New Forest Waterside Local Cycling and Walking Infrastructure Plan

Published 2022

Hampshire County Council

Foreword from Councillor Heron

Councillor Edward Heron
Executive Lead Member for
Transport and Environment Strategy

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, 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. LCWIPs are under development in all parts of Hampshire with the intention that the whole of the county will be covered by a plan by the end of 2023. This plan for the Waterside is one of several being brought forward in a first tranche of plans and has been prepared by Hamsphire County Council officers supported by Sustrans, a national sustainable travel charity that plays an active role in developing such plans and advising the UK Government on active travel issues.

Hampshire County Council, New Forest District Council and New Forest National Park officers along with 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 in this LCWIP were shaped by our first ever Active Places Summit in 2020.

The principles also feature in our draft Local Transport Plan 4 published for public consultation in Summer 2022.

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, happier, greener, and more equal, and we look forward to supporting increases in these modes for everyone in Hampshire.

Contents

Section one

Introduction

In both Hampshire and New Forest District there is a desire to invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, 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 the Waterside area of New Forest District will experience benefits, such as: reduction in air pollution, fewer delays and decreasing frequency of accidents on the highway and improving accessibility for people of all ages and ability. The Waterside peninsula is positioned between the New Forest National Park to the west, a major site of international importance for nature conservation and the Solent/Southampton Water, a Special Protection Area for nature conservation, to the east.

What is an LCWIP?

Local Cycling and Walking Infrastructure Plans (LCWIPs), 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.

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.

Local policies

This LCWIP is supported by policies developed and delivered by Hampshire County Council including; Local Transport Plan 3, the emerging Local Transport Plan 4, and Hampshire's walking and cycling strategies which:

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

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

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

Why do we want an LCWIP for the Waterside area of New Forest District?

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 report supports important mitigation and adaptation to climate change, including targets for carbon neutrality.

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 achieve our duty 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 has been developed alongside a successful bid to the Government's Transforming Cities Fund for the Southampton and wider area including the New Forest District Waterside area.

The joint bid by Hampshire County Council and Southampton City Council has secured over £60m of funding from the Department for Transport.

The TCF funding will accelerate plans to make it easier and safer for people to cycle by completing three Cycle Freeways across Southampton and the wider area in Hampshire. It has also helped fund faster and more reliable journeys for bus passengers.

Description of Waterside

The Waterside area is a mix of urban, semi-rural and industrial areas between two internationally protected nature conservation areas; Southampton Water and the highly protected landscape of the New Forest National Park. This linear geography emphasised by the Beaulieu River creates a peninsular feel to the Waterside area.

Population in the Totton and Waterside area is just over 69,800 (57% working age, 18% under 15 years and 23% elderly aged 65+). The population density in this area is notably higher than other parts of the New Forest District at 9 people per hectare, and reflects a mostly urban landscape.

Population density of the Waterside is higher than other parts of the New Forest at 9 people per hectare, with local towns and villages providing some services and facilities. However, over 1/3 of daily work trips from the Waterside are to Southampton which is a regionally important centre for commerce, employment, retail, education and leisure.

Southampton Water, which as a deep-water inlet, is a key feature of the area and is one of the busiest waterways in the world and is home to a significant maritime industry including: Southampton Port, ferry, and cruise terminals along with busy leisure activity. Nationally significant infrastructure on the Waterside also includes Marchwood Military Port, the Fawley Refinery, and former Fawley Power Station site.

The Fawley Oil Refinery is a major employer in the Waterside area and together these industrial assets play a critical role in the UK economy.

Transport

The Waterside peninsula is primarily accessed via the A326 which is part of the Major Road Network (MRN) and provides road access to some key employment sites and links the towns and villages of the Waterside to each other and to Southampton. The A326 carries around 30,000-32,000 vehicles per day on its northern section, whilst further south traffic volumes are typically less at 18,500 vehicles per day on Hythe bypass. To the north the A326 links to the M27, part of the Strategic Road Network at Junction 2 and at Totton the A336 and A35. To the south it links to Fawley and Calshot via the B3053.

The only passenger railway station in the Waterside area is at Totton, which is served by hourly services to Southampton, taking just 7 minutes to Southampton Central. The railway line between Totton and Fawley has not been used as a passenger line since 1966, Network Rail are currently investigating a proposal to reintroduce passenger services as far as Hythe that would be funded through the Government ‘reopen your railway’ project but at present is used by a small number of freight services going to Marchwood Military Port on an ad hoc basis.

There is a network of bus services linking the Waterside communities with some frequent services along the A326 corridor to Southampton. There is also a ferry service between Hythe and Southampton.

The ferry accommodates foot passengers and bikes (not motorcycles) with the crossing taking approx. 18-20 mins.

Walking and cycling in the Waterside area

The Waterside area has a limited network of on and off-road cycle routes, together with relatively quiet routes on country roads and lanes along the Waterside linking the towns and villages. Intra-settlement cycle infrastructure is sparse towards the south of the Waterside area, whilst Totton has the best of the existing cycle network in the area.

There are a number of crossing facilities, primarily pedestrian crossings, located along the A326 connecting to the New Forest, but the majority of crossings located along the route are uncontrolled crossings.

Whereas generally there is a cohesive walking network within the individual towns and villages with footways running adjacent to the majority of roads located in each of the settlements, the network of walking routes between the settlements is less connected.

Travel in the Waterside area is car orientated with high levels of car ownership and travel to work trips by car or van. There is a large number of commuter trips (both in and out) between Waterside and Southampton

Wimborne and Colehill - Dorset

Simulated design for a section of the scheme showing segregated cycle and pedestrian footways.

Leigh Road – Wimborne and Colehill

A new 2.3km cycleway and improved walking facilities has been built along Leigh Road and Wimborne Road West in Wimborne and Colehill.

The plan is to transform the former trunk road into a safer residential road with:

- a reduced vehicle speed limit;
- new dedicated cycle lanes;
- improved bus access;
- better pavements for walkers.

with a low resident worker self-containment ratio (41%) with only 15,660 residents living and working within the Waterside area.

There are two National Cycle Network routes which pass through the Waterside area; NCN236 and NCN2. NCN236 originates at Ocean Village in Southampton and travels along the south side of Southampton, past Totton and into the New Forest National Park, ending at Lyndhurst. NCN2 forms a much longer route along the south coast, linking Dover in Kent to St Austell in Cornwall. The section of NCN2 crossing the Waterside area does so via the Hythe Ferry connection from Southampton, where it continues east-west through Hythe and Dibden and into the New Forest National Park towards Brockenhurst.

Developments and opportunities

Hampshire County Council publicly consulted on their draft Waterside Transport Strategy in 2021, and this included consultation on this LCWIP which will form part of the Waterside Transport Strategy Action Plan. Working with key partners The Waterside Strategy will shape the approach to planning and delivering transport along the Waterside corridor.

As the Waterside area continues to evolve, a transport strategy is needed which responds to current and future transport needs and challenges, directs investment to the area's transport infrastructure, manages growth effectively at a local level, whilst providing resilient connections to the wider regional and national strategic transport networks.

Hampshire County Council is looking at how to improve how people travel into, out of and around the Waterside area taking into account local and national requirements set against environmental and economic priorities.

The Strategy was developed by Hampshire County Council in consultation with key stakeholders including the New Forest District Council and New Forest National Park Authority. It has been informed by:

- a strong evidence base, which has helped to highlight the area's key transport challenges and opportunities;
- recent transport related studies and assessments;
- public and stakeholder consultation and working group exercises.

The Waterside Strategy builds upon the 2017 Waterside Transport Study Phase 1, and the decision by the County Council's Executive Member for Environment and Transport in November 2017 to adopt the following Interim Policy position:

- the A326 to M27 Junction 2 is part of the Major Road Network (MRN) and is the preferred route to the Strategic Road Network (SRN) from Waterside and will need to be improved to accommodate future growth;
- port expansion at ABP's Strategic Land Reserve (SLR) should be accessed directly from A326, by the shortest, least impactful route;
- in the short to medium term, bus, walking and cycling improvements will be developed focusing on making bus services quicker and more reliable; connecting Waterside settlements (and the National Park) by improving the quality of the pedestrian environment for day to day trips; and a direct cycle corridor.

The Strategy complements the emerging Hampshire Local Transport Plan 4 (LTP4) and its policies which seek to develop a carbon neutral and resilient transport system designed around people, which supports health wellbeing and quality of life for all, connects thriving places and respects Hampshire's unique environment.

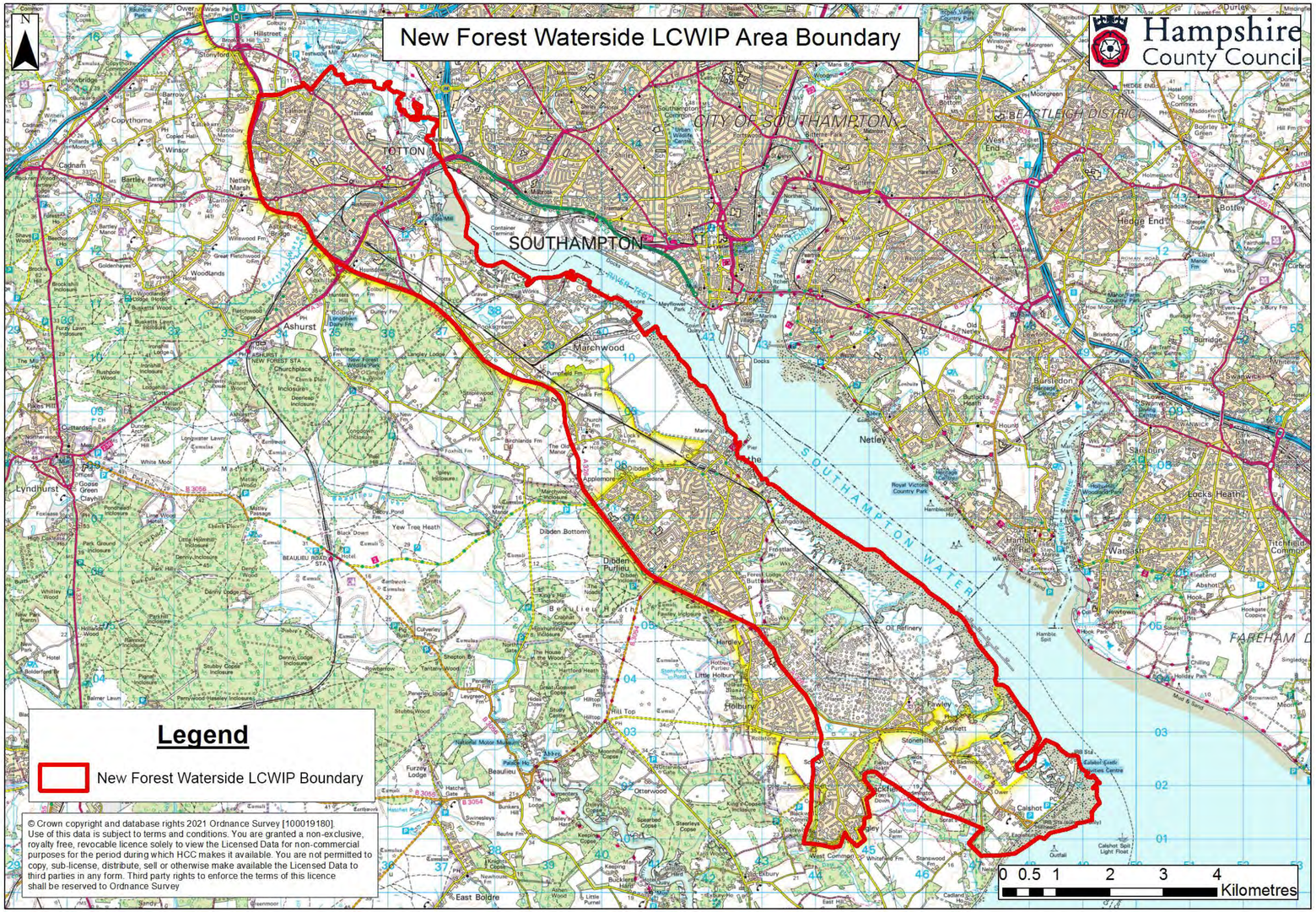
This Waterside Transport Strategy covers the period up to 2050, which aligns with the Local Planning Authority – New Forest District Council's (NFDC) Local Plan period.

New Forest District's Local Plan 2016-2036 Part 1: Planning Strategy was adopted on 6 July 2020. The plan will provide for 5,000 new dwellings up to 2036 and around 83,000 square metres of employment land (including 40,000 square metres at Fawley Waterside).

This includes a major development site at the former Fawley Power Station site that would potentially see the construction of up to 1,500 new homes and 102,600 square metres of new commercial, civic and employment space. Land south of Bury Road, at Marchwood, is allocated for residential development for up to 700 new homes and public open space, and Land to the north of Totton is allocated for residential-led mixed use development and open space, comprising of up to 1,000 new homes, business and employment use, a primary school and public open space.

The local plan seeks to encourage and enable more sustainable means of travel including walking and cycling, to reduce reliance on private vehicles. Walking and cycling will be promoted by ensuring all development has safe and convenient links to existing and proposed pedestrian and cycle routes including those on adjacent developments.

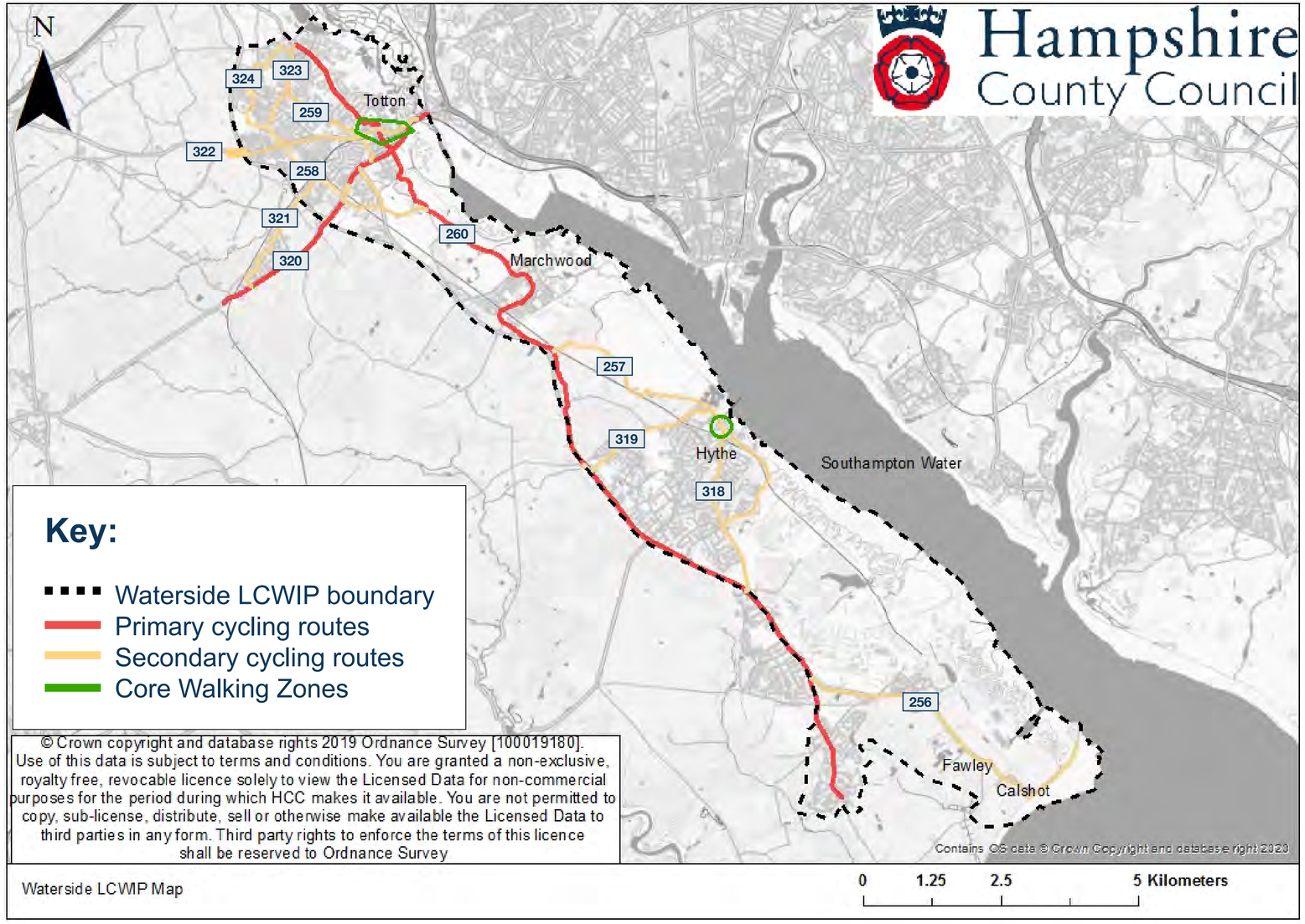
New Forest Waterside LCWIP boundary



Waterside LCWIP network overview

This map represents an overview of the Waterside area, and the proposed cycle network.

