundabout should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction if one-way segregated cycle track are provided.

346.1.4 Newgate Lane/Eden

346.1.5 Newgate Lane/McDonald's priority junction

The junction could be converted to a fully signalised cyclops style junction or standard signalised junction with toucan crossings and associated cycle links.

346.1.5 A review of the Newgate Lane/McDonald's priority junction should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction, if one-way segregated cycle track are provided.

346.1.6 A signal controlled crossing at the Newgate Lane/Old Newgate Lane transition will be required if a one-way segregated cycle track is provided, to maintain cycle route continuity.

346.1.7 The old Newgate Lane is currently 30mph but has low traffic flow. A speed limit reduction to 20mph could be explored and provided to make the route fully compliant.

346.1.8 A review of the Peel Common roundabout should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. Investigate the potential for providing a cyclops style junction to improve east/west and north/south continuity and connectivity.

346.2 Peel Common Roundabout – Pier Street junction

Existing conditions

The second half of this route is similar, as it is mostly made up of shared use paths. However, the route becomes steadily more residential and narrow as you approach the seafront.

Barriers to walking and cycling

The main barrier on this part of the route is continuity and safety as the cyclists approach the seafront.

Potential options

346.2.1 There appears to be sufficient width to provide a two-way segregated cycle track along the western side of B3385 Broom Way between the Peel Common roundabout and Cherque Way junction. Priority crossings should be considered at all side roads to maintain cycle route continuity.

346.2.2 A review of the Broom Way/Cherque Way/ Daedalus Drive junction should be undertaken to give greater priority to cyclists and improve cycle route continuity.

346.2.3 There may be sufficient width to provide a two-way segregated cycle track along one side of the B3385 Broom Way between Cherque Way and High Street by redistributing the space within the highway boundaries. Priority crossings should be considered at all side road junctions. Consideration should also be given to connecting the cycle track with the residential area on the opposite side of the B3385 Broom Way.

346.2.4 There are two uncontrolled crossing points across Broom Way between Chark Lane and Court Barn Lane. These could be upgraded to parallel or toucan crossings. The southern crossing provides an important link between Redmill Drive and Bullfinch Court. The shared use path crosses from the eastern to the western side of Broom Way at the northern crossing.

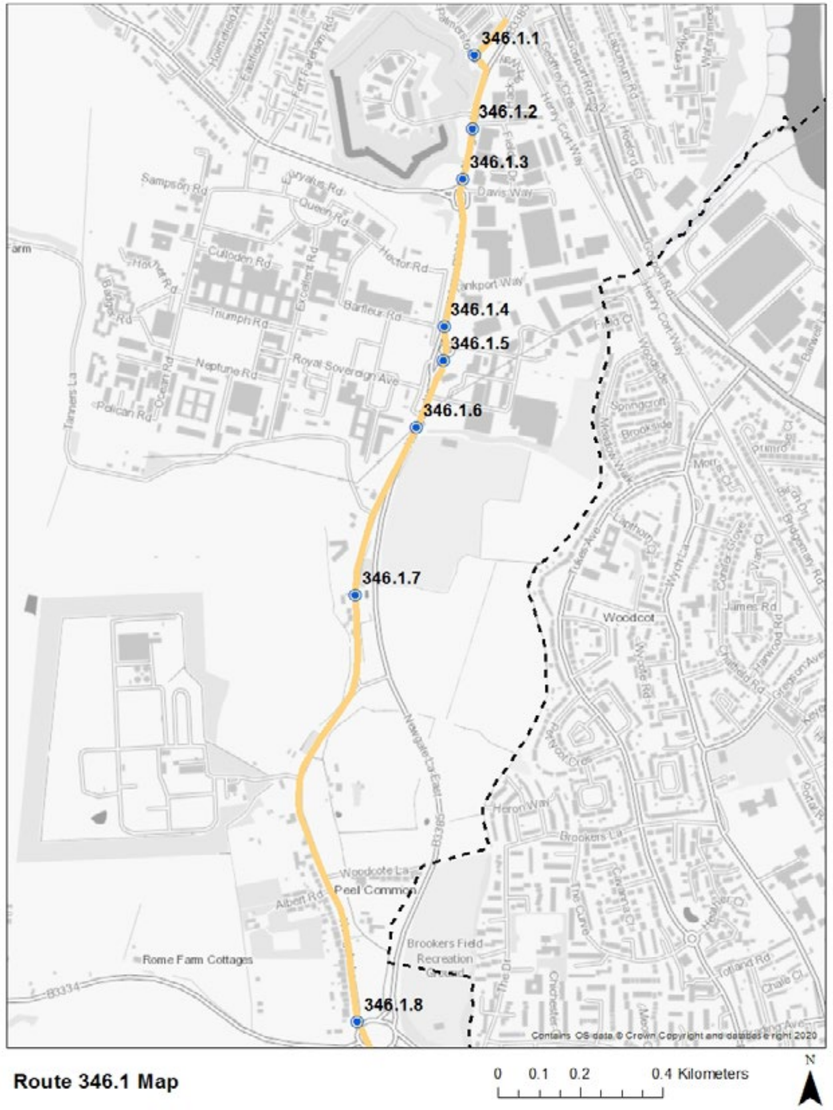
346.2.5 Pier Street has on-road parking on both sides and is very narrow for cars and cyclists to share. Closing Pier Street to motor traffic could be investigated, through a point closure at its junction with High Street. Alternatively, removal of parking from one side of the road to accommodate a cycle facility could be considered.

346.2.1 B3385 Broom Way (western side)

346.2.3 Manor Way/High Street junction

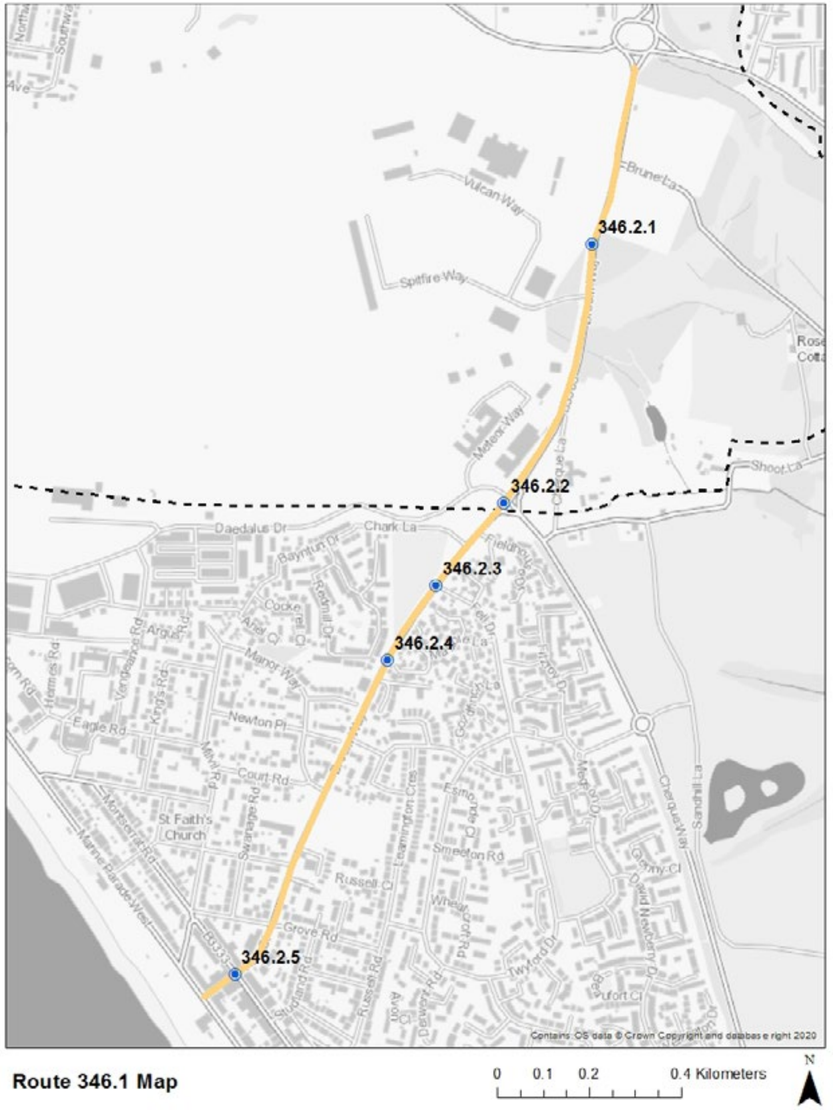
346.2.5 Pier Street

346.1 Palmerston Drive – Peel Common Roundabout map



Route 346.1 Map

346.2 Peel Common Roundabout – Pier Street junction map



Route 346.1 Map

Key:

- Secondary route
- Potential options

Route 347: Fareham Common – Rowner

Route description

This is a secondary route that links north Fareham to north Gosport. The route is 8.3km long.

Background

As part of the Portsmouth & South East Hampshire Transforming Cities Fund Bid, Quay Street Roundabout is identified as a major delay point on the bus network. There is potential for improved walking and cycling connections in the town centre.

347.1 Highlands Road – High Street

Existing conditions

The majority of this section is set along a series of busy roads that have no provision for cyclists. It is hampered by slopes and commuter traffic.

Barriers to walking and cycling

The main barriers for this part of the route are safety and comfort impeded by the fact it crosses a main commuting route. There is a section of the cycle route that goes back on itself when they may be a safer and more comfortable shortcut for pedestrians and cyclists.

Potential options

347.1.1 There are no existing cycle facilities on Kiln Road and there is insufficient width to provide protected facilities. Therefore, a 20mph low speed quiet mixed traffic street will be required with modal filters provided at strategic locations to manage traffic flow, reduce speed and volumes.

347.1.2 A review of the Kiln Road/Park Lane/ North Hill/Old Turnpike junction should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction.

347.1.3 There are no existing cycle facilities on North Hill and there is insufficient width to provide protected facilities. Therefore, a 20mph low speed quiet mixed traffic street will be required with modal filters provided at strategic locations to manage traffic flow, reduce speed and volume.

347.1.4 A review of the A32 Wickham Road/ North Hill roundabout should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. A Dutch style roundabout could be explored, subject to land availability.

347.1.5 There is no existing cycle provision along this section of the A32 Wickham Road from North Hill to the Wallington Way roundabout and there is insufficient width to provide protected cycle tracks. The footway could be widened in places to provide a shared use path on the eastern side if pedestrian/cyclist flows allow.

Continuous crossings across all side road junctions could be considered for cycle route continuity. However, due to property boundary constraints there is insufficient width to continue the shared facility between the mid section and due to traffic speeds and volumes a mixed traffic street is unsuitable.

347.1.1 Kiln Road

347.1.3 No dropped kerb North Hill

347.1.2 Kiln Road/Park Lane/North Hill/Old Turnpike junction

347.1.4 A23 Wickham Road roundabout

347.1.6 Due to the width constraint along the A32 Wickham Road, explore the possibility of providing an alternative route along Old Turnpike, extending the 20mph low speed quiet mixed traffic street as mentioned in 347.1.1. Modal filters will be required at strategic locations to manage traffic flow, reduce speed and volumes.

347.1.7 A review of the A32 Wickham Road/Wallington Way/Southampton Road roundabout should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. A Dutch style roundabout could be explored subject to land availability, or parallel crossings on all arms to improve connectivity.

347.1.8 There are no existing cycle facilities along the High Street and there is insufficient width to provide protected facilities between the A32 roundabout and Civic Way junction. Therefore, a 20mph low speed quiet mixed traffic street will be required along this section with bus gate/modal filters provided at strategic locations to manage traffic flow, reduce speed and volume.

There is width to provide a segregated cycle track from Civic Way to West Street but this is subject to removal of on-road parking.

347.1.6 Old Turnpike

347.1.7 A32 Wickham Road/Wallington Way/ Southampton Road roundabout

347.2 High Street - Wych Lane

Existing conditions

This part of the route is more comfortable as it is mostly residential. However there is a lack of cycling provision. The exception is at Eastern Parade and Salterns Lane where signage is good.

Barriers to walking and cycling

The main barrier is continuity and wayfinding due to the lack of cycling provision.

Potential options

347.2.1 A review of the High Street/West Street junction should be undertaken to provide a priority crossing for cyclists to maintain north/south cycle route continuity.

347.2.2 There is scope to use the existing bus lane in West Street and traffic signal control to provide a continuous cycle route along Quay Street through to the Quay Street roundabout.

347.2.3 There is insufficient width to provide a segregated cycle track along Quay Street so a 20mph low speed quiet mixed traffic street will be required along this section with bus gate modal filters provided at strategic locations to manage traffic flow and volume

347.2.4 A review of the Quay Street roundabout should be undertaken to provide improved priority crossings for cyclists to maintain north/south route continuity.

347.2.5 Explore widening the existing shared facilities on the eastern side of the A32 Gosport Road from the Quay Street roundabout to Old Gosport Road and provide clear segregation as there appears to be potential width available along the majority of the route.

347.2.1 High Street/West Street junction

347.2.2 Existing bus lane in West Street

347.2.4 Quay Street roundabout

347.2.5 A32 Gosport Road existing shared facilities

347.2.6 There is insufficient width to provide a protected cycle track along Old Gosport Road, Lower Quay Road, Salterns Lane, Laburnum Road and Farrier Way. A 20mph low speed quiet mixed traffic street will be required along this section with bus modal filters provided at strategic locations to manage traffic flow and volume. There appears to be scope to provide a short section of segregated cycle track on the eastern side of Eastern Parade and Salterns Lane subject to land availability.

347.2.7 There appears to be sufficient width to provide segregated cycle tracks along the A32 Fareham Road from Farrier Way to Wych Lane subject to land availability, although the available width is constrained through the section between the Kiddi Caru Day Nursery and Fareham Reach junction.

347.2.8 A review of the A32 Fareham Road/ Fareham Reach junction should be undertaken to provide priority and cycle route continuity through the junction.

347.2.9 A review of the A32 Fareham Road/Wych Lane junction should be undertaken to provide priority crossings for cyclists and to connect existing cycle facilities and maintain cycle route continuity.

347.2.6 Eastern Parade

347.2.7 A32 Fareham Road south of Farrier Way

347.2.9 A32 Fareham Road/Wych Lane junction

347.3 Wych Lane - Rowner Road

Potential options

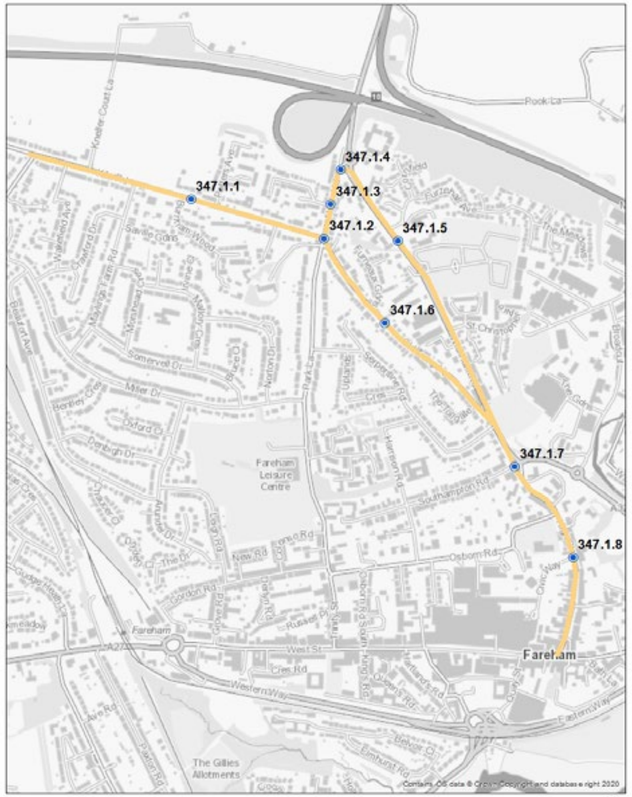
347.3.1 Apart from some short lengths of shared footway at the northern extent, there are currently no existing cycle facilities along Wych Lane. The section from Henry Cort Way to Gregson Avenue is constrained so there is no scope to provide a compliant protected facility. Therefore, a 20mph low speed quiet mixed traffic street will be required with the potential to explore modal filters with bus gates at strategic locations along the route to reduce traffic volumes and deter through-traffic.