Each route has been assigned a three-digit reference number and dived 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.



Methodology

Sustrans was commissioned by Hampshire County Council (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. 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).

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. 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 that also lead on Stages 5 and 6 together with New Forest District Council (NFDC). Sustrans and Hampshire County Council have jointly developed Stages 2, 3 & 4.

Existing walking and cycling network

The main existing National Cycle Network routes in the area include NCN2 which runs along the coast between Brockenhurst and Southampton and NCN236 between Lyndhurst and Redbridge. There are a number of existing cycle routes of variable quality.

There is an extensive Rights of Way network, across the district. The urban public footpaths are fragmented and do not comprise a comprehensive joined-up walking network, although they will be locally useful for trips on foot. With the exception of the Veal's Lane footpath, the Rights of Way have limited potential for cycling, as they do not serve everyday journeys.

Door to door journeys

In addition to planning for local trips on foot and by bike, it is important to ensure that longer distance journeys are made as easy as possible by integrating walking and cycling networks with public transport interchanges.

The concept of the “door-to-door” journey was introduced by the Campaign for Better Transport in 2011, leading to the publication of a Government door to door strategy in 2013. The emphasis is on access to public transport interchanges at both ends of the journey – perhaps walking or cycling from home to the train station, then picking up a hire bike to the final destination.

The government strategy focuses on four areas:

- accurate, accessible and reliable information about the different transport options for their journeys;
- convenient and affordable tickets, for an entire journey;
- regular and straightforward connections at all stages of the journey and between different modes of transport;
- safe, comfortable transport facilities.

As most public transport journeys involve a mode change, interchange between these is very important. Users do not want to have to go out of their way to access the next mode. Signing also needs to be clear, passengers often have short connection times so need reassurance they will be able to locate their next connection within their time frame.

Larger interchanges, such as train station to bus station, should also have facilities appropriate to usage. If there is shelter from the elements, a safe place to wait and possibly additional facilities such as a coffee shop then wait times can seem shorter than they actually are. It is also very useful to provide real-time information at interchanges.

Where users are not taking a motorised form of transport to access or exit their next mode of transport then interchange is still as important. Cycling facilities needs to be safe and secure and in an accessible place for changing modes quickly. This is the same for bike hire facilities. Walking and cycling routes need to be well signed giving distances and potentially times to key destinations. Provision for taxis, good pedestrian access and, where appropriate car parking, also need to be made.

Increasing cycling capacity in London

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

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

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

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

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

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

Margery Street, London WC1X

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 will 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.

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.

Consultation

Hampshire County Council is developing a transport strategy that covers all the main modes of transport in the Waterside area of the New Forest. This aims to build on the adopted Waterside Interim Transport Policy of November 2017.

This LCWIP was subject to public consultation in draft form, from 28 June 2021 to 29 August 2021. In support of the emerging Waterside Transport Strategy consultation which took place at the same time.

Hampshire County Council carried out an open feedback exercise to gather residents' and stakeholders' views through:

- five online events for stakeholders and members of the public;
- a Response Form (available online and in alternative formats) with accompanying Information Packs.

The consultation was promoted through a communications strategy, including social media advertising, press releases and posters in the local area.

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

The consultation was hosted via the Hampshire County Council website. In total, 941 responses were submitted via the consultation Response Form, either online or on paper.

In addition written submissions were made by 13 groups or organisations and eight members of the public; three Councillors made written comments by email; 191 social media comments were received on Facebook from 118 individuals.

All respondents were shown questions relating to the overall Waterside strategy, and were invited to choose which other sections of the survey to answer. From this 53% chose the section on the Waterside LCWIP.

Completed Online Survey Results (LCWIP section only)

As part of the Waterside LCWIP an online survey was available which was open to individuals as well as groups and organisations. 53% of respondents (498 people) chose to answer the questions related specially to the Waterside LCWIP.

Respondents were shown a suggested network of primary and secondary cycle routes as part of the LCWIP. Three quarters of respondents (72%) agreed with the network.

Most respondents (71%) said that they would cycle more often in the Waterside area if the cycle routes were implemented as set out in the plans.

The largest increases were seen among current regular cyclists (91% would cycle more often), occasional cyclists and current non-cyclists also said the cycle routes would encourage them to cycle more (81% and 30% respectively).

Among those who said that the routes would not encourage them to cycle more, few could be convinced to increase their cycling (just 13%). Among these, there were calls for better segregation of cycle routes, safer cycle routes, and more links to the New Forest.

Among unstructured responses there was broad support for investment in active travel, calls for walking and cycling routes to be of good quality, interlinked with other transport modes, and with the New Forest LCWIP.

Respondents were shown maps of two proposed walking zones, in Hythe and Totton. More than half of respondents (58%) agreed that the Hythe walking zone covered the right areas, with half (47%) agreeing in relation to the Totton walking zone. Very few disagreed with the locations of the walking zones.

Over half of respondents (55%) said that the walking zones would increase their level of walking, including 30% of those who do not currently walk in the Waterside area.

Of those who said that the changes would not encourage them to walk more in the area, 17% (30 respondents) said that there was something else that would increase their level of walking. Common suggestions included safer crossings over the A326, and better maintained footpaths.

Demographics

Demographic data refers to the voluntary information collected about the characteristics of the population that responded to the online survey (completed by the 85 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.

Most respondents (82%) were Waterside residents, although 15% were non-residents.

There were slightly more male respondents than female, with 56% male and 41% female (3% were ‘prefer not to say’). Within the Waterside New Forest District 51.8% are male and 48.2% are female (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.

Of the respondents 92% identified as ‘White British’ with 1% ‘mixed/multiple ethnic groups’ 7% declined to say. These figures are not unlike the population profile for the Waterside area where 97.6% of the Waterside population identified themselves as ‘White British’ (Census 2011 data).

In terms of age, the highest level of respondents came from the 55-64 (25%) and 45-54 (23%) age brackets. The lowest age group brackets to respond were under 24 at just 2% and 75+ at 5%. In the middle was the 65-74 age bracket (18%) and 35-44 (16%) to the survey response.

From the latest census data, the largest age group bracket within Waterside is 65+ making up 29.6% of the age profile for the area. The age profile of 16-64 makes up the largest total of 52.8%. Therefore a majority response from with the 45-65 age bracket was expected.

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 (16-34 age bracket).

Waterside Walking Profile

More than half of respondents (58%) agreed that the Hythe walking zone covered the right areas, with half (47%) agreeing in relation to the Totton walking zone. Very few disagreed with the locations of the two walking zones (16%).

Over half of respondents (55%) said that the walking zones would increase their level of walking.

Within the survey certain respondents were asked what improvements they’d like to see that would encourage them to walk more locally.

Responses included:

- Safer crossings over the A326
- Better maintained footpaths
- Footpaths that were not overgrown
- The provision of footpaths
- Weather-proof footpaths, that don’t get bogged down in wet weather for example
- Routes not along high traffic roads
- Wider footpaths
- Accessible footpaths (e.g. suitable for wheelchairs/buggies)

As this Waterside LCWIP included two core walking zones (taken from initial stakeholder engagement), input from the public consultation local stakeholders, and New Forest District Council, future walking zones/ areas will be considered for investigation.

Some suggestions for future walking zones included:

- Routes in the Hythe Marina / waterfront area
- Hythe to Dibden Purlieu
- Routes into Hythe generally (increase current zone)
- Rumbridge Street to cover links into the Rushington and Hounsdown areas of Totton.

It was also recognised that there are a number of key walking routes within the area that offer quiet streets and walks with access to local attractions and facilities, such as Calshot Beach and Activities Centre, Ashlett Creek (Fawley) and Eling Tide Mill.

Brighton 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

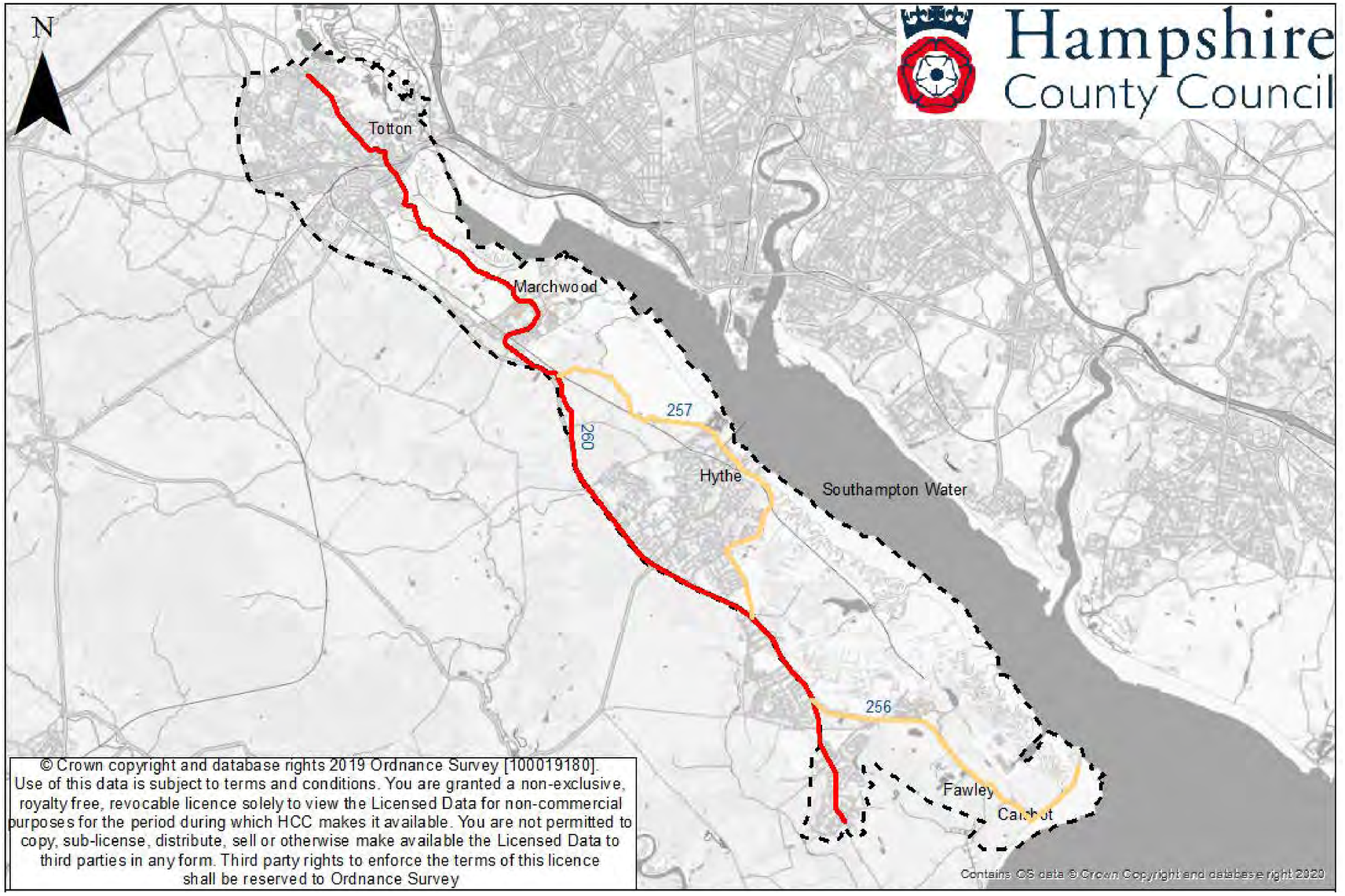
Waterside Cycling Profile

Almost three quarters of respondents (72%) agreed with the proposed cycle routes. Regular cyclists (at least once a month) were most likely to agree with the proposed routes, but there was also consistent support from car and bus users as well as regular walkers.

The survey asked respondents to prioritise their top three cycle routes within the Waterside area. From this the following routes were seen as priority:

- Route 260 – Calmore to Langley (by 54%)
- Route 256 – Long Lane, Holbury to Calshot (by 46%)
- Route 257 – Veals Lane to Fawley (44%)

The map illustrates these routes within the borough:



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

Almost three quarters of respondents (71%) said they would cycle more if the plans were implemented. The largest increases were seen among current regular cyclists, but even occasional and non-cyclists said the plans could increase their cycling levels.

The demographic groups most likely to cycle more were:

- men (75%)
- 16-34 year olds (82%)
- 35-54 year olds (80%)
- households with children (83%).

Among those who would not cycle more, only 13% said that there was something that could encourage them to cycle more, with the top comments being:

- Segregated/better protected cycle lanes
- More links into the New Forest
- Safer cycle routes

As part of the consultation further comments were invited via email and Facebook. Among those who commented via these means, there were calls for better (safer) facilities for cyclists, and some suggestions for alternative cycle routes (including a footpath that runs from Hythe Marina to Marchwood; one which runs from Hythe to Holbury, and a route from Langley to Lepe).

New Forest District Council Feedback

New Forest District Council provided comment to Hampshire on the draft LCWIP via the consultation process. Where they supported and welcomed the LCWIP as a means to improve walking and cycling infrastructure within the area.

The Waterside LCWIP is supported by the New Forest District Council as a means of focusing ideas and investment on walking and cycling at a strategic level, and also feeding into the Council's own Local Plan and other documents and to be used to inform funding decisions.

Having this strategic approach to walking and cycling will provide the opportunity to deliver schemes that better function across wide areas.

It is anticipated that the emerging New Forest LCWIP will link up with this Waterside LCWIP, to cover the full New Forest District Council and National Park Authority areas.

Cycling and walking are important elements in supporting New Forest District Council's new development sites and consequently this makes it even more useful to make stronger links between the LCWIP and the New Forest District adopted Local Plan Part 1 (2036) and supporting evidence studies.

It was also outlined within their comments that New Forest District Council supports the work being done to identify improvements in the transport network in Totton and the Waterside, and will continue to work with Hampshire County Council to deliver a Waterside Strategy that supports the Council in delivering sustainable development and economic growth in the area.

New Forest National Park Authority

The New Forest National Park Authority supports the principle of encouraging walking and cycling on the Waterside and improving infrastructure to facilitate this. The publication of the Waterside LCWIP as part of the wider consultation was therefore welcomed by them. However, they stressed that it was important that this LCWIP coordinates with the emerging wider New Forest LCWIP, especially in terms of connected walking and cycling routes.

Furthermore, permeability across the A326 is fundamental to the efficacy of consistency between the two LCWIPs. The National Park Authority noted that the Waterside LCWIP recognises that challenges caused by the A326, acting as a barrier to Waterside communities accessing the National Park.

Local Walking and Cycling Access Groups and Other Feedback

A number of comments were received from local walking and cycling access groups for the Waterside area, as well as some Parish Councils, local transport operators and associations. These included:

- Waterside Cycling Action Group (WCAG)
- New Forest Cycling and Walking Group (NFCWG)
- New Forest Association
- Go South Coast
- Three Rivers Community Rail Partnership
- Minstead Parish Council

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 of this LCWIP.
- Demonstrate public support for funding opportunities, via consultation results and feedback.
- Inform designers about local views and experiences before they design any future improvements.

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 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);
- 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 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 (320.1, 320.2, Z1.1.1, Z1.1.2 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.

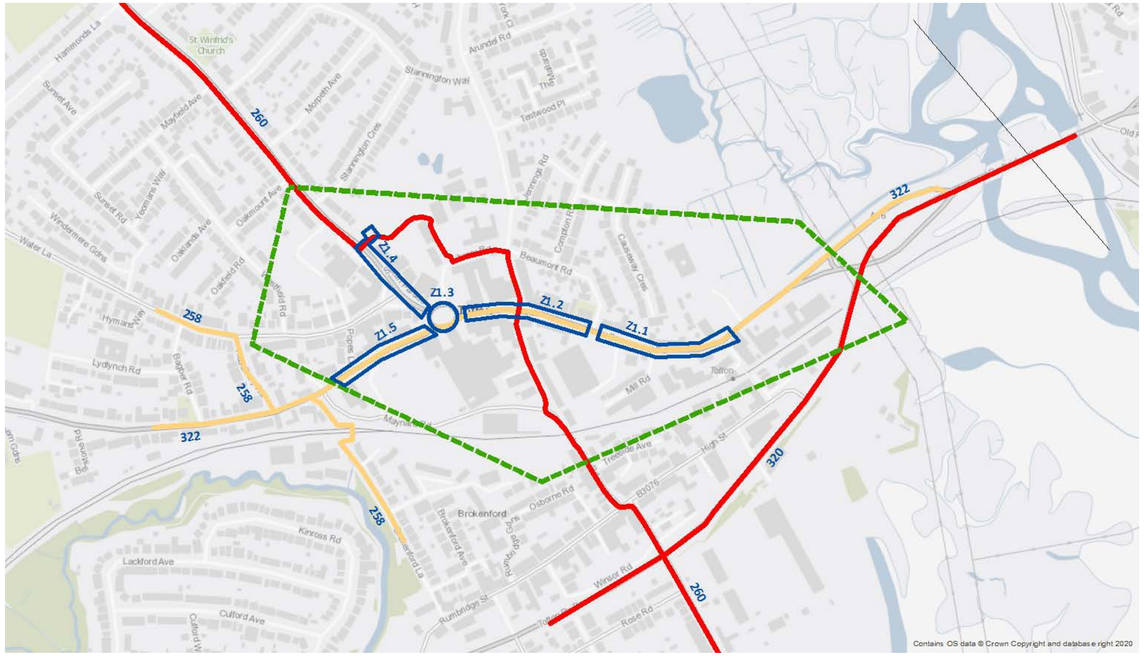
Hythe Walking Zone

The Hythe walking zone only has one subsection and therefore it has not been prioritised separately from the Totton walking zone.

The top five ranked areas within the Waterside walking zones are contained in the following tables and maps:

Totton Walking Zone

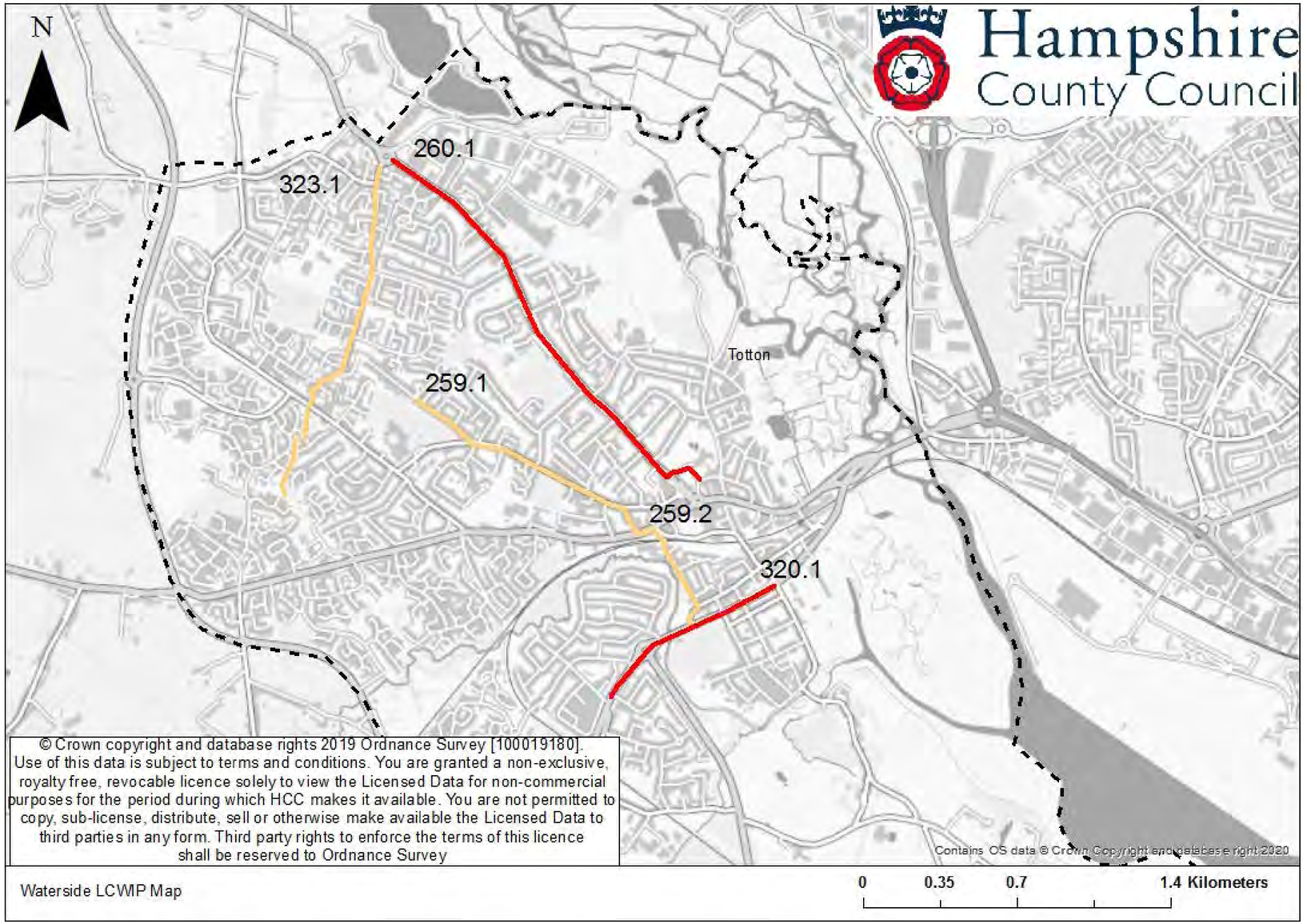
Priority ranking	Route section	Location
1	Z1.3	A36/A335 roundabout at South Parade
2	Z1.1	Commercial Road from Totton Station to Totton Retail Park
3	Z1.2	Commercial Road from Retail Park to A36/A336 roundabout at South Parade
4	Z1.5	A336 Ringwood Road from roundabout to Maynard Road
5	Z1.4	South Parade/Salisbury Road to War Memorial car park access



Waterside Cycle Route Sections

The top five ranked cycle routes for the Waterside are shown in the following table and map. The top five cycle route sections that have been identified on this map are different from the ones that were identified as part of the consultation. All factors will be taken into account when the routes are considered.

Priority ranking	Route section	Location
1	259.2	Ringwood Road – Totton Bypass
2	320.1	Redbridge Flyover to Spicers Hill
3	259.1	Calmore Drive – Ringwood Road
4	260.1	Calmore to Totton Library
5	323.1	A36 – Flowerdown Close



Key:

- Waterside LCWIP Boundary
- Primary route
- Secondary route

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 New Forest District Council 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 New Forest District Council 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 that 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. 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 assessment only and not feasibility design.

What's happened since the LCWIP public consultation?

- Transforming Cities Fund (TCF) money has already been used to Increase the height of the bridge parapets to the desired height across Redbridge Causeway to provide added protection for cyclists. Further funding has now been allocated from TCF to:
    - Extend the scheme by widening the existing shared use path to LTN 1/20 standard to connect with the Causeway.
    - Revise the High Street bridge parapet to remove the pinch point on the A35 shared use path
    - Revise the structure of the footbridge near Bartram Road to remove the pinch point on the A35 shared use path
    - Provide a shared use path to LTN 1/20 standards on the northern side of the A35 between Rushington Roundabout and Winsor Road (including consideration of closing Bartram Road junction with A35).
- TCF is also enabling the delivery of a continuous cycle route from Eling to Holbury. The route provides a mix of on and off road, segregated and shared use path, maximising the the opportunities and the funding available. The route aims to link together the existing communities along the Waterside, creating a legible and coherent network of routes.
- Work has started on the development of a LCWIP for the remaining area of New Forest District, including the whole of the national park and importantly deals with access between the Waterside and the National Park.
- The County Council has prepared a multi-modal Transport Strategy for the Waterside area which places walking and cycling very much at the heart of improving access and connectivity between the communities on the Waterside and also from the Waterside to the city of Southampton. The TCF money has therefore enabled an early start towards the realisation of the strategy.
- The County Council is also implementing the East to West connectivity scheme at Applemore Roundabout on the A326. The cycle route at this location forms part of National Cycle Network NCN2 and is a key leisure route into the New Forest. The scheme will change the alignment of the route, provide a new signalised crossing to the south of the roundabout across the A326 and extend the route into the National Park. It will be funded by developer contributions.

The County Council is currently developing plans to improve the northern section of the A326 from Totton down to Dibden. This is likely to include new controlled crossings over the A326 for peds and cyclists, one at Netley Marsh rbt, one at Fletchwood Lane rbt, and possibly one at Staplewood Lane junction. There is also proposed to be a new section of cycleway alongside the A326, between the Main Road roundabout and the southern edge of Marchwood (just south of the Pilgrim Inn).

Next Steps

HCC plans to work closely with New Forest District Council 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.

Eling to Holbury Cycle Route Improvements – Transforming Cities Fund

Scheme overview & Aims

This scheme proposes to enhance cycle connectivity between Southampton, Totton, Marchwood, Hythe and Holbury as well as connecting to the existing Southampton City Council's Cycle Network SCN Route 1 and the National Cycling Network. This scheme will utilise and join up existing cycle routes together with providing new routes by improving crossing facilities and providing signage.

The key aims of the scheme are:

- To encourage people to cycle locally to access facilities and services in the Waterside area.
- Better connectivity between the settlements by ensuring that existing cycling provisions are enhanced and connected.
- To improve footways, footpaths, and existing cycle routes to ensure they are clearly signed and marked.
- To improve cycle connectivity in the area and encouraging people to either or walk or cycle as their first choice of local travel by providing a better connected, safe, and serviceable network for the people in the area, supporting economic growth and helping to improve the local and regional economy.

Funding

In March 2020, Hampshire County Council welcomed news of the successful outcome of funding bids to the Department for Transport (DfT). Made jointly with Southampton City Council, Hampshire County Council made a bid for investment designed to improve walking, cycling and public transport within the Southampton City Region. The Department for Transport awarded £57 million to the Southampton City Region from the Transforming Cities Fund (TCF). The funding will be used to better connect Eastleigh, Bursledon and The Waterside/Totton to Southampton City Centre.

The Waterside	
1	**Redbridge Viaduct** - increasing the height of the bridge parapets to the desired height, offering increased protection for cyclists.
2	**Eling to Holbury cycle route** - the development of a continuous cycle route from Eling to Holbury. The route is a mix of on and off road, segregated and shared, maximising the opportunities and funding available. The route aims to link to the existing settlements along the Waterside together, creating a legible and cohesive network of routes.
3	**Rushington Rbt** - bus priority. Adding traffic signals and additional capacity to the roundabout to speed up the bus at this congested location.
4	**Marchwood bypass** - bus priority. A bus only right turn from the A326 onto Marchwood bypass, joining with Rushington roundabout to reduce journey length and therefore speed up journey times.
5	**Junction Rd, Totton** - bus only link in both directions to reduce journey length and speed up journey times. Location of a 'super' stop for bus passengers on Commercial Road.
6	**Improved bus stops with real time information.** Super and enhanced stops are proposed along the corridors to improve passengers' experience, waiting facilities and information supplied. Potentially the opportunity for micro consolidation, e-bikes, retail lockers/offers.

For plans and more information about this project please visit **hants.gov.uk/transport/transportschemes/tcfelingtoholburyimprovements**

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:

- **Overarching principles;**
- **Planning;**
- **Design and implementation.**

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.

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.

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 –

www.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 more recently with the new Gear Change Policy and Local Transport Note 1/20.

Southampton Cycle Network

The Southampton Cycle Network (SCN) is Southampton City Council's statement for Southampton having a safe, integrated, and easy to use network of cycle facilities that is usable by everybody. Providing people with a choice of routes including a series of high quality safe routes that radiate out from the city centre and goes across the city, along with a network of quieter routes, open spaces, off-road paths and waterside routes.

The SCN hierarchy of strategic, local and leisure routes has been devised acknowledging that people will want to choose different routes for different purposes. The current network of cycle facilities in Southampton totals 41.3 miles (66.6km). This includes National Cycle Network (NCN) routes, commuter routes, leisure routes across Southampton Common, along the River Itchen and other open spaces, quieter routes along back streets, and local routes.

The network extends outside of Southampton connecting with the surrounding towns and villages of Totton, Romsey, Chandlers Ford, Hedge End and into the Hamble Peninsula.

The SCN3 Eastern Cycle Freeway is part of the SCN. It provides a new segregated, shared route to help more people in the east of the city and Hampshire cycle safely and with confidence. The route includes a new 2.6km segregated cycle freeway along Bursledon Road from Windhover Roundabout as well as priority for people cycling over side crossings and improved crossing points. At Bitterne village, the route connects to the SCN4 which provides a network of 'quiet ways' through Bitterne to Northam Road.

Southampton City Council completed work on Bevois Valley, in October 2020, creating the first stages of the SCN6 cycle route from the city centre to Portswood and Eastleigh.

Improvements along Onslow Road and Bevois Valley Road include:

- widened shared use footways and new crossing facilities to enhance access for people walking and cycling;
- continuous crossings to prioritise people walking and cycling across junctions;
- upgraded signage;
- resurfacing;
- new toucan crossings at the junction with Mount Pleasant Road, creating new convenient crossing points for people walking and cycling;
- changes to the bus stop between Bevois Valley Road Car Park and Ancasta Road, enabling two buses to pull up at raised kerbs and allowing buses to pull out with greater ease.

SCN6 – Bevois Valley Road, Southampton

More information about the SCN can be found within Southampton City Council's *Cycle Southampton: A Strategy for our City 2017-2027* **cycling-southampton-2017-2027-final.pdf** and on the My Journey website – **https://myjourneysouthampton.com/cycle/get-cycling/southampton-cycle-network**

Government vision for cycling and walking

In 2020, the government published “Gear Change: A bold vision for cycling and walking.” It states that:

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

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

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

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, 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 inan 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. The following photos show what was achieved there:

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”.

The Waltham Forest scheme cost £27m and was funded in 2013 by the Mayor of London’s Mini-Hollands fund.

Hampshire’s approach to Low traffic neighbourhoods

Low Traffic Neighbourhoods are included in 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: **https://www.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 New Forest District 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. The 2011 Census was the best dataset available at this time. 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 workshop was held with Councillors on 27th September 2019 to gather useful information. The attendees 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.

The information gathered from the workshop was used to inform the cycle network and walking zone; highlighting the need for improvement in areas that were not necessarily evident when analysing PCT data alone. 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 looks at where cycling is currently common and where it has the greatest potential to grow.

Major traffic routes

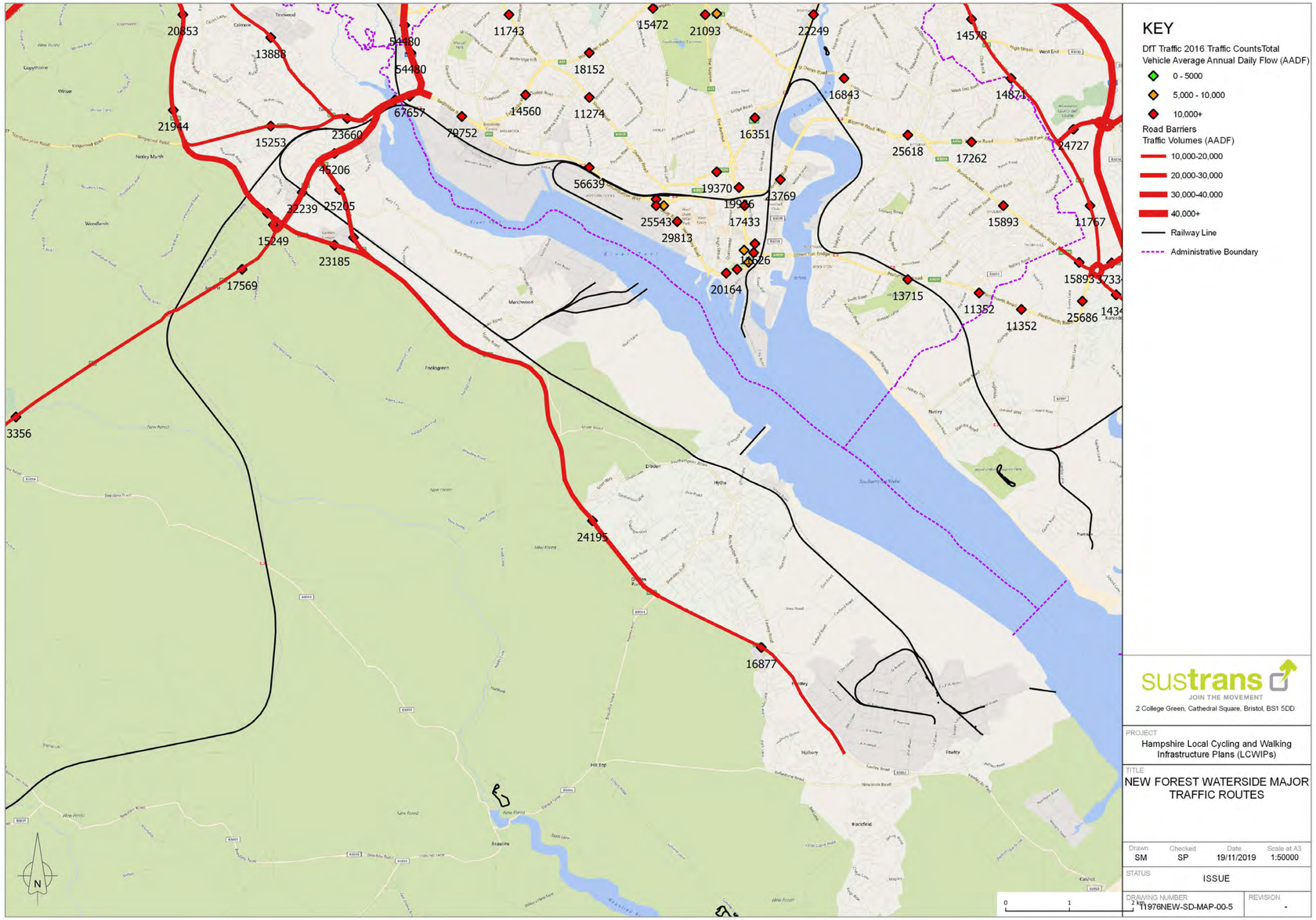
As part of the LCWIP process, it is important to identify where the main barriers to movement by walking and cycling are located, and how they may be overcome or negotiated. This plan illustrates the location of some of the roads in the New Forest Waterside area which carry the highest volumes of traffic 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 data illustrates the impact these roads have in dividing the Waterside Area. Indeed, the A326 appears to form the boundary of the New Forest Waterside Area that separates it from the rest of the district.