347.3.2 The section of Wych Lane between the Gregson Avenue roundabout and Rowner Road roundabout could accommodate light segregation or greater subject to land availability and local constraints. Parallel crossings installed on Brewers Lane and Rowner Lane would provide direct cohesive north/south access between Wych Lane and Rowner Lane. However, there are localised width constraints (pinch points) at the Beauchamp Avenue and Green Crescent junctions.

347.3.3 A review of the Rowner Road/Rowner Lane roundabout should be undertaken to provide priority crossings for cyclists as there is currently a lack of cycle route continuity.

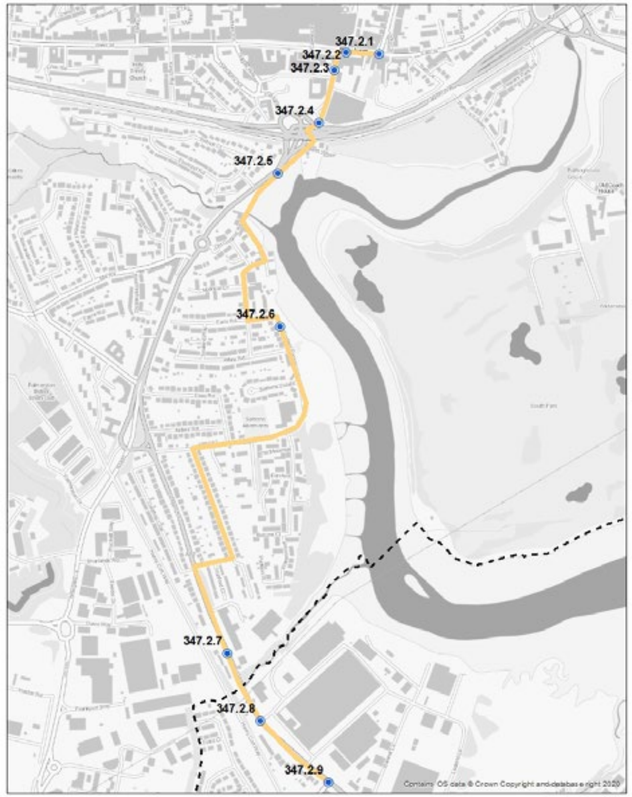
347.3.3 Rowner Road/Rowner Lane roundabout

347.1 Highlands Road – High Street map



Route 347.1 Map

347.2 High Street - Wych Lane map



Route 347.2 Map

347.3 Wych Lane - Rowner Road map

Route 347.3 Map

Key:

- Secondary route
- Potential options

Route 350: Welborne – Gosport

Route description

This route provides a link from the committed Welborne development site located to the north west of Junction 10 of the M27 to the centre of Gosport. Route 350 is approximately 12.8km in length and runs on a broadly north to south alignment between the M27 and the south of Fareham town centre. From here it turns southeast towards the centre of Gosport via Bridgemary and Brockhurst.

Background

The northern extents of route tie into proposals set out within the Welborne Pedestrian and Cycle Strategy, whilst the southern section of the route between Fareham and Gosport follows the existing NCN route 224 via the Eclipse Busway on the alignment of the former railway. This route is supported by local stakeholders.

350.1 Welborne Development to West Street

Existing conditions

The route connects into the Welborne development from Kiln Road via an existing Public Right of Way, which will be improved to accommodate cycling.

On-road advisory cycle lanes are provided along Miller Drive on this route, whilst potential cycle routes on Kiln Road and Arundel Drive have been identified by Fareham Borough Council.

Barriers to walking and cycling

The main barrier on this section of the route is the lack of a direct and coherent routes between the Welborne site and West Street due to the alignment of the local roads. This is exacerbated by a lack of signage. Parking on the on-road advisory cycle lanes on Miller Drive has also been observed.

Potential options

350.1.1 The existing Public Right of Way connecting Kiln Lane to the development site will be diverted as a result of the M27 Junction 10 reconfiguration. As such, the exact improvements are subject to consultation and legal agreement. However, they will accommodate cycling in line with Welborne Walking and Cycling Strategy. This could include providing a segregated cycle track along with surface and lighting improvements.

350.1.2 Kiln Road is currently a mixed traffic road and is 30mph, so not suitable for all users. There appears to be scope to provide a separate cycle track on the northern side either within highway or private land, subject to land availability. However, a new path linking Kiln Lane to the Right of Way across the field will need to be explored to make this viable. A controlled crossing at the Maylings Farm Road junction will also need to be considered to provide cycle route continuity.

350.1.3 Maylings Farm Road is primarily residential but its straight alignment could generate higher speeds so this coupled with on-road parking could make it unsuitable for all users. There appears to be sufficient width to provide segregated cycle tracks along sections, however, there is insufficient width along some sections . For continuity, a 20mph low speed quiet mixed traffic street will be required with bus gate modal filters provided at strategic locations to manage traffic flow and reduce speed and volume along the route.

350.1.1 Keller Court Lane

350.1.2 Kiln Road

350.1.3 Maylings Farm Road

350.1.4 Miller Drive

350.1.5 Miller Drive/Arundel Drive

350.1.4 Miller Drive is currently traffic calmed with speed cushions and has narrow advisory cycle lanes. Although vehicle speeds are likely to be low, current traffic volumes may make this road unsuitable for all users. There appears to be sufficient width to provide segregated cycle track subject to land availability.

350.1.5 Consideration should be given to providing a formal crossing point on Miller Drive in close proximity to the recreation ground entrance.

350.1.6 Explore widening the shared path running between Miller Drive and Leigh Road to provide clear segregation, subject to land availability.

350.1.7 Leigh Road is a low speed residential road but on-road parking make it unsuitable for all users. A 20mph speed limit should be provided to reinforce the low speed environment. Converting the road to one-way (southbound) to the junction with Arundel Drive and formalising on-road parking along with the provision of a contraflow cycle lane should also be explored.

350.1.8 Grove Road is currently a mixed traffic road and is 30mph, so not suitable for all users. There appears to be width along the full extent to provide a segregated cycle track.

350.1.6 Miller Drive

350.1.7 Leigh Road

350.1.8 Grove Road

350.2 West Street to Henry Cort Way

Existing conditions

West Street is the main road through the centre of Fareham with shops and businesses located on both sides. The route passes through the Aldi car park on the southern side of West Street before joining The Gillies shared use path (NCN 236) which provides a traffic free connection to Redlands Road (NCN 224) which does not have any cycle specific provision, with the exception of some short stretches of narrow advisory lanes.

Barriers to walking and cycling

The route is mostly on an existing shared use path with limited links on and off the route. The route passes through a car park where users must negotiate manoeuvring vehicles. There are steep slopes for cyclists to negotiate, which may be very difficult for some users e.g. users of heavier adapted cycles/cargo bikes.

Potential options

350.2.1 West Street is currently a mixed traffic road and is 30mph, so not suitable for all users. There appears to be scope to provide a fully segregated cycle track along West Street from Station roundabout to East Street subject to constraints. Alternatively, there are potential options to improve the on-road provision along West Street by creating a 20mph low speed quiet mixed traffic street with modal filters to reduce traffic volume.

350.2.1 West Street

350.2.2 Aldi Access

350.2.3 The Gillies

350.2.3 The Gillies/Paxton Road

350.2.2 A review of the West Street/Aldi store access priority junction should be undertaken to upgrade the existing uncontrolled crossing point to provide a parallel crossing to improve continuity and connectivity for north/south cycle and pedestrian movements. Consider providing a continuous crossing across the Aldi store access.

350.2.3 The northern extent of The Gillies is a low speed/trafficked road so should be acceptable for all users. Explore widening the existing shared path running between the Aldi store and Redlands Lane to provide clear segregation, subject to land availability. A priority crossing across Paxton Road should also be explored to provide cycle route continuity.