Within the Waterside area, the main barriers in terms of busy roads, are located within Totton in the north. This includes the A35 which bisects the town and represents a major barrier to pedestrians and cyclists wanting to cross the town from north to south or vice versa.

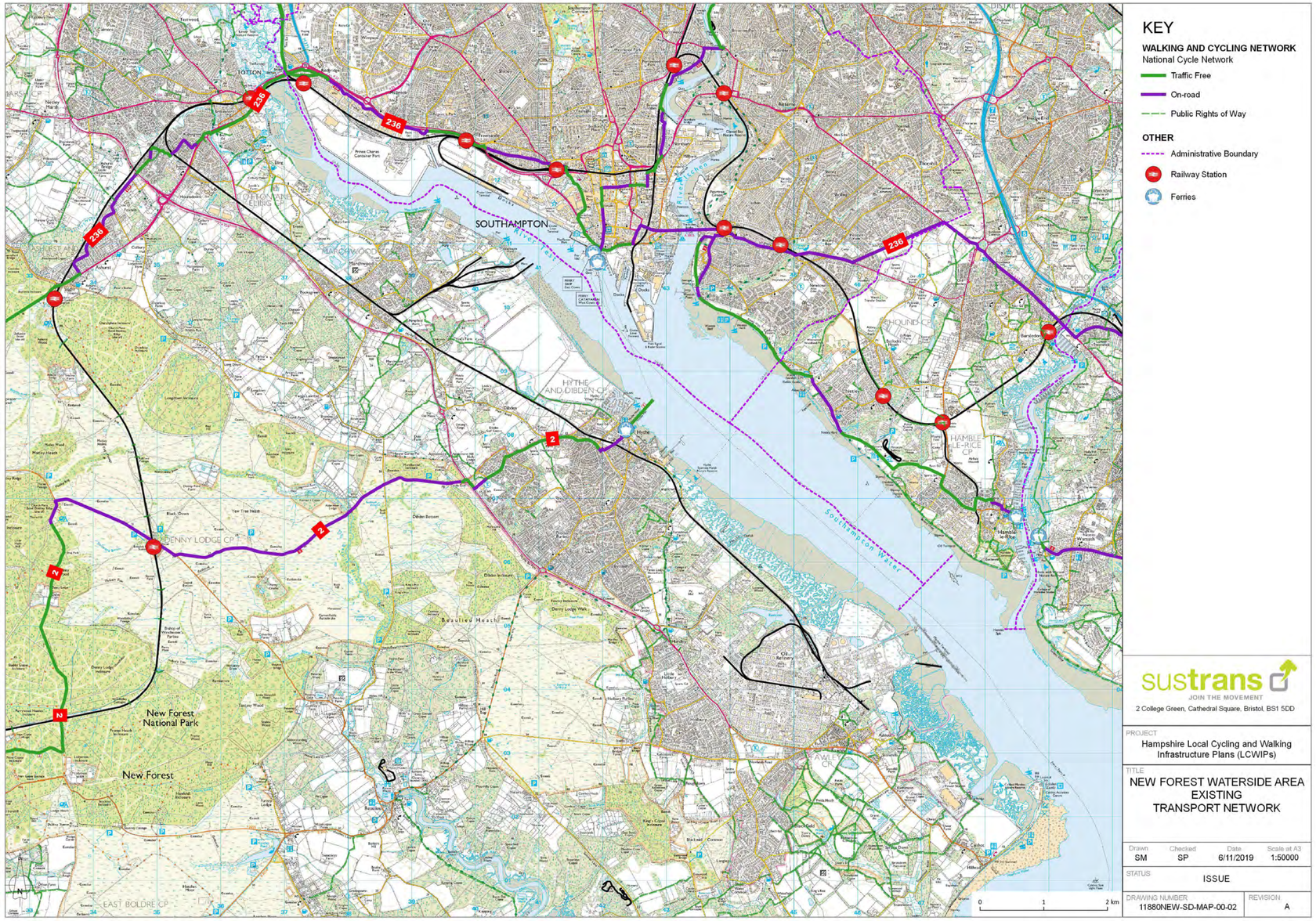
The railway and the level crossings can also be considered barriers to access, connectivity and movement in Totton and the length of the Waterside.

The peninsula itself (i.e Southampton Water) has very limited crossing opportunities, with the Redbridge Causeway being the only link from the area into Southampton City due to the Hythe Ferry not currently in operation.



Existing transport network

This map shows the existing key strategic routes (National Cycle Network) for walking and cycling, within the Waterside area, detailing traffic free and on-road routes.



Trip generators

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

Totton is the largest town in the Waterside area offering some employment and local shops and facilities (library, health care centre and community centre) as well at the nearest railway station and changes for bus services. The second largest settlement is Hythe, where the Hythe ferry can be accessed.

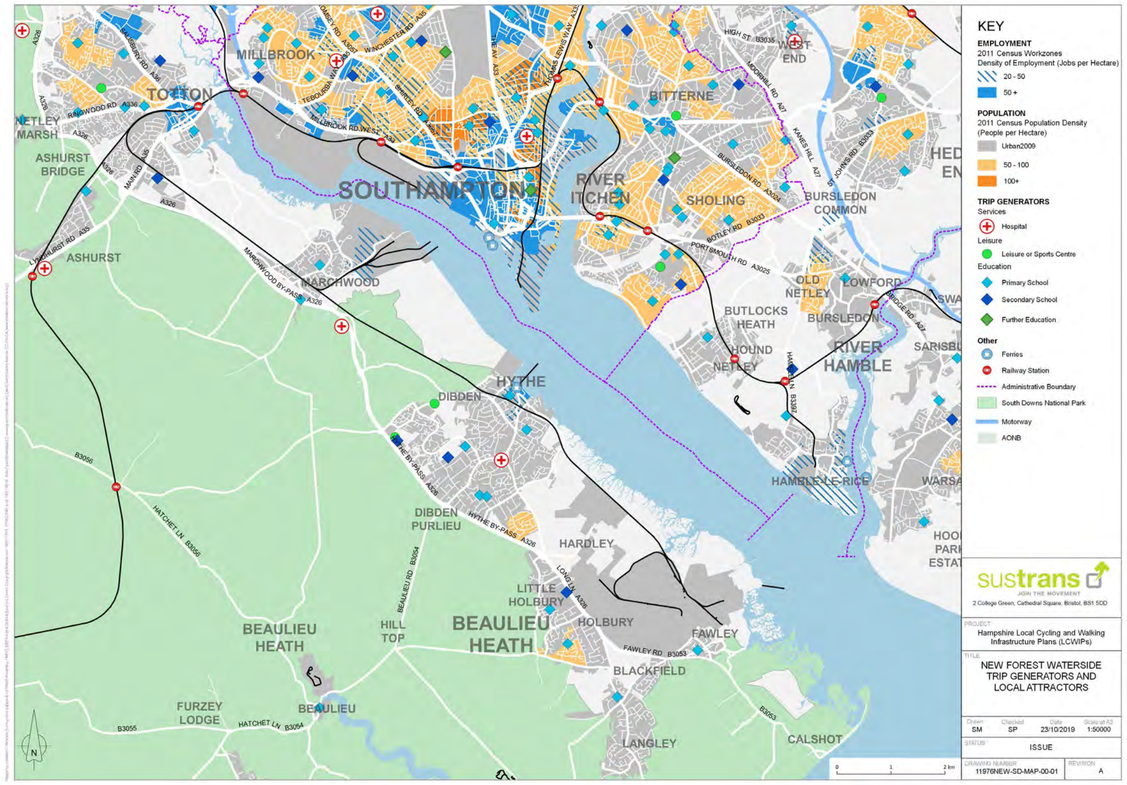
The Fawley Oil Refinery is a major employer in the Waterside area, with an estimated 2,300 people employed at the site. Other key trip generators include the Marchwood Military Port and Marchwood Industrial Park, the New Forest National Park and coastal areas, (including Calshot Beach and Lepe Country Park) local educational and healthcare facilities.

New residential development at Marchwood and the former power station development will become a future trip generator for housing and employment together with the proposed Marchwood Port expansion.

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. The trip generators map gives a visual indication of the destinations, including: employment areas, secondary schools, shopping areas, hospitals, leisure and sports centres. Future development sites such as draft local plan allocations give an indication of where potential future transport demand may be.

There is a significant concentration of trip generators in the larger town centre areas, especially retail and employment, but there are also large employment sites contained within the Waterside peninsula. Secondary schools are dispersed across the whole area. Secondary schools, leisure and sports centres are dispersed geographically across the whole Waterside area.

Population densities are generally higher in central areas and lower 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.



Propensity to cycle tool data

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: **https://www.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 (**https://www.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 target for current 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 above the UK average in Waterside, 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 and Wales 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 on the following pages:

- commuter and school travel area data for Waterside;
- based on the 2011 Census, Government target and Go Dutch scenarios;
- commuter route data for Waterside, based on the three scenarios;
- school route data for Waterside, based on the three scenarios;
- commuter short car trips based on 2011 Census 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 maps on the following pages outline the different scenarios from the PCT outputs, for the Waterside area.

Propensity to cycle data

The cycle commute map for Waterside based on 2011 Census flow data indicates that Fawley, Hythe and Dibden are important destinations, with strong flows connecting the three settlements. There are also significant flows in Totton. It should be noted that commuting is only 14% of all trips nationally.

The school travel map below shows strong flows in Totton, with significant flows between Fawley and Dibden. It should be noted that education and escort to education is only 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 Totton town centre, Hythe, Dibden and Fawley, with weaker flows between the urban centres due to the distances involved. This map below suggests that there is good potential for modal shift across the 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 2011 Census. 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:

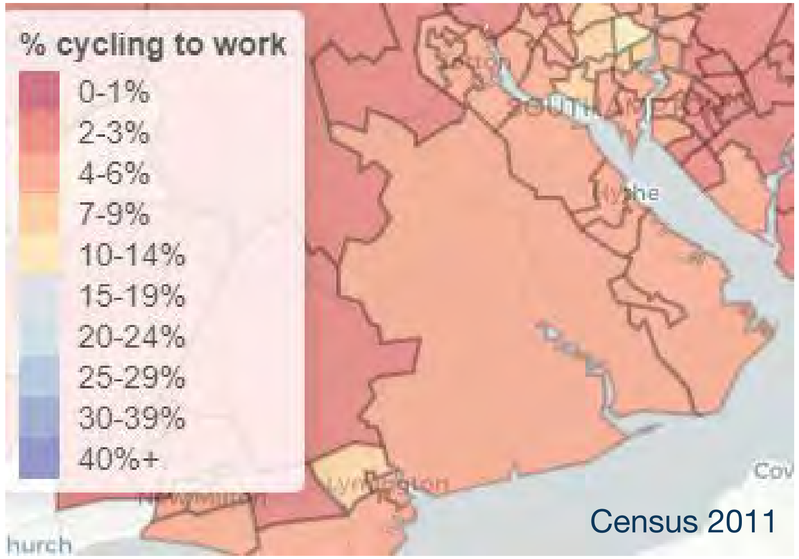
Journey purpose	Annual trips per person	Percent
Commuting	188	14.16%
Business	43	3.27%
Education	94	7.04%
Escort education	80	6.00%
Shopping	245	18.42%
Other escort	116	8.76%
Personal business	130	9.75%
Visit friends at private home	127	9.58%
Visit friends elsewhere	70	5.26%
Sport/entertainment	99	7.48%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

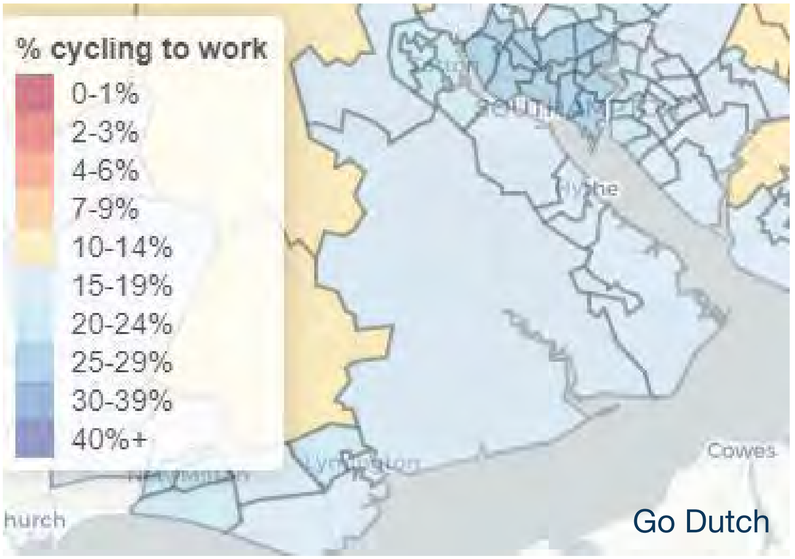
PCT commute data

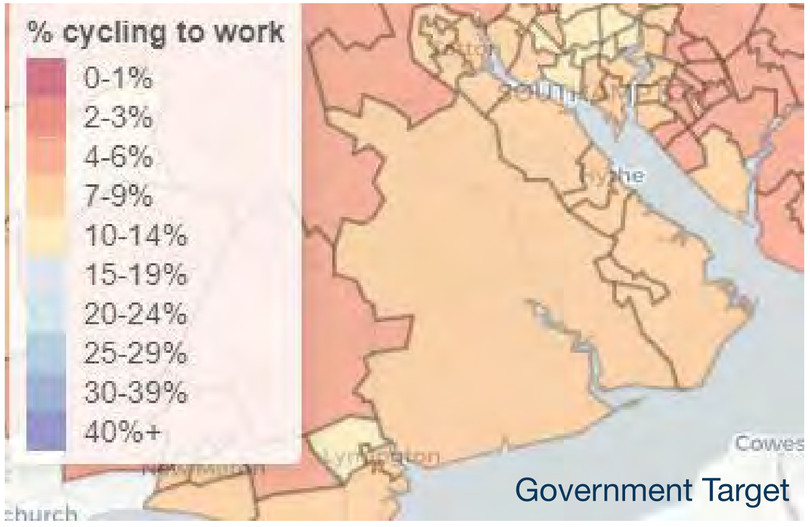
Census 2011: Baseline data

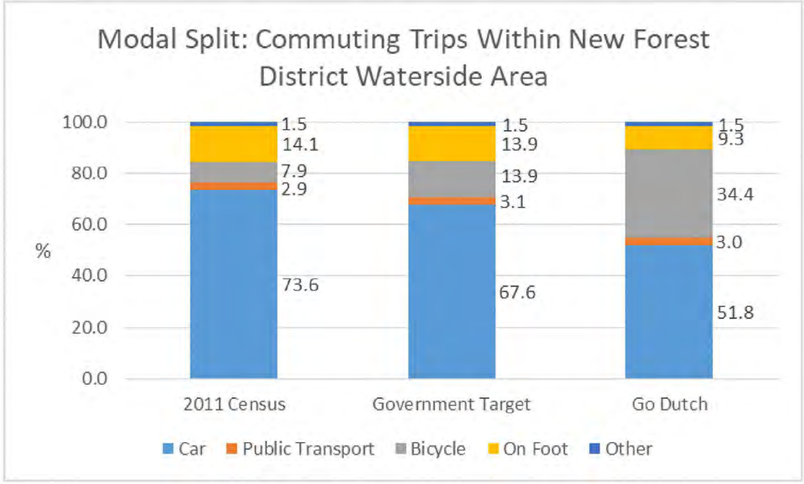
Government Target: Corresponding to the proposed target in the DfT's Walking and Cycling Investment Strategy, to double cycling in England between by 2025.

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



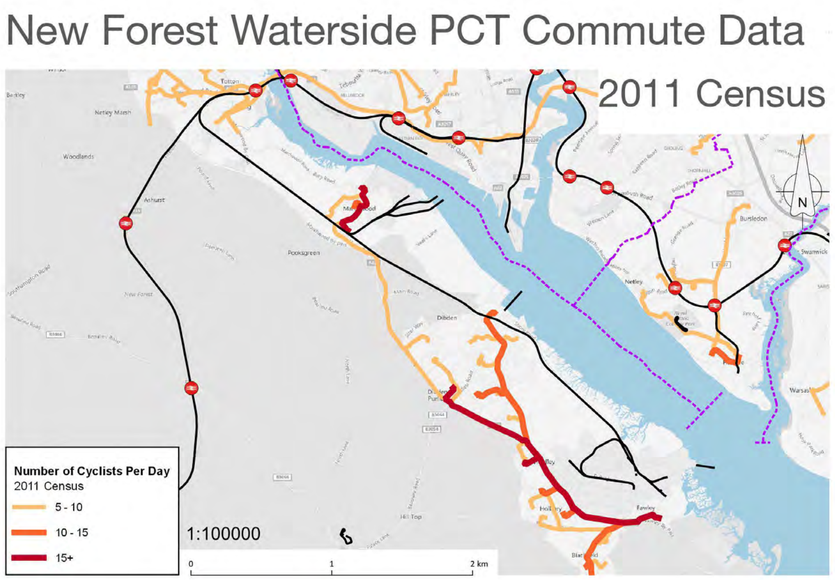


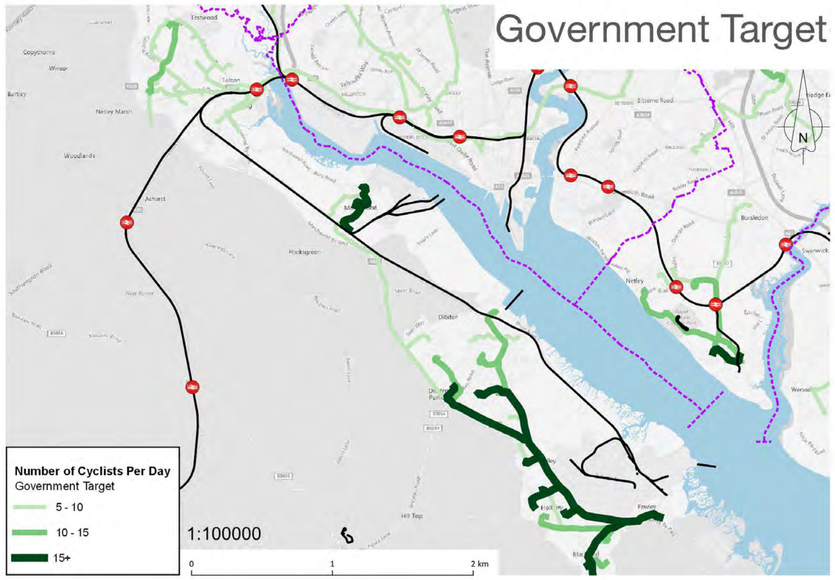


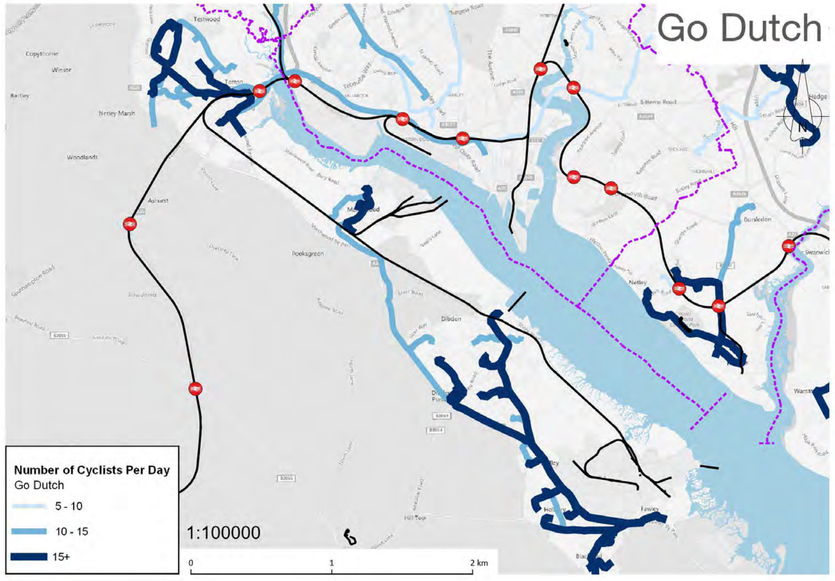


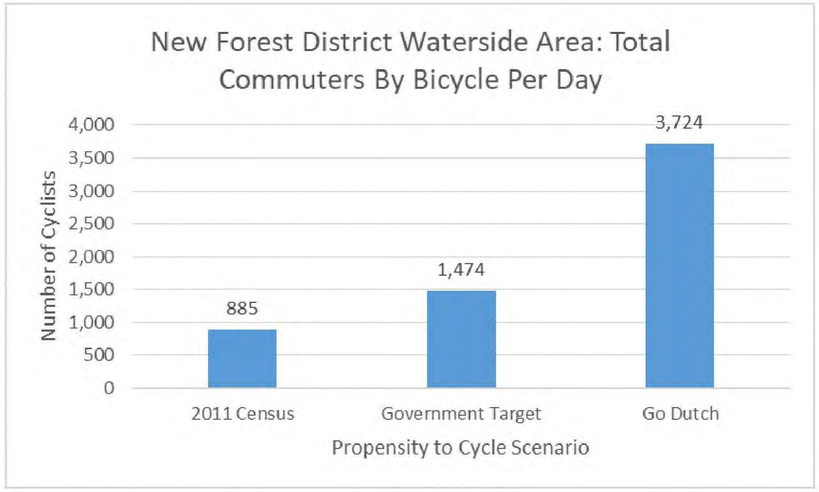
PCT commute data

These maps of cycling routes to work are derived from 2011 Census 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 Waterside, there is clearly huge potential for increasing cycle trips to work. The Government target would see a 67% increase in trips, while the Go Dutch scenario suggests that cycling could increase more than four-fold here.



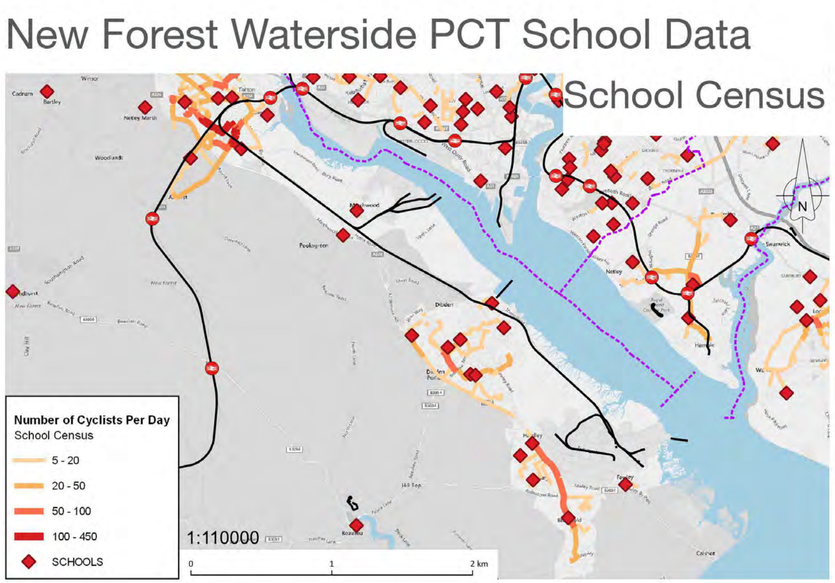


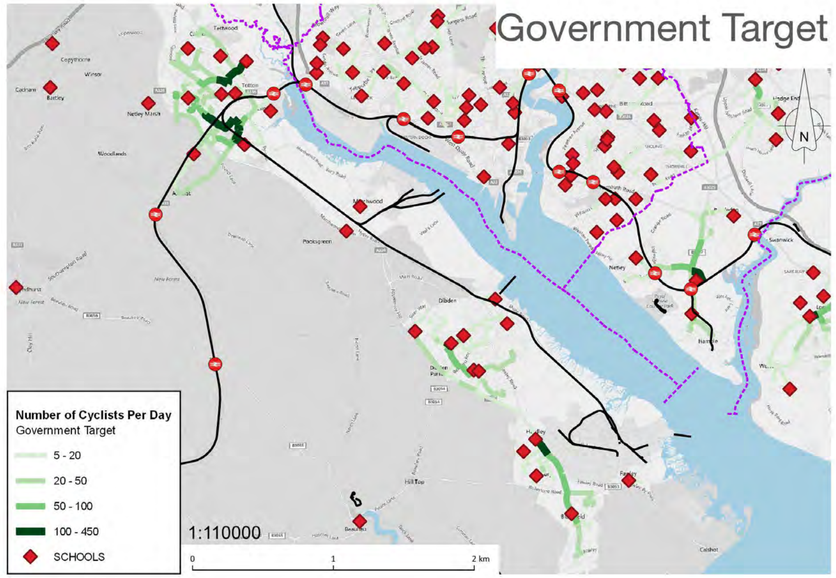


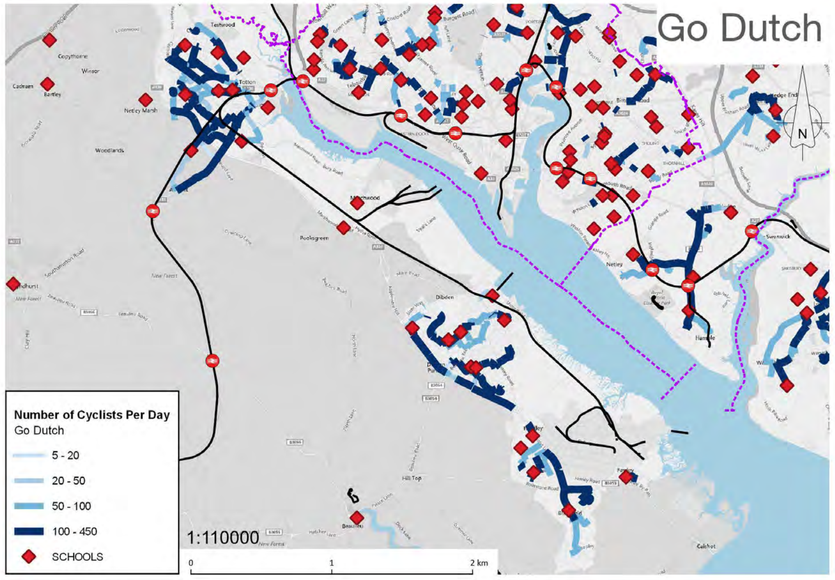


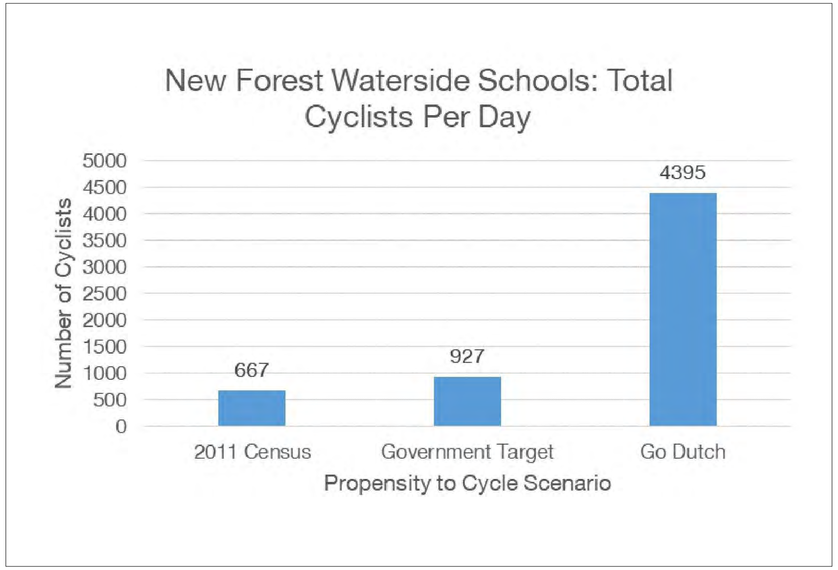
PCT School data

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 Waterside, the Government target would see a modest increase of 39% in cycling to school, while the Go Dutch scenario suggests that cycling could increase to 6.5 times 2010/11 levels.





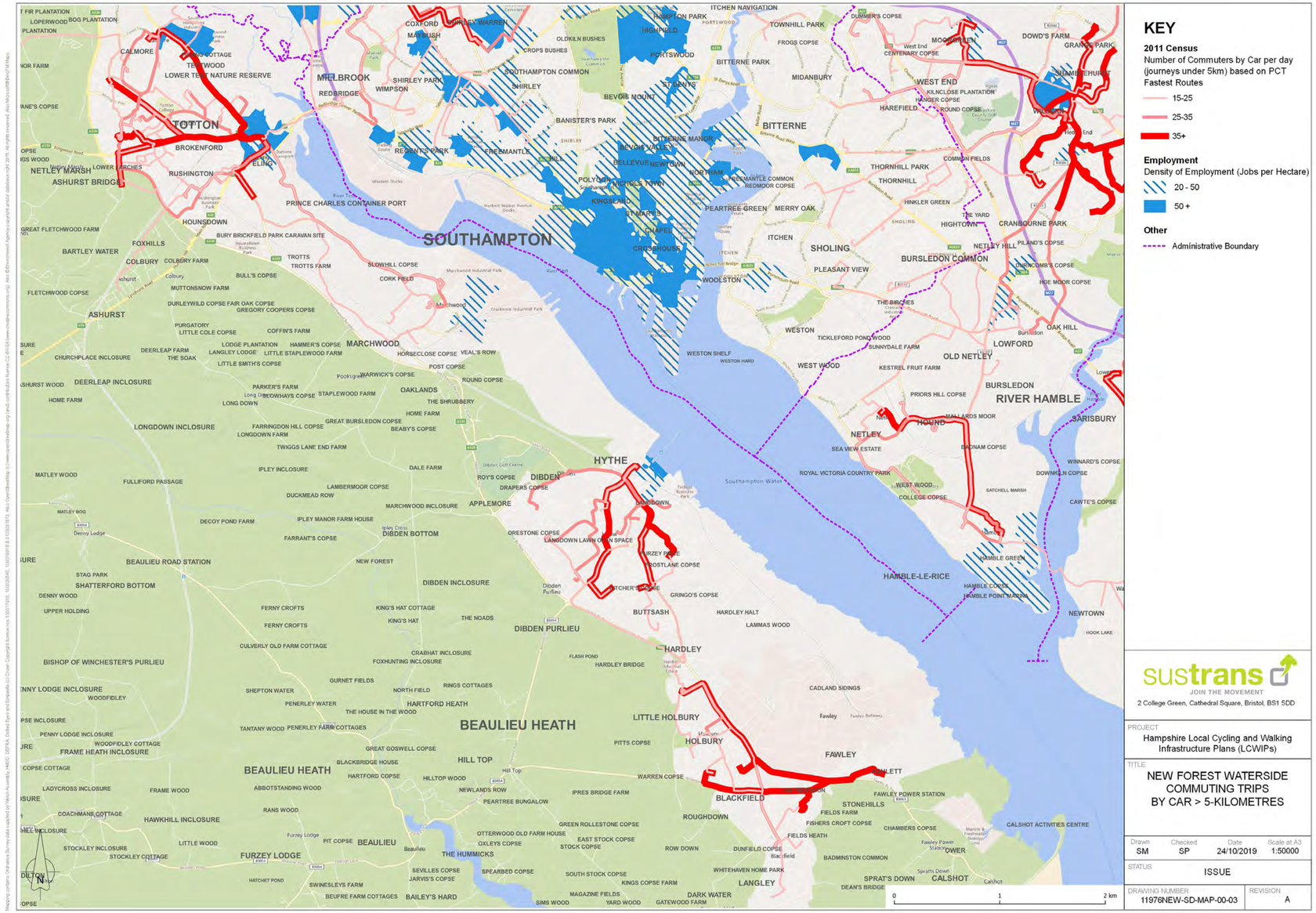




PCT short car trips

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 prevalent in Totton, while there are not many cycle journeys to work in this area.



Proposed cycling network and walking zone

From the available data and workshop sessions this network was produced, that targeted the best routes and walking zones (Totton and Hythe town centres) 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.