350.2.4 Redlands Lane is currently a mixed traffic road and is 30mph, so not suitable for all users. There appears to be scope to provide a segregated cycle track along the majority of the route but the pavement width narrows at the Chamberlain Grove junction, which prevents the continuation of a segregated facility. For continuity, a 20mph low speed quiet mixed traffic street may be a suitable alternative with bus gate modal filters provided at strategic locations to manage traffic flow, reduce speed and volume along the route.

350.2.4 Redlands Lane

350.2.4 Redlands Lane

350.3 Redlands Lane to Gosport Borough Boundary

Existing conditions

This section of the route follows the Eclipse Busway on Henry Cort Way which is closed during the hours of 11.15PM and 5.45PM. The busway is exclusively for buses and cyclists with other motor traffic prohibited. The full length of the route follows NCN 224.

Barriers to walking and cycling

There is no provision for pedestrians to walk along this section of the route. The busway is not lit for long stretches and there is a lack of natural surveillance. The route is closed overnight, forcing people to cycle on other routes, such as the A32.

Potential options

350.3.1 Henry Cort Way is a 40mph speed limit, but due to the very low traffic volume, with only professional bus drivers using the route, on-road mixed traffic could be considered acceptable.

350.3.2 Explore removing the busway overnight cycle prohibition and provide measures to enable cyclists to bypass the existing barriers at the main busway accesses along the route. The busway is currently unlit so provision of lighting should be investigated to aid wayfinding and improve personal safety. Consideration should also be given to ecology which may be sensitive to light. As such, low level lighting or solar studs may be more appropriate.

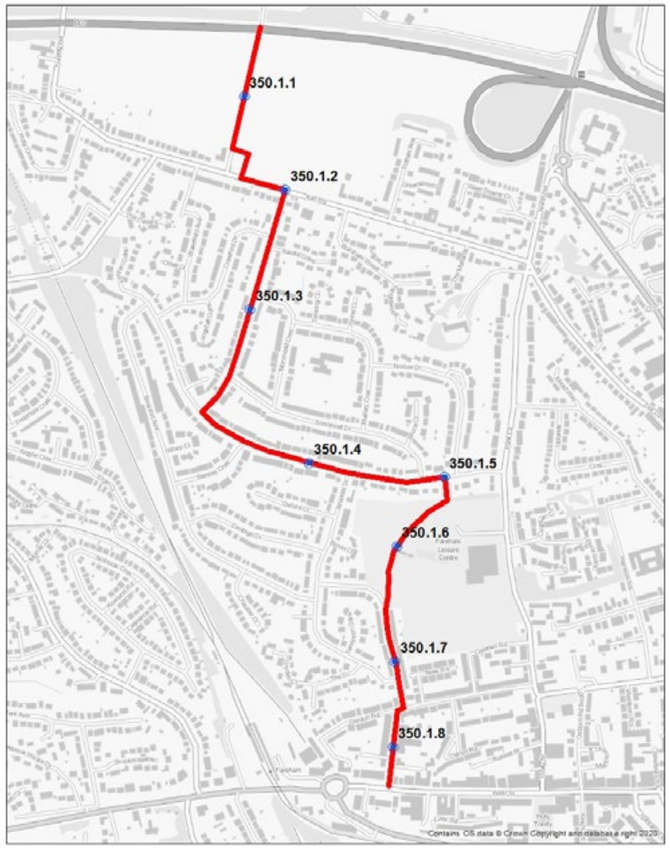
350.3.1 Henry Cort Way

350.3.2 Henry Cort Way/Palmerston Road

350.3.3 Henry Cort Way

350.3.3 There are no facilities to enable cyclists travelling on Palmerston Way to join or leave the busway at the Henry Cort Way/Palmerston Way signalised junction. Currently there are potential conflicts for right turning cyclists. Explore providing bypasses and an early release and/or cycle priority traffic signal phases to cater for turning movements.

350.1 Welborne Development to West Street map



Route 350.1 Map

0 0.075 0.15 0.3 Kilometers

N

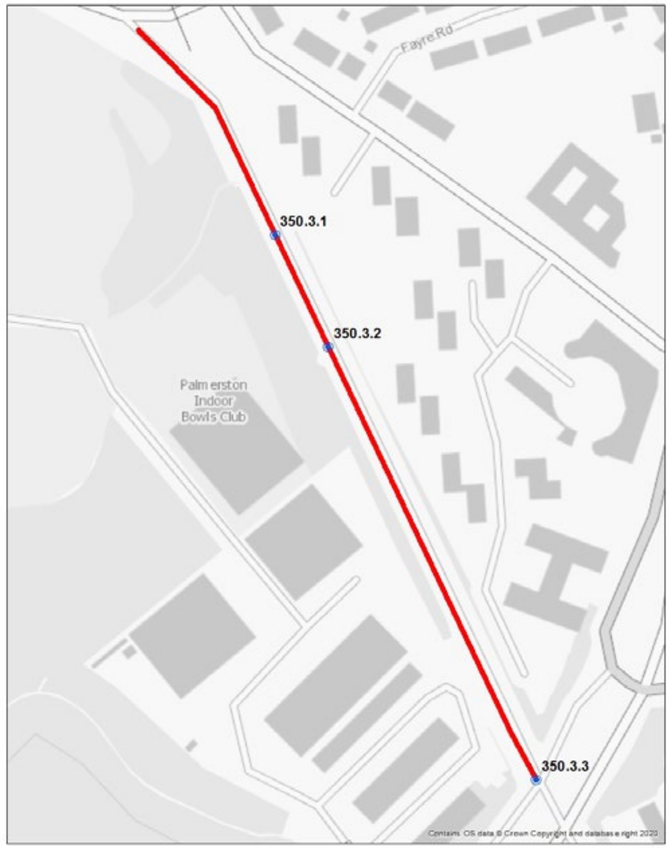
350.2 West Street to Henry Cort Way map

Route 350.2 Map

0 0.035 0.07 0.14 Kilometers

N

350.3 Redlands Lane to Gosport Borough Boundary map



Route 350.3 Map

0 0.02 0.04 0.08 Kilometers

N

Key:

- Primary route
- Potential options

Appendices

Appendix A

Recommended measures

In the walking zone and cycle route descriptions in section two, a number of technical solutions have been identified – some of these are discussed in more detail below.

Parallel crossings

Parallel crossings are like zebra crossings but with a cycle lane running parallel with the zebra markings. Hampshire already has a few of these, with more planned.

Chaucer Road, Cantebury

Camp Road, Bordon

20mph speed limits

It is widely accepted that 20mph is much safer for all road users in urban areas and many towns across the UK have introduced 20mph as the default speed limit, particularly in residential areas. If collisions do occur, the risk of a fatality or serious injury is significantly reduced at 20mph compared with 30mph. Hampshire already has several 20mph zones, which, as well as a 20mph limit, have associated traffic calming measures.

As of 2019, there were 60 local authorities on the list of places who have implemented or who are implementing a community-wide 20mph default speed limit published by '20's Plenty for Us'. In the South these include Brighton and Hove, Chichester and Portsmouth. Studies show that a 20mph limit can improve traffic flows and road capacity in some situations, by reducing stop-start traffic and promoting a more even flow through urban streets.

The HCC Executive Lead Member for Transport and Environment Strategy has commissioned a review of the current policy for 20 mph speed restrictions in Hampshire. At the time of writing, this is being carried out by The Economy, Transport and Environment Select Committee. A task and finish group has been formed – effectively a working party – to support the review.

New 20 mph zones and limits are currently restricted to address casualty reduction. The review that the Executive Lead Member has commissioned is to determine whether there is merit in extending the scope for these measures, particularly to support changing travel patterns and improvements to air quality. The review will focus on the evidence about whether such measures are effective and positively contribute to improving air quality and encouraging greater levels of walking and cycling, for example. The Task and Finish group will work alongside officers conducting the review, will consider the evidence and are expected to report back to the Select Committee in September, which will in turn feed into the Executive Lead Member's consideration of the review findings, and decisions on future policy later in the autumn of 2022.