Network planning for cycling

There is a wealth of information to consider when planning a cycle network for Waterside, 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. The sequence below reflects the series of maps on the following pages:

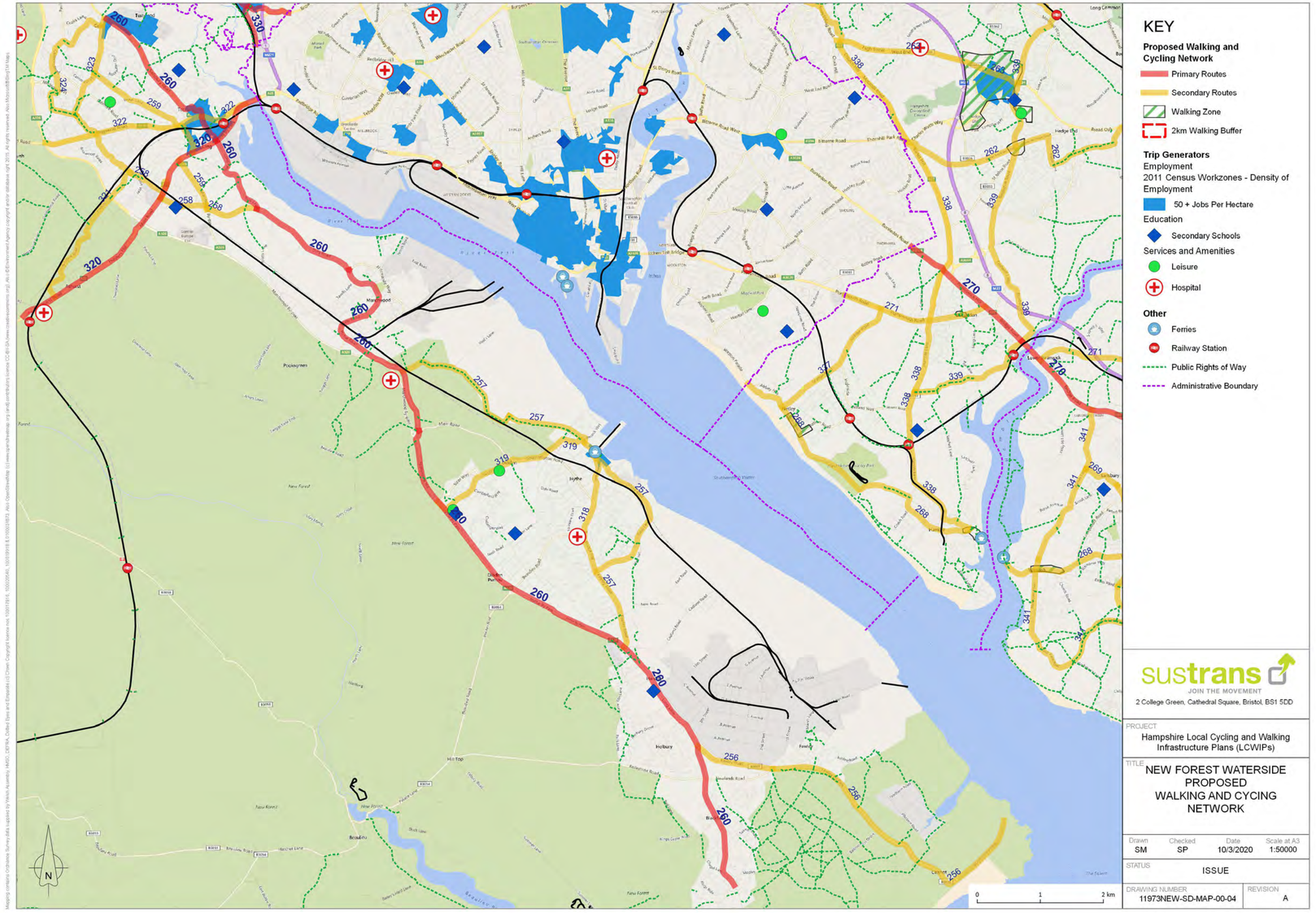
When considering the number of routes to include in this plan, we have taken the advice from para. 5.21 of the LCWIP Technical Guidance that “it will take time to develop a network with a tight density, and wider mesh widths (distance between routes) of up to 1000m would be expected within the initial 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 (PCT) 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, 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 walking and cycling.


KEY
Proposed Walking and Cycling Network
Primary Routes
Secondary Routes
Walking Zone
2km Walking Buffer
Trip Generators
Employment
2011 Census Workzones - Density of Employment
50 + Jobs Per Hectare
Education
Secondary Schools
Services and Amenities
Leisure
Hospital
Other
Ferries
Railway Station
Public Rights of Way
Administrative Boundary
sustrans
JOIN THE MOVEMENT
2 College Green, Cathedral Square, Bristol, BS1 5DD
PROJECT
Hampshire Local Cycling and Walking Infrastructure Plans (LCWIPs)
TITLE
NEW FOREST WATERSIDE PROPOSED WALKING AND CYCING NETWORK
Drawn SM
Checked SP
Date 10/3/2020
Scale at A3 1:50000
STATUS
ISSUE
DRAWING NUMBER
11973NEW-SD-MAP-00-04
REVISION
A
0
1
2 km
N

Walking audit (core walking zone)

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.

Totton town centre Core Walking Zone

Description

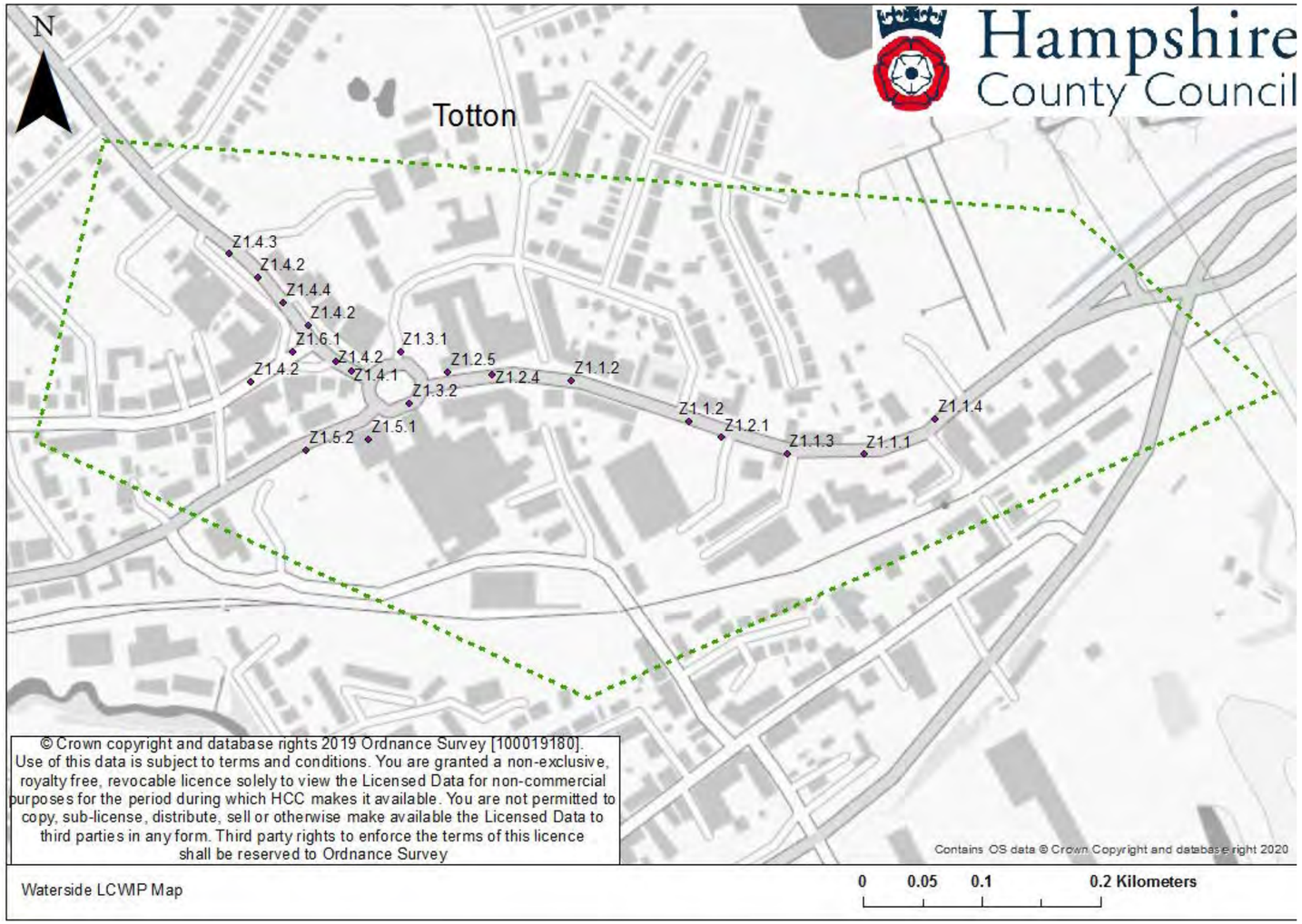
For the purposes of this report, Totton town centre Core Walking Zone (CWZ) has been defined as the built up core of the town centre, from the rail station access road (Station Road north) in the east along the A36 to the roundabout at South Parade, continuing for a short distance as the A336 Ringwood Road to the existing crossing near Maynard Road and north on the A36 Salisbury Road to the War Memorial car park access.

There is a pedestrian only route through the main Totton shopping centre, apart from this most shops have a frontage on relatively busy streets, particularly so in the case of Commercial Road. The town centre is dominated by heavy traffic on the A36/A336; major through routes that bisect the town and, with a few exceptions, do not offer an attractive retail or leisure environment.

The main exceptions are Water Lane and Salisbury Road, which comprise mainly independent shops, a post office and businesses such as estate agents. These roads have been improved with some recent investment in pedestrian/cyclist infrastructure and general environmental enhancements.

Key:

- Core Walking Zone boundary
- Core Walking Zone subsections



Methodology

The Core Walking zones have been assessed using the categories from the Walking Route Audit Tool (WRAT) and the Healthy Streets tool. The WRAT has not been used to calculate the existing condition of the Core Walking Zone as the calculations relate to auditing a route rather than a zone. As such, the categories from that and the Healthy Streets Check have been used instead, to provide an assessment. Locations identified for improvement are shown on the attached map and 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.

We also plan to undertake a Healthy Streets audit when doing any future design work for the cycling routes, to ensure that improvements for walking are also considered.

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

Z1.1 Commercial Road from Totton Station to Totton Retail Park

Existing conditions

This part of the walking zone has a particularly poor pedestrian environment. Station Road North, the access to the rail station at Totton, appears relatively quiet, although the audit was carried out during a period when rail travel was not encouraged. Part of the junction with the main Commercial Road appears to have been widened but the tactile paving has not been aligned with the new kerb line. Apart from one central refuge just to the west of the junction with the main road (A36 Commercial Road) there are no other crossings on this stretch. There are two bus stops (both located on the south side of the road) and are recessed into the footway; however the footways are narrow and of poor quality. The entire environment is dominated by traffic. There appears to be little pedestrian footfall in the immediate vicinity.

Barriers to walking

Traffic dominance is a key factor in making this a poor quality environment for pedestrians. The footway quality is poor and widths are compromised by inset bus bays and the lengthy access to a car showroom and garage on the south side of the road. There is also an area of hoardings and waste land which acts as a litter trap on the north side of the road. There is a general feel of neglect. Side roads have poor quality dropped kerbs with no tactiles, apart from Station Road North. There is no formal crossing provision in this location, although it might be difficult to identify a particular area of consistent demand.

Potential options

Z1.1.1 Extensive footway reconstruction – including evaluation of the large dropped kerb available to the car showroom/garage.

Z1.1.2 Consider a reduction in the speed limit to 20mph alongside the town centre ‘entry point’ between the Mill Road junction and the entrance to the retail park.

Z1.1.3 Install raised tables with tactiles and appropriate markings at Mill Road junction.

Z1.1.4a-b Improved signing to the railway station, this could potentially be positioned on the lamp column opposite.

Z1.1.1 Commercial Road

Z1.1.4a Station Road/Commercial Junction

Z1.1.2 Commercial Road

Z1.1.4b Opposite Station Road

Z1.2 Commercial Road from Retail Park to A36/A336 roundabout at South Parade

Existing conditions

Overall pedestrian conditions improve this area. Access to the retail park could be reconfigured as this presents a clear point of conflict. The footway on the southern side of Commercial Road appears to have been widened; and two lamp columns have been retained in what is now the middle of the footway. The footway on the northern side remains poor and narrow, alongside the private frontage on this side of the road. At the Elephant and Castle pub, the road widens to two lanes westbound with a central refuge and guard rail. Approaching the roundabout the central guard rail ends and is replaced by a central refuge with poorly maintained planters, and a guardrail on the north side of the road. This arrangement necessitates the provision of a staggered pedestrian crossing with central waiting area provided by the refuge. Apart from a central refuge alongside the retail park there are no other crossing facilities on this stretch.

Pedestrian connectivity between the two sides of the A36 at this point is severely compromised.

Barriers to walking

Access to the retail park is very generous in relation to the number of spaces available. There is a raised table located at the access that could be used for crossing if it were to be aligned with the crossing path – it is assumed this was installed to slow vehicles on entry. There is a relatively short of this section of walking zone which offers a reasonable shopping environment before the road widens. A guardrail in this area reinforces the traffic dominated environment. A guardrail dominates the pedestrian environment on the approach to the roundabout, with pronounced severance between the main shopping centre to the north and the shops/ cafes on the other side of the road. Crossing using the existing pelican crossing is also time consuming. Apart from the crossing there is no check on vehicle speeds on the roundabout approach.

Potential options

Z1.2.1a-b Consider redesign of retail park access and provide raised crossing point & tactiles over entire footway. Relocate obstructive lamp columns.

Z1.2.2 Investigate provision of a pelican crossing where the main shopping frontage starts. Improve footway in the vicinity, especially on the north side of Commercial Road.

Z1.2.3 Widen footways on approach to roundabout – review need for second lane westbound for existing extent. Northern side of Commercial Road has only one lane and a considerable central hatched area that could be reallocated to footway.

Z1.2.4a-b Improve crossings – apart from the new location suggested above, provide raised table/ dropped kerbs at Beaumont Road and reconfigure the existing staggered crossing to straight across form with central refuge acting as a waiting area.

Z.1.2.5 Improve appearance of area by removing guardrail, providing quality paving and planting (refer to Z1.2.4 a-b photos). With the large roundabout in the centr and too much road space,the town centre is split by the roads and crossings aren’t prioritised for pedestrian and.cyclists. Ideally, the whole town centre master planning is required to make the location work better.

Z1.2.1a Commercial Road

Z1.2.2 Commercial Road

Z.1.2.4a Lloyds Bank, Commercial Road

Z1.2.1b

Z1.2.3 Commercial Road

Z1.2.4b Commercial Road

Z1.3 A36/A335 roundabout at South Parade

Existing conditions

There are informal crossing facilities (central refuge) on the Library Road and Salisbury Road arms of the junction, with a crossing located a short distance along Ringwood Road. There is no crossing facility on the A36 approach close to the junction – the nearest is at Water Lane. There are guardrails at some of the side road entry points to the roundabout but their necessity at these locations is questioned. The centre of the roundabout is reasonably well tended and planted.

Barriers to walking

The informal crossing facilities appear to work well and are assumed to have been located on the less heavily trafficked arms of the roundabout. The roundabout geometry does not appear to be excessive but some modification to extend the kerb lines may be desirable. The infrastructure in this location does not encourage people to cross here and it is unlikely that the guardrail serves any useful purpose, and detracts from the appearance of the area.

Potential options

Z.1.3.1 Provide appropriate surfacing around the dropped kerbs/central refuge at the Library Road junction with the roundabout.

Z.1.3.2 Remove unnecessary guardrail in the vicinity. Improve paving around the roundabout to provide co-ordinated surface & raise quality of pedestrian environment.

Z1.3.1 Library Road

Z1.3.2 Library Road roundabout junction

Z1.4 South Parade/Salisbury Road to War memorial car park access

Existing conditions

Wide pavements and grass verges plus slip road (South Parade) alongside shops on north east side make this a reasonable pedestrian environment. There is a well positioned pelican crossing near the Water Lane junction and a refuge island close to the car park access to the war memorial. There is in addition an informal crossing with refuge island at the roundabout and a raised table on the slip road serving the shops on the south west side of Salisbury Road. Beyond the shops there is an established residential area.

Barriers to walking

There are few barriers to walking in this area. It is a much more pleasant area for pedestrians than elsewhere in the town centre with grass verges and trees contributing to a more pleasing environment.

Potential options

Z1.4.1 As at Library Road, provide appropriate surfacing around the dropped kerbs at the roundabout refuge crossing point.

Z.1.4.2a-c Some seating could be provided in less busy areas, e.g. South Parade.

Z1.4.3 Town centre “entry” sign to be provided south of the car park access/South Parade.

Z1.4.4a-c Better paving/tables.

Z1.4.2a South Parade

Z1.4.4a Salisbury Road

Z1.4.2b South Parade

Z1.4.4b Salisbury Road

Z1.4.2c Water Lane

Z1.4.4c Water Lane

Z1.4.3 Salisbury Road

Z1.5 A336 Ringwood Road from roundabout to Maynard Road

Existing conditions

At this location guardrail at the roundabout prevents pedestrians crossing at the junction although the refuge island on Ringwood Road appears to have had dropped kerbs at some point. There is a well placed pelican crossing with dropped kerbs/tactiles not far from the junction.