Point closures

Point closures (modal filters) are a simple, cheap and effective way to remove through traffic from streets. They can also reduce the need for more extensive traffic calming and are best implemented across a wider area to avoid traffic displacement onto parallel routes.

Point closures are a new name for something that has been around for a very long time. Within any local neighbourhood, including plenty within Hampshire there will be alleyways and cul-de-sacs with cut throughs to the main road for walking and cycling.

Rockingham Way, Portchester – modal filter

Appendix B

Design principles

The recommendations for this study have been based on the guidance presented in the Department for Transport (DfT) Cycle Infrastructure Design guidance document Local Transport Note (LTN) 1/20 and Manual for Streets.

Some of the most relevant criteria considered for cycle corridor recommendations are presented as follows:

Local Transport Note 1/20

This national guidance provides five core design principles and 22 summary principles, as follows:

Core design principles

The five core design principles represent the essential requirements to achieve more people travelling by cycle, based on best practice both internationally and across the UK.

There are five core design outcomes for cycle routes:

- Coherent;
- Direct;
- Safe;
- Comfortable;
- Attractive.

Summary principles

1. Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.

2. Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.

3. Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.

4. Side street routes, if closed to through traffic to avoid rat-running, can be an alternative to segregated facilities or closures on main roads – but only if they are truly direct.

5. Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles. Our aim is that thousands of cyclists a day will use many of these schemes.

6. Consideration of the opportunities to improve provision for cycling will be an expectation of any future local highway schemes funded by Government.

7. Largely cosmetic interventions which bring few or no benefits for cycling or walking will not be funded from any cycling or walking budget.

8. Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.

9. Cycle parking must be included in substantial schemes, particularly in city centres, trip generators and (securely) in areas with flats where people cannot store their bikes at home. Parking should be provided in sufficient amounts at the places where people actually want to go.

10. Schemes must be legible and understandable.

11. Schemes must be clearly and comprehensively signposted and labelled.

12. Major ‘iconic’ items, such as overbridges must form part of wider, properly thought-through schemes.

13. As important as building a route itself is maintaining it properly afterwards.

14. Surfaces must be hard, smooth, level, durable, permeable and safe in all weathers.

15. Trials can help achieve change and ensure a permanent scheme is right first time. This will avoid spending time, money and effort modifying a scheme that does not perform as anticipated.

16. Access control measures, such as chicane barriers and dismount signs, should not be used.

17. The simplest, cheapest interventions can be the most effective.

18. Cycle routes must flow, feeling direct and logical.

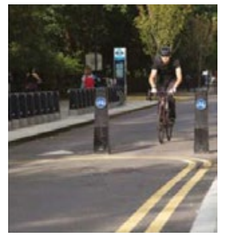
19. Schemes must be easy and comfortable to ride.

20. All designers of cycle schemes must experience the roads as a cyclist.

21. Schemes must be consistent.

22. When to break these principles.

Accessibility for all

Coherent	Direct	Safe	Comfortable	Attractive
				
DO cycling networks should be planned and designed to allow people to reach their day-to-day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.	**DO** cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.	**DO** not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle.	**DO** comfortable conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.	**DO** cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive material and be places that people want to spend time using.
				
DON'T neither cyclists or pedestrians benefit from unintuitive arrangements that put cyclists in unexpected places away from the carriageway.	**DON'T** this track requires cyclists to give way at each side road. Routes involving extra distances or lots of stopping and starting will result in some cyclists choosing to ride on the main carriageway instead because it is faster and more direct, even if less safe.	**DON'T** space for cycling is important but a marrow advisory cycle lane next to a narrow general traffic lane and guard rail at a busy junction is not an acceptable offer for cyclists.	**DON'T** uncomfortable transitions between on-and-off carriageway facilities are best avoided, particularly at locations where conflict with other road users is more likely.	**DON'T** sometimes well-intentioned signs and markings for cycling are not only difficult and uncomfortable to use, but are also unattractive additions to the street scape.

Design standards

Relevant extracts from LTN 1/20 used as a basis for recommendations in this report:

Figure 4.1: Appropriate protection from motor traffic on highways

Speed Limit[1]	Motor traffic flow (pcu/24 hour)[2]	Protected space for cycling			Cycle lane (mandatory/ advisory)	Mixed traffic
		Fully kerbed cycle track	Stepped cycle track	Light segregation		
20 mph[3]	0					
	2000					
	4000					
	6000+					
30 mph	0					
	2000					
	4000					
	6000+					
40 mph	Any					
50+ mph	Any					

Provision suitable for most people

Provision not suitable for all people and will exclude some potential users and/or have safety concerns

Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes

1. If the actual 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied.

2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow.

3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day.

Table 6-1: Minimum recommended horizontal separation between carriageway and cycle tracks*

Speed limit (mph)	Desirable minimum horizontal separation (m)	Absolute minimum horizontal separation (m)
30	0.5	0
40	1.0	0.5
50	2.0	1.5
60	2.5	2.0
70	3.5	3.0

* Separation strip should be at least 0.5m alongside kerbside parking and 1.5m where wheelchair access is required.

Table 5-2: Cycle lane and track widths

Cycle route type	Direction	Peak hour cycle flow (either one way or two way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5
		200–800	2.2	2.0
		>800	2.5	2.0
	2 way	<300	3.0	2.0
		>300–1000	3.0	2.5
		>1000	4.0	3.0
Cycle lane	1 way	All – cyclists able to use carriageway to overtake	2.0	1.5

* Based on a saturation flow of 1 cyclist per second per metre of space. For user comfort a lower density is generally desirable.

Table 6-3: Recommended minimum widths for shared use routes carrying up to 300 pedestrians per hour

Cycle flows	Minimum width
Up to 300 cyclists per hour	3.0m
Over 300 cyclists per hour	4.5m

Table 7-2: Minimum acceptable lane widths

Feature	Desirable minimum	Absolute minimum	Notes
Traffic lane (cars only, speed limit 20/30mph)	3.0m	2.75m	2.5m only at offside queuing lanes where there is an adjacent flared lane
Traffic lane (bus route or >8% HGVs, or speed limit 40mph)	3.2m	3.0m	Lane widths of between 3.2m and 3.9m are not acceptable for cycling in mixed traffic
2-way traffic lane (no centre line) between advisory cycle lanes	5.5m	4.0m	4.0m width only where AADT flow <4000 vehicles** and/or peak hour <500 vehicles with minimal HGV/Bus traffic

* These lane widths assume traffic is free to cross the centre line, see 7.2.9 for details on critical widths at pinch points.

** While centre line removal is still feasible with higher flows, the frequency at which oncoming vehicles must enter the cycle lane to pass one another can make the facility uncomfortable for cycling.

Table 10-2: Crossing design suitability

Speed limit	Total traffic flow to be crossed (pcu)	Minimum number of lanes to be crossed in one movement	Uncontrolled	Cycle priority	Parallel	Signal	Grade separated
≥ 60mph	Any	Any					
40 mph and 50mph	> 10,000	Any					
	6,000–10,000	2 or more					
	0–6,000	2					
	0–10,000	1					
≤ 30mph	> 8,000	> 2					
	> 8,000	2					
	4,000–8,000	2					
	0–4,000	2					
	0–4,000	1					

Provision suitable for few people and will exclude most potential users and/or have safety concerns

Provision suitable for most people

Provision not suitable for all people and will exclude some potential users and/or have safety concerns

Notes

1. If the actual 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow.

Figure 10.37: Roundabout with one way cycle tracks and parallel crossings

Figure 10.39: Carriageway-level cycle track used with ‘hold the left’ traffic staging

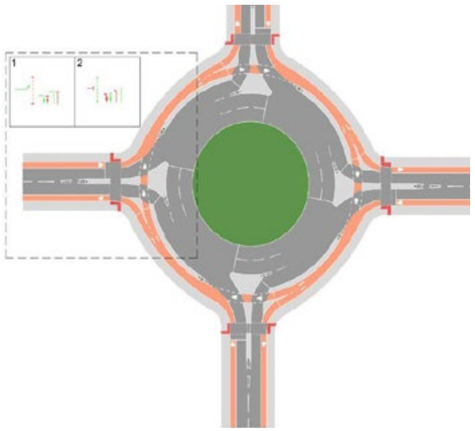


Table 11-1: Suggested minimum cycle parking capacity for different types of land use

Land use type	Sub-category	Short stay requirement (obvious, easily accessed and close to destination)	Long stay requirement (secure and ideally covered)
All	Parking for adapted cycles for disabled people	5% of total capacity co-located with disabled car parking	5% of total capacity co-located with disabled car parking
Retail	Small (<200m²)	1 per 100m²	1 per 100m²
	Medium (200–1,000m²)	1 per 200m²	1 per 200m²
	> 1,000m²	1 per 250m²	1 per 500m²
Employment	Office/finance (A2/B1)	1 per 1,000m²	1 per 200m²
	Industrial/warehousing (B2/B8)	1 per 1,000m²	1 per 500m²
Leisure and institutions	Leisure centres, assembly halls, hospitals and healthcare	Greatest of: 1 per 50m² or 1 per 30 seats/capacity	1 per 5 employees
	Educational institutions	—	Separate provision for staff and students. Based on Travel Plan mode share targets, minimum: Staff: 1 per 20 staff Students: 1 per 10 students
Residential	All except sheltered/elderly housing or nursing homes	—	1 per bedroom
	Sheltered/elderly housing/ nursing homes	0.05 per residential unit	0.05 per bedroom
Public transport interchange	Standard stop	Upon own merit	—
	Major interchange	1 per 200 daily users	—

Cycle dimensions and cycle design vehicle:
Figure 5.2 shows the range of dimensions for cycles typically in use. It is important that infrastructure can accommodate the full range of cycles to ensure routes are accessible to all cyclists. The cycle design vehicle referred to in this document represents a composite of the maximum dimensions shown in Figure 5.2 is assumed as 2.8m long and 1.2m wide. Table 5-1 shows the minimum turning radii suitable only for low speed manoeuvres such as access to cycle parking.

Figure 5.2 typical dimensions of cycles

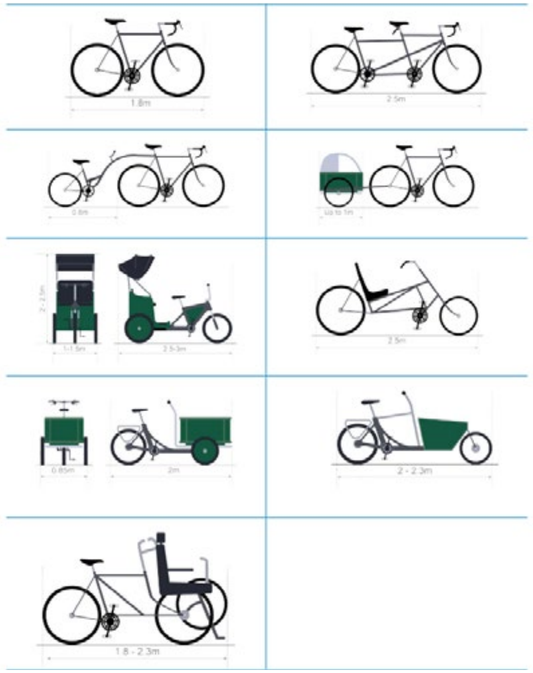


Table 5-1: Size and minimum turning circles of cycles

Type of cycle	Typical length (m)	Typical width (m)	Minimum turning circle (m)	
			Outer radius	Inner radius
Cycle design vehicle	2.8 (max)	1.2 (max)	3.4 (max)	0.1 (min)* 2.5m (3 and 4 wheel cycles)
Solo upright cycle	1.8	0.65	1.65	0.85
Cycle plus 850mm wide trailer	2.7	0.85	2.65	1.5
Tandem	2.4	0.65	3.15	2.25

* Applies only to some cycles that can pivot at very slow speeds

Manual for streets

This national guidance provides recommendations to create good-quality neighbourhoods and streets. Some of the most relevant sections considered for potential options for Walking Zones are presented as follows.[1]

6.3.1 The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, gardens or interesting architecture are present. Sightlines and visibility towards destinations or intermediate points are important for pedestrian way-finding and personal security, and they can help people with cognitive impairment.

6.3.2 Pedestrians may be walking with purpose or engaging in other activities such as play, socialising, shopping or just sitting. For the purposes of this manual, pedestrians include wheelchair users and people pushing wheeled equipment such as prams.

6.3.3 As pedestrians include people of all ages, sizes and abilities, the design of streets needs to satisfy a wide range of requirements. A street design which accommodates the needs of children and disabled people is likely to suit most, if not all, user types.

6.3.4 Not all disability relates to difficulties with mobility. People with sensory or cognitive impairment are often less obviously disabled, so it is important to ensure that their needs are not overlooked. Legible design, i.e. design which makes it easier for people to work out where they are and where they are going, is especially helpful to disabled people. Not only does it minimise the length of journeys by avoiding wrong turns, for some it may make journeys possible to accomplish in the first place.

6.3.8 The specific conditions in a street will determine what form of crossing is most relevant. All crossings should be provided with tactile paving. Further advice on the assessment and design of pedestrian crossings is contained in Traffic Signal Manual Chapter 6 December 2019.[2]

[1] *Manual for Streets 3 has not been published at the time of the publication of this LCWIP.*

[2] *Traffic Signal Manual Chapter 6 December 2019.*

6.3.9 Surface level crossings can be of a number of types, as outlined below:

- **Uncontrolled crossings –** these can be created by dropping kerbs at intervals along a link. As with other types of crossing, these should be matched to the pedestrian desire lines. If the crossing pattern is fairly random and there is an appreciable amount of pedestrian activity, a minimum frequency of 100m is recommended[1]. Dropped kerbs should be marked with appropriate tactile paving and aligned with those on the other side of the carriageway.

- **Informal crossings –** these can be created through careful use of paving materials and street furniture to indicate a crossing place which encourages slow-moving traffic to give way to pedestrians.

- **Pedestrian refuges and kerb build-outs –** these can be used separately or in combination. They effectively narrow the carriageway and so reduce the crossing distance. However, they can create pinch-points for cyclists if the remaining gap is still wide enough for motor vehicles to squeeze past them.

- **Zebra crossings –** of the formal crossing types, these involve the minimum delay for pedestrians when used in the right situation.

- **Signalised crossings –** there are four types: Pelican, Puffin, toucan and equestrian crossings. The Pelican crossing was the first to be introduced. Puffin crossings, which have nearside pedestrian signals and a variable crossing time, are replacing Pelican crossings. They use pedestrian detectors to match the length of the crossing period to the time pedestrians take to cross. Toucan and equestrian crossings operate in a similar manner to Puffin crossings except that cyclists can also use toucan crossings, while equestrian crossings have a separate crossing for horse riders. Signalised crossings are preferred by blind or partially-sighted people.

6.3.12 Pedestrian desire lines should be kept as straight as possible at side-road junctions unless site-specific reasons preclude it. Small corner radii minimise the need for pedestrians to deviate from their desire line. Dropped kerbs with the appropriate tactile paving should be provided at all side-road junctions where the carriageway and footway are at different levels. They should not be placed on curved sections of kerbing because this makes it difficult for blind or partially sighted people to orientate themselves before crossing.

6.3.13 With small corner radii, large vehicles may need to use the full carriageway width to turn. Swept-path analysis can be used to determine the minimum dimensions required. The footway may need to be strengthened locally in order to allow for larger vehicles occasionally overrunning the corner.

6.3.14 Larger radii can be used without interrupting the pedestrian desire line if the footway is built out at the corners. If larger radii encourage drivers to make the turn more quickly, speeds will need to be controlled in some way, such as through using a speed table at the junction.

6.3.22 There is no maximum width for footways. In lightly used streets (such as those with a purely residential function), the minimum unobstructed width for pedestrians should generally be 2m. Additional width should be considered between the footway and a heavily used carriageway, or adjacent to gathering places, such as schools and shops. Further guidance on minimum footway widths is given in Inclusive Mobility.