Barriers to walking

The southern footway alongside the Aquatic Centre is narrow and the presence of a guardrail adds to an oppressive feel. As westbound traffic is confined to one lane at this point, the footway could be widened to offer a greater degree of separation from traffic.

Potential options

Z.1.5.1 Widen footway on south side of Ringwood Road & reconstruct refuge island. Remove the guardrail in this location.

Z1.5.2 A town centre entry sign to be positioned just prior to car wash/valet centre.

Z1.6 Water Lane

Existing conditions

The pedestrian enviornment here is pleasant. There are parking/loading bays inset into a widened footway. There are some trees and bike racks here and an extensive raised table with buildouts at the Salisbury Road junction. This appears to be a relatively quiet road. The entrance to the major road is softened by trees and landscaping and there is also some seating here.

Barriers to walking

There are no apparent barriers to walking in this location. There is an informal path and a crossing point has evolved across the verge, close to the Salisbury Road junction.

Potential options

Z1.6.1 Investigate potential for crossing path alongside desire line across verges.

Z1.5.1 Commercial Road/A336

Z1.6.1 Water Lane

Z1.5.2 Salisbury Road

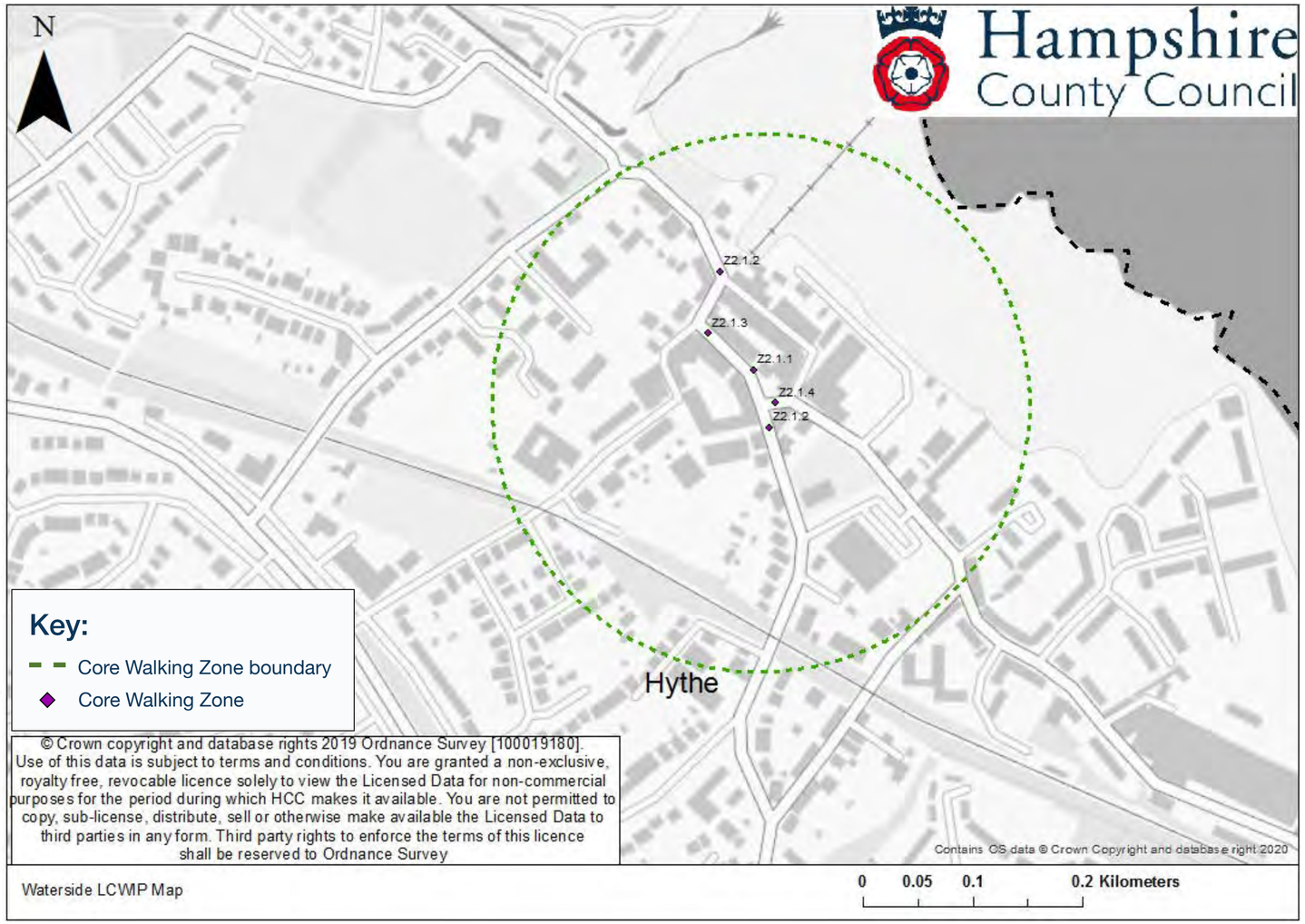
Hythe Core Walking Zone

Existing conditions

Hythe is a small welcoming town centre with considerable historical presence, largely contained within a one way system and a couple of pedestrian only streets. Given the size of the centre it has not been separated into zones as there appear to be several common issues in the town centre. Alongside the shops and cafes is access to the Hythe ferry which is pedestrian only, accessed via the pier train. This should attract little traffic apart from pick up and drop off, for which there is a small waiting area. Public transport access is good, with a bus stop directly outside and taxi ranks on both sides of the road opposite the ferry access.

Although the main route through the town centre road is partially one way clockwise, there is little evidence of the type of traffic behaviour, e.g. excessive speeds, that would typically be found with this type of layout due to the restricted geometry and visibility.

There are a number of informal paved crossing points on Prospect Place, Pylewell Road, Marsh Road and New Road between St Johns Hall and the entrance to Lidl. A 20 mph zone is in force, supported by road markings. The contra flow cycle lane around Pylewell Road needs to be retained.



Z2.1 Hythe Town Centre

Barriers to walking

As noted earlier, parts of the footways around the town centre are narrow but given the historic nature of the town it might be preferable to ensure a good footway width is available on one side of the road with crossing points where possible. Given the one way operation there is little evidence of excessive speed or severance and the walking environment is reasonably high quality throughout the town centre, even away from the pedestrian only areas. The 20 mph speed limit is justified given the nature of the area though there is little sign of enforcement or signing apart from the road markings.

Potential options

Z2.1.1 Raised tables should be provided on the side roads on Marsh Road alongside the HSBC and on the access road to Waitrose.

Z2.1.2a-c More 20 mph enforcement signs, possibly with local ‘signature’ signing.

Z2.1.3a-c Footway widening may not be possible but a higher standard of paving should be provided on the wider side of the shopping streets, e.g. the east side of Marsh Road.

Z2.1.4a-b A raised table with dropped kerbs should be provided at the New Road/St John’s Street junction.

Z2.1.1 The Marsh

Z2.1.2c High St

Z2.1.3.c The Marsh

Z2.1.2a New Road

Z2.1.3a The Marsh

Z2.1.4a The Marsh

Z2.1.2b The Marsh

Z2.1.3b The Marsh/St John’s Road

Z2.1.4b St John’s Road/The Marsh junction

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.

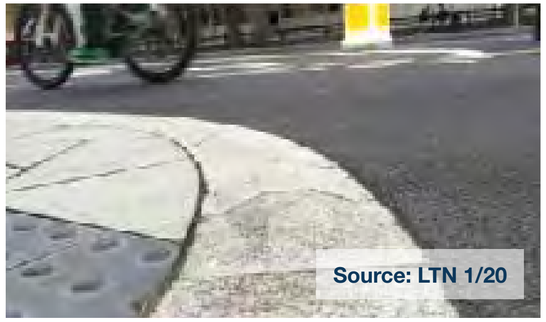
20mph zones
Lower speed zones create safer environments for all, may need to be combined with infrastructure and enforcement changes to ensure compliance.


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.

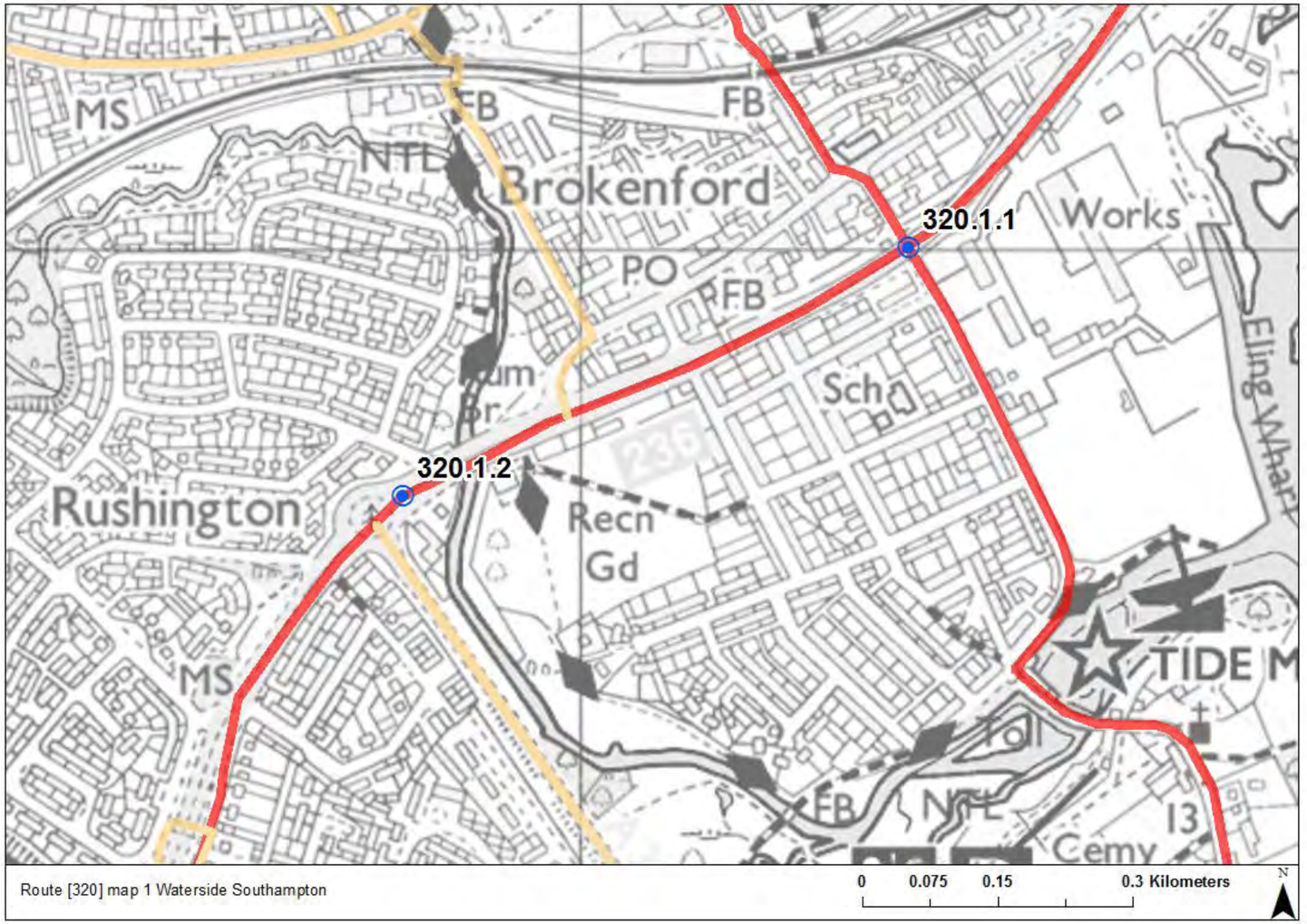
Route 320: Redbridge Causeway – Ashurst

Route description

This is a primary north-south route, linking Redbridge with Totton, Colbury and Ashurst. Route 320 forms part of the National Cycling Network Route 236 which links Southampton to Lyndhurst. A section of Route 320 has been reviewed by Atkins to form part of the Transforming Cities Funding bid. The route is 5.3km long.

Background

The route was supported by local stakeholders at the mapping event as it provides connections between Ashurst and Colbury with employment centres in Totton and Southampton and educational facilities including Hounsdown Secondary School and Forest Park Secondary School. It also serves as a direct route into the New Forest National Park from Southampton.



Key:

- Primary route
- Secondary route
- Potential options

320.1 Redbridge Flyover to Spicers Hill

Existing conditions

The existing route is off-road shared-use pathways running adjacent to Totton Bypass as far as the Totton Bypass/Marchwood Bypass roundabout. From here until the Spicers Hill turn off, there is footway but no cycling provision. The speed limit is 50mph.

Barriers to walking and cycling

This section of route 320 contains a number of barriers, which include some narrow sections of highway, a number of side roads and accesses which have priority over the existing shared-use path and a roundabout which has not been designed to accommodate cyclists. Beyond the roundabout there is no cycling infrasrtucture

Potential options

320.1.1 The width of the existing shared use path between Redbridge Flyover and Spicers Hill is well below standard for the majority of the route. Due to existing embankments and bridge structures, reallocation of road space would be required to provide a fully segregated cycle track between the Redbridge Flyover and Bartram Road. Consideration should be given to improving the cycle link to Eling Road and providing greater priority for cyclists at the Bartrum Road junction.

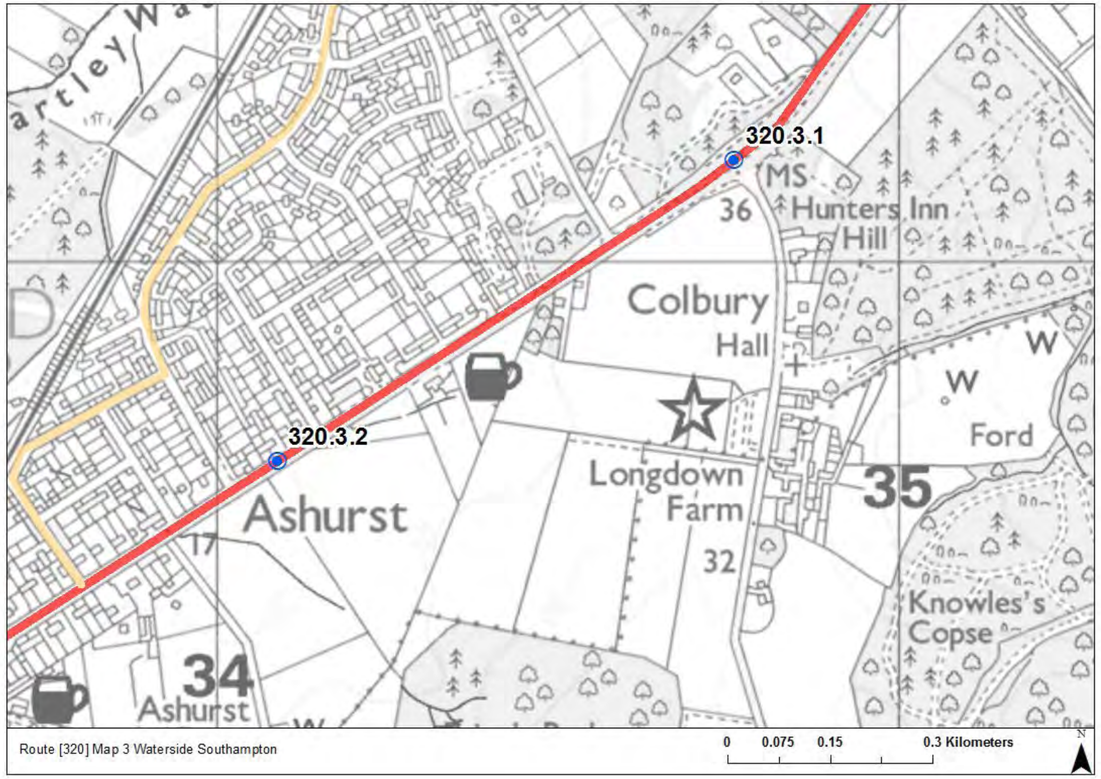
320.1.2 The A35/A326 junction is a large multi-lane priority roundabout with an indented toucan crossing on the A326 Marchwood Bypass arm. The existing toucan crossing could be retained to cater for this route or the junction could be reconfigured to provide a ‘cyclops style’ signalised junction with a cycle phase.

320.1.1 Redbridge Flyover

320.1.1 Totton Bypass

320.1.1 Totton Bypass

320.1.2 A35/A326 roundabout



Key:

- Primary route
- Secondary route
- Potential options

320.2 Spicers Hill to Main Road

Existing conditions

The existing route is a mix of primarily on-road cycling, followed by off-road shared-use pathways. The nature of the road is residential, with a 30mph speed limit.

Barriers to walking and cycling

There are currently areas where motorists park on the highway, which creates a barrier for on-road cyclists. The surfacing and width of the off-road shared-use path creates a bottleneck for active mode users.

Potential options

320.2.1 There is scope to provide a two-way segregated cycle track along the east side of Spicers Hill between the A326 and the Spicers Hill Service Road. There is a 50 metre section towards the northern end where there is a width constraint and it may not be possible to provide a fully compliant facility in this area.

320.2.2 The Spicers Hill Service Road is one-way southbound at the northern end and two-way south of Houndsdown Avenue. Traffic levels could be reduced by providing a modal filter and this in conjunction with traffic calming features would make this road suitable for mixed traffic. Removal of existing on-street parking would improve conditions for cyclists. Also consider reconfiguring the Jacobs Gutter Lane junction to give priority to cyclists and providing an improved access ramp at the southern end of this section.

320.2.3 Explore widening the existing shared use path on the southeast side of Main Road to provide a fully segregated cycle track. There is a width constraint at the A326 overbridge, so reallocation of road space may be required.

320.2.1 Spicers Hill

320.2.3 Main Road

320.2.2 Spicers Hill/Jacobs Gutter Lane

320.2.3 Main Road

320.3 Hunters Hill to Ashurst

Existing conditions

The existing route runs adjacent to the A35 from Spicers Hill until Ashurst New Forest Station and consists of shared-use footways. Hunters Hill is a 50mph road becoming 30mph when it changes to Lyndhurst Road.

Barriers to walking and cycling

The largest barriers to walking and cycling are the gradient of Hunters Hill, the occasional pinch points where crossing islands are installed and bus stop/ parking layouts.

Potential options

320.3.1 A35 Hunters Hill is a two lane dual carriageway that reduces to a single lane at the southwestern end with road markings. There are no existing cycle facilities along the route, but there is a toucan crossing at the northeast end which links Main Road with Knellers Lane. There is scope to provide a fully segregated cycle track along the southeast side of the road if the carriageway is reduced to a single lane.

320.3.2 There is currently no cycle infrastructure along Lyndhurst Road, except for a short section of shared use path between Holly Road and the toucan crossing to the west. The location of the highway boundary is unclear, but there may be scope to provide a two-way segregated cycle track along this section. There is a width constraint at the railway bridge at the western end of the route. The existing uncontrolled crossings with a central refuge island could be replaced with a controlled crossing.

320.3.2 Lyndhurst Road

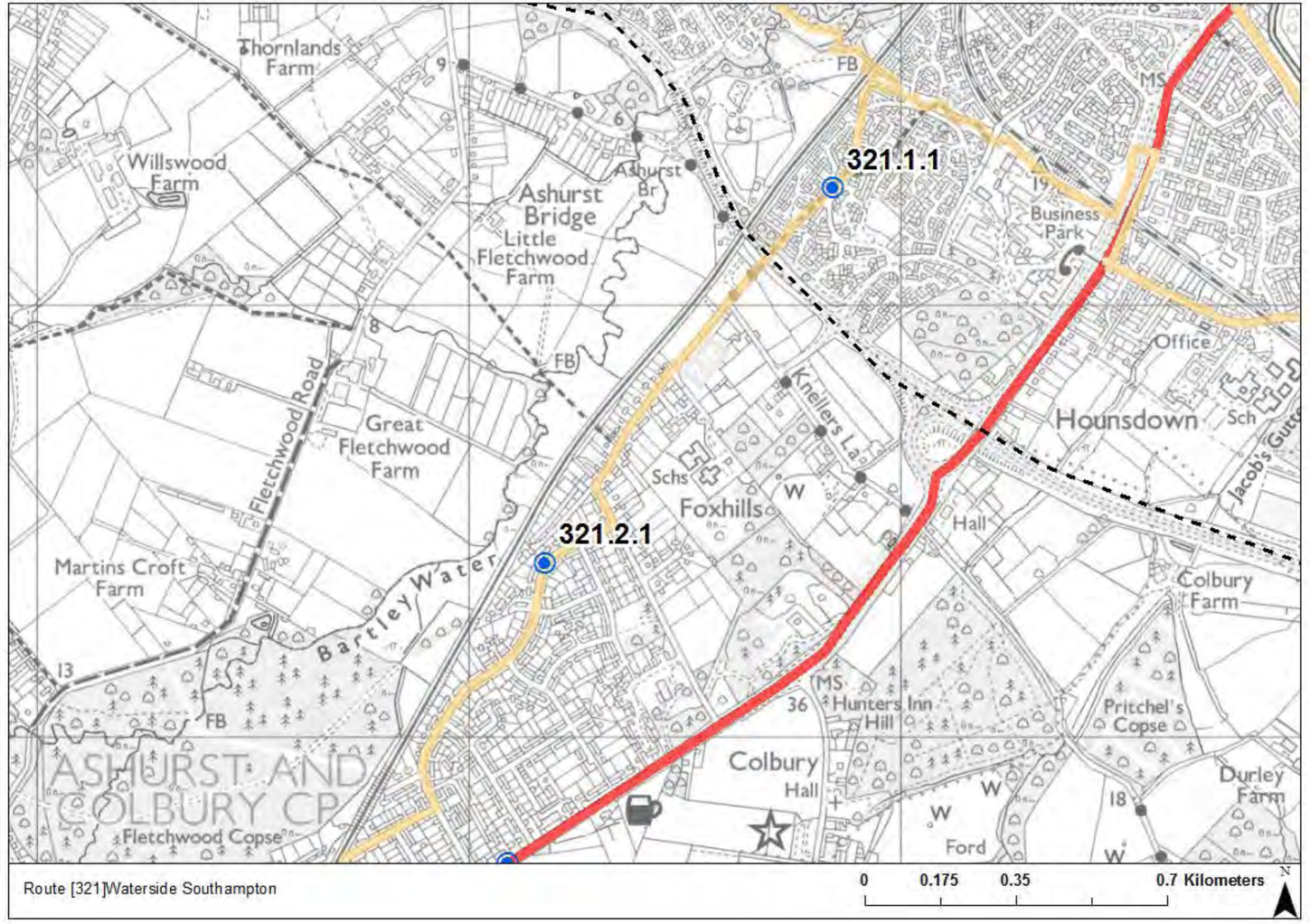
Route 321: Rushington – Ashurst

Route description

This is a secondary north-south route, linking southern Rushington with Ashurst. Route 321 consists mainly of residential land-use and is split between on-road recommended cycling and off-road shared-use pathways. The route is 3.4km in length, beginning just north of Ibbotson Way and ending at Holly Road's junction with Lyndhurst Road.

Background

The route was supported by local stakeholders at the mapping event. There are bus stops along the route which service; Southampton, Totton and Lymington. In addition, Foxhills Infant and Junior schools are located along this route. The route lies along National Cycle Network Route 236, which links Cosham to Portchester and Southampton to Lyndhurst.



Key:

- Primary route
- Secondary route
- Potential options

321.1 Ibbotson Way – Whartons Lane

Existing conditions

The existing route starts as off-road shared-use path on Buttercup Walk, continuing south to the underpass below the A326. Beyond this point the route is on-road cycling until this section terminates at Whartons Lane. All the roads along and adjacent to this route have a 30mph speed limit.

Barriers to walking and cycling

The existing shared-use pathway lacks priority at junctions and is not of sufficient width to segregate cyclists and pedestrians. On-road cycling to the south passes a school site, with on-street parking creating a barrier.

Potential options

321.1.1 Between Roseleigh Drive and the A326 underpass there is an existing 3m wide shared use path that crosses Ibbotson Way twice and Denbigh Close. There may be scope to provide a segregated cycle track along this section and consideration should be given to providing priority for cyclists at the crossing points.

321.2 Whartons Lane – Lyndhurst Road

Existing conditions

The existing route is all on quiet residential roads with 30mph speed limits.

Barriers to walking and cycling

There is currently no dedicated cycling infrastructure.

Potential options

321.2.1 The existing cycle route between Holly Road and the A326 underpass is mixed traffic on residential roads with low motor traffic flows. This route could be made more suitable for mixed traffic by providing a 20mph limit together with appropriate traffic calming measures installed. There is existing vertical traffic calming on Foxhills, but the removal of on-street parking along this road, particularly at school pick up/ drop off times, would improve conditions for cyclists.

321.2.3 At locations where land-use or land ownership prevents adequate width to allow for mandatory cycle lanes on the highway, it is recommended to provide advisory cycle lanes with increased warning signage in advance of these locations.

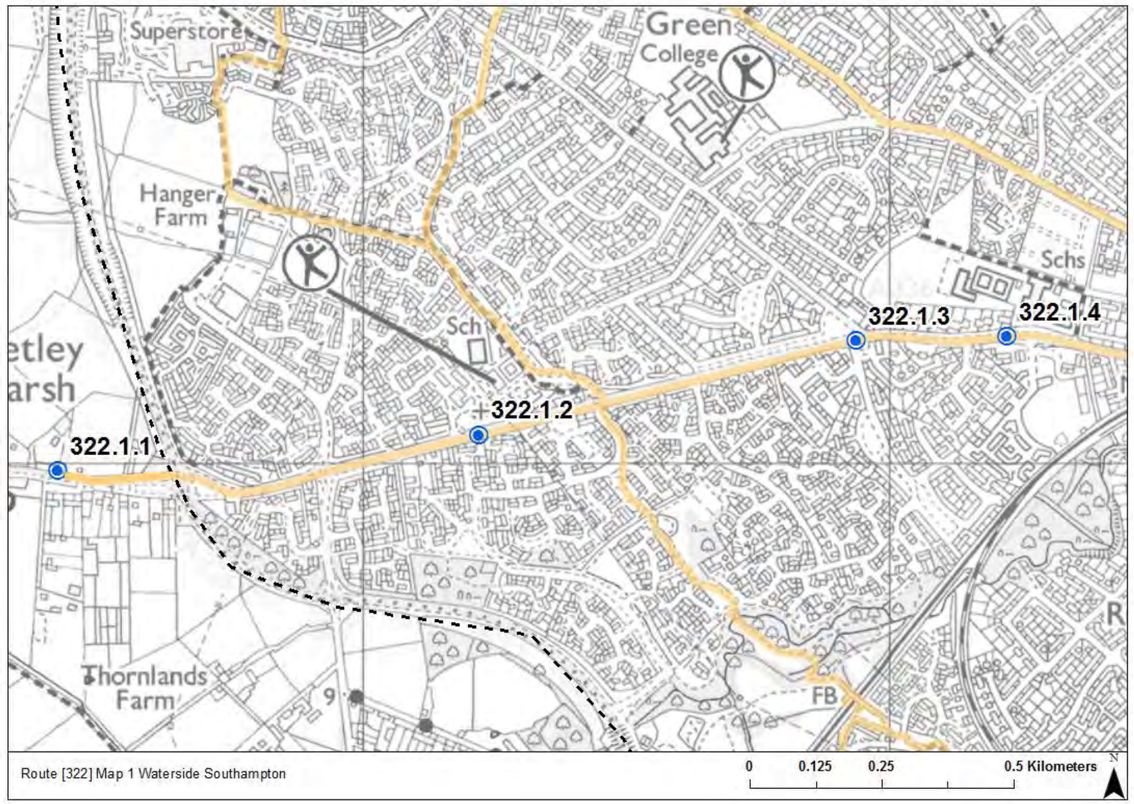
321.2.4 Consideration should be given to redesign the Holly Road/Lyndhurst Road junction.

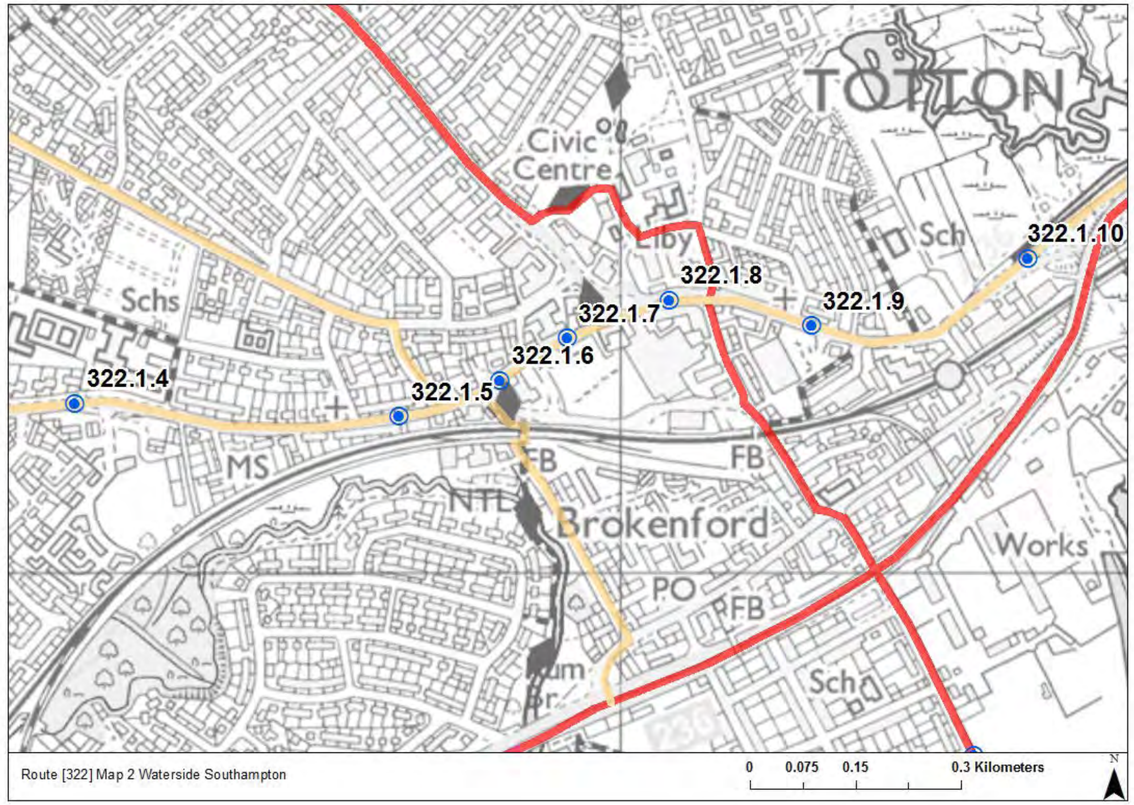
321.1.1 Denbigh Close

321.2.1 Foxhills

321.1.1 A326 underpass

Route 322: West Totton – Redbridge Flyover





Key:

- Primary route
- Secondary route
- Potential options

Route description

This is a secondary west-east route, linking West Totton with Netley Marsh, Totton Centre, Totton railway station and Redbridge. Route 322 runs along the A336 meeting the National Cycle Network Route 236 at the Redbridge Flyover to the east, which links Southampton to Lyndhurst.

The route is 3.3km long and is primarily residential with some commercial uses as you enter, followed by commercial space as you enter the centre of Totton. There are bus stops at regular intervals and several schools along this route.

Background

The route was supported by local stakeholders at the mapping event. A section of Route 322 has been reviewed by Atkins to form part of the Transforming Cities Funding bid.

322.1 West Totton to Redbridge Flyover

Existing conditions

The existing route is mixed, with both on-road cycling and off-road shared-use facilities adjacent to the A336 and eventually the A36. The speed limit is 40mph until just before Testbourne Avenue, where it becomes 30mph. The road has a high volume of traffic, operating as an arterial route through Totton's town centre.

Barriers to walking and cycling

The road is busy and has limited crossing facilities for pedestrians. The roundabouts have not been designed to accommodate cyclists. There are sections along this route where the highway is narrow and there are vehicles which are utilising the verge for parking.

Potential options

322.1.1 There is scope to provide a shared use path from Woodlands Road to Crabs Way and this may be compliant if the pedestrian flows are suitably low. An appropriate crossing would be required at the A326 roundabout.

322.1.2 Between Crabs Way and Calmore Road there is an existing shared use path that runs parallel with Ringwood Road and there may be scope to widen this path to provide a segregated cycle track, or it may be feasible to provide a cycle track directly alongside the carriageway. Consideration should be given to providing cycle priority crossings at Holland Road and Hazel Farm Road.

322.1.3 The signalised junction of Ringwood Road with Calmore Road could be reconfigured to give greater priority to cyclists. Consideration should also be given to providing a link to Testbourne Avenue.

322.1.4 There is an existing shared use path along the north side of Ringwood Road between Calmore Road and Forest Park Primary School. There may be scope to widen this to provide a segregated cycle track.

322.1.5 Between Forest Primary School and the A36 junction the road becomes more constrained and it is not possible to provide a segregated cycle track along the eastern half of this section. It would be difficult to make this section suitable for mixed traffic and there is no direct alternative route.

322.1.6 A review of the Maynard Road roundabout is required to provide a design that caters for all cycle movements through the junction.

322.1.7 There is scope to provide a segregated cycle track between Maynard Road and the A36 junction, but some land purchase may be required.

322.1.8 A review of the A336/A36 roundabout is required to provide a design that caters for all cycle