Relevant extracts from Manual for Streets used as a basis for potential options in this report:

3.6.8 It is recommended that the design of a scheme should follow the user hierarchy shown in the table.

Consider first ↓	Pedestrians
	Cyclists
	Public transport users
	Specialist services vehicles (emergency services, waste etc)
Consider last	Other motor traffic

Table 4.1 the hierarchies of provisions for pedestrians and cyclists

	Pedestrians
Consider first ↓	Traffic volume reduction
	Traffic speed reduction
	Reallocation of road space to pedestrians
	Provision of direct at-grade crossings, improved pedestrian routes on existing desire lines
Consider last	New pedestrian alignment or grade separation

On-street parking – positive and negative effects

Positive effects

- A common resource, catering for residents', visitors' and service vehicles in an efficient manner.
- Able to cater for peak demands from various users at different times of the day, for example people at work or residents.
- Adds activity to the street.
- Typically well overlooked, providing improved security.
- Popular and likely to be well-used.
- Can provide a useful buffer between pedestrians and traffic.
- Potentially allows the creation of area within perimeter blocks that are free of cars.

Negative effects

- Can introduce a road safety problem, particularly if traffic speeds are above 20mph there are few places for pedestrians to cross with adequate visibility.
- Can be visually dominant within a street scene and can undermine the established character (figure 8.11)
- May lead to footway parking unless the street is properly designed to accommodate parked vehicles.
- Vehicles parked indiscriminately can block vehicular accesses to dwellings.
- Cars parked on-street can be more vulnerable to opportunistic crime than off-street spaces.

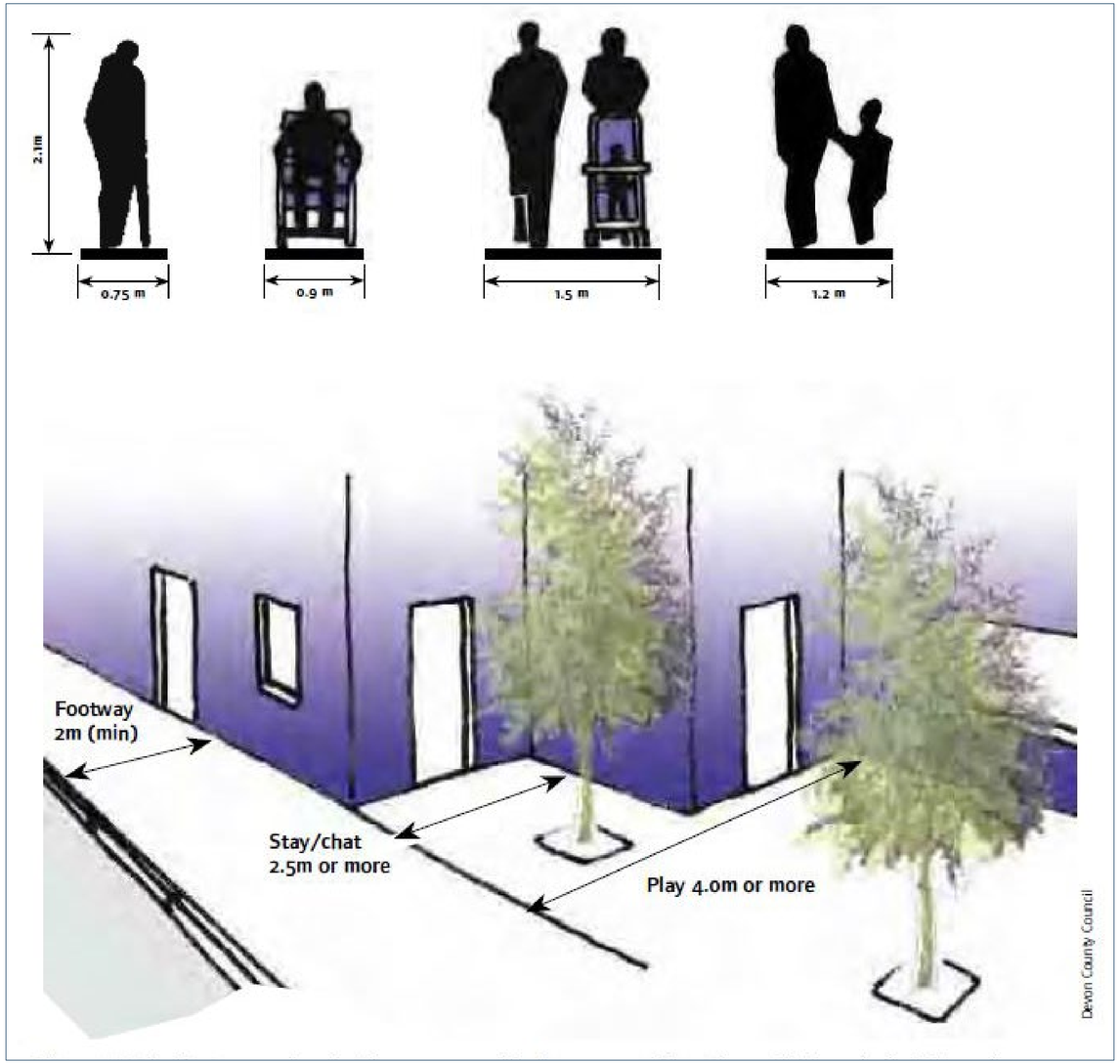
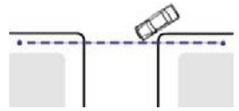
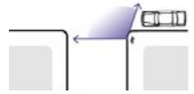


Figure 6.8 the footway and pedestrian areas provide for a range of functions which can include browsing, pausing, socialising and play.

Small radius (e.g 1m)

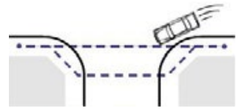


- Pedestrian desire line (---) is maintained.
- Vehicles turn slowly (10-15mph).

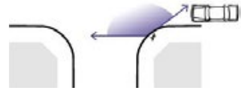


- Pedestrian does not have to look further behind to check for turning vehicles.
- Pedestrian can easily establish priority because vehicles turn slowly.

Large radius (e.g 7m)



- Pedestrian desire line deflected.
- Detour required to minimise crossing distance.
- Vehicles turn faster (20-30mph).



- Pedestrian must look further behind to check for fast turning vehicles.
- Pedestrian cannot normally establish priority against fast turning vehicles.

Figure 6.3 the effects of corner radii on pedestrians

Healthy streets design check

This tool provides recommendations to create good-quality neighbourhoods and streets. Some of the most relevant sections considered for potential options for walking zones and routes are presented as follows.

What is Healthy streets?

Every decision we make about our built environment, however small, is an opportunity to deliver better places for people to live in and thereby improve their health. The Healthy Streets Approach is a human-centred framework for embedding public health in transport, public realm and planning.

The 10 Healthy streets indicators

Our approach is based on 10 evidence-based Healthy Streets Indicators, each describing an aspect of the human experience of being on streets. These ten must be prioritised and balanced to improve social, economic and environmental sustainability through how streets are designed and managed.

This Approach can be applied to any streets, anywhere in the world. It builds improvements on existing conditions rather than seeking a fixed end goal. Taking this Approach requires incremental changes in all aspects of the decision-making processes related to streets and transport.

1 Everyone feels welcome

Streets must be welcoming places for everyone to walk, spend time and engage with other people. This is necessary to keep us all healthy through physical activity and social interaction. It is also what makes places vibrant and keeps communities strong. The best test for whether we are getting our streets right is whether the whole community, particularly children, older people and disabled people are enjoying using this space.

2 Easy to cross

Our streets need to be easy to cross for everyone. This is important because people prefer to be able to get where they want to go directly and quickly so if we make that difficult for them they will get frustrated and give up. This is called ‘severance’ and it has real impacts on our health, on our communities and on businesses too. It is not just physical barriers and lack of safe crossing points that cause severance, it’s fast moving traffic too.

3 Shade and shelter

Shade and shelter can come in many forms – trees, awnings, colonnades – and they are needed to ensure that everyone can use the street whatever the weather. In sunny weather we all need protection from the sun, in hot weather certain groups of people struggle to maintain a healthy body temperature, in rain and high winds we all welcome somewhere to shelter. To ensure our streets are inclusive of everyone and welcoming to walk and cycle in no matter the weather we must pay close attention to shade and shelter.

4 Places to stop and rest

Regular opportunities to stop and rest are essential for some people to be able to use streets on foot or bicycle because they find travelling actively for longer distances a challenge. Seating is therefore essential for creating environments that are inclusive for everyone as well as being important for making streets welcoming places to dwell.

5 Not too noisy

Noise from road traffic impacts on our health and wellbeing in many ways, it also makes streets stressful for people living and working on them as well as people walking and cycling on them. Reducing the noise from road traffic creates an environment in which people are willing to spend time and interact.

6 People choose to walk and cycle

We all need to build regular activity into our daily routine and the most effectively to do this is to walk or cycle for short trips or as part of longer public transport trips. People will choose to walk and cycle if these are the most attractive options for them. This means making walking and cycling and public transport use more convenient, pleasant and appealing than private car use.

7 People feel safe

Feeling safe is a basic requirement that can be hard to deliver. Motorised road transport can make people feel unsafe on foot or bicycle, especially if drivers are travelling too fast or not giving them enough space, time or attention. Managing how people drive so that people can feel safe walking and cycling is vital.

People also need to feel safe from antisocial behaviour, unwanted attention, violence and intimidation. Street lighting and layout, ‘eyes on the street’ from overlooking buildings and other people using the street can all help to contribute to the sense of safety.

8 Things to see and do

Street environments need to visually appealing to people walking and cycling, they need to provide reasons for people to use them – local shops and services, opportunities to interact with art, nature, other people.

9 People feel relaxed

The street environment can make us feel anxious – if it is dirty and noisy, if it feels unsafe, if we don’t have enough space, if we are unsure where to go or we can’t easily get to where we want to. All of these factors are important for making our streets welcoming and attractive to walk, cycle and spend time in.

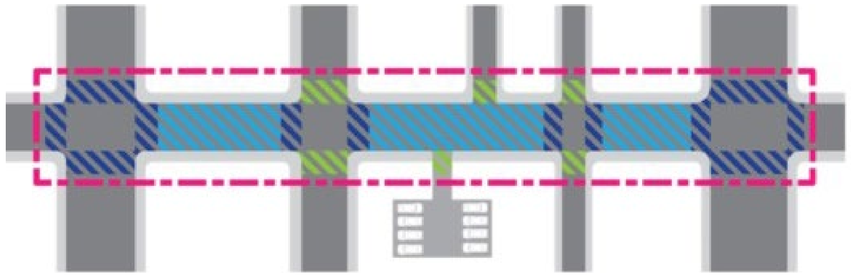
10 Clean air

Air quality has an impact on the health of every person but it particularly impacts on some of the most vulnerable and disadvantaged people in the community – children and people who already have health problems. Reducing air pollution benefits us all and helps to reduce unfair health inequalities.

Scoring

Relevant extracts from healthy streets check used as a basis for recommendations in this report:

Metrics	Score			
	3 points	2 points	1 point	0 points
Motorised vehicle	When motorised traffic is travelling at its fastest the majority of vehicles are travelling below 20mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 20-25mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 25-30mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 30mph+
Volume of motorised traffic	There are 199 or fewer vehicles in the peak hour (both directions)	There are 200-499 vehicles in the peak hour (both directions)	There are 500-999 vehicles in the peak hour (both directions)	There are more than 1,000 vehicles in the peak hour (both directions)
Mix of vehicles	No large vehicles use the street	The proportion of large vehicles is less than 2% of motorised traffic in the peak hour	The proportion of large vehicles is less than 2-5% of motorised traffic in the peak hour	The proportion of large vehicles is less than 5% of motorised traffic in the peak hour
Cycle safety at junctions	Assessing the poorest performing junction for cycle safety, 80% or more of all movements are assessed as green under the junction assessment tool (LTN 1/20)	Assessing the poorest performing junction for cycle safety, 50-79% of all movements are assessed as green under JAT	Assessing the poorest performing junction for cycle safety, there are no red scores under the JAT	A red score under the JAT has been found on ones or more of the movements at any of the junctions on the street
Ease of crossing side roads	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down less than 10mph and raised table/ continuous footway at the entrance	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down less than 10mph but instead of a raised table at the entrance it has dropped kerbs	The weakest side road has dropped kerbs and these are on the desire line or a raised table/continuous footway	The weakest side road is missing at least one dropped kerb or dropped kerbs are not on the desire line



Key:

- Study area
- Metric 5
- Metric 6
- Metric 7
- Carriageway
- Carpark
- Footway

Facility type		3 points	2 points	1 point	0 points
Unsignallised	Level surface for footways and carriageway	Level surface for maximum one lane width and metric 1 ‘motorised vehicle speed’ scores 3	Level surface for maximum 1 lane in each direction and metric 1 ‘motorised vehicle speed’ scores 3	Level surface for maximum 1 lane in each direction and metric 1 ‘motorised vehicle speed’ scores below 3	No crossing facility or pedestrian refuge provided between junctions or does not meet threshold to score 1 point
	Zebra/parallel crossing	Crossing no more than one lane in each direction and crossing is raised	Crossing no more than one lane in each direction and not-raised and metric 1 ‘motorised vehicle speed’ scores 3	Crossing no more than one lane in each direction and not-raised and metric 1 ‘motorised vehicle speed’ scores 2 or 1	
	Unsignallised, pedestrian refuge	–	–	Step free access to a 2m+ wide pedestrian refuge crossing and no more than one lane in each direction and metric 1 ‘motorised vehicle speed’ scores 3 or 2	
Signalised	Signalised crossing	Step-free one-stage crossing and maximum wait time for green signal is 15 seconds	Step-free one-stage crossing and wait time for green signal is more than 15 seconds	Step-free two or more stage crossing	Not step free

Metric seven priority of crossing at junctions

Facility type		3 points	2 points	1 point	0 points
Unsignallised	Level surface for footways and carriageway	Level surface for maximum one lane width and metric 1 ‘motorised vehicle speed’ scores 3	Level surface for maximum 1 lane in each direction and metric 1 ‘motorised vehicle speed’ scores 3	Level surface for maximum 1 lane in each direction and metric 1 ‘motorised vehicle speed’ scores below 3	No crossing facility or pedestrian refuge provided between junctions or does not meet threshold to score 1 point
	Zebra/parallel crossing	Crossing no more than one lane in each direction and crossing is raised	Crossing no more than one lane in each direction and not-raised and metric 1 ‘motorised vehicle speed’ scores 3	Crossing no more than one lane in each direction and not-raised and metric 1 ‘motorised vehicle speed’ scores 2 or 1	
	Unsignallised, pedestrian refuge	–	–	Step free access to a 2m+ wide pedestrian refuge crossing and no more than one lane in each direction and metric 1 ‘motorised vehicle speed’ scores 3 or 2	
Signalised	Signalised crossing	Step-free one-stage crossing and maximum wait time for green signal is 30 seconds	Step-free one-stage crossing and wait time for green signal is more than 30 seconds	Step-free two or more stage crossing	Not step free

About Hampshire County Council

We are the local Highway Authority. Our in-house consultancy, Hampshire Services, was commissioned to deliver this Local Cycling and Walking Infrastructure Plan with input from Fareham Borough Council as the Local Planning Authority.

Through Hampshire Services we offer professional services to other authorities and organisations. We cover our costs and our partners benefit from economies of scale, helping to protect frontline services for all. We have a 500-strong team of specialists in transport, engineering, environmental services, research and economic development to help you deliver your project.

Get in touch at **shared.expertise@hants.gov.uk**
or visit our website **hants.gov.uk/sharedexpertise**

About Sustrans

Sustrans is the charity making it easier for people to walk and cycle. We are engineers and educators, experts and advocates. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Sustrans works in partnership, bringing people together to find the right solutions. We make the case for walking and cycling by using robust evidence and showing what can be done.

We are grounded in communities and believe that grassroots support combined with political leadership drives real change, fast.

Join us on our journey **sustrans.org.uk**

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Hampshire County Council

sustrans
JOIN THE MOVEMENT

Local Cycling and Walking Infrastructure Plan

Borough of Fareham

September 2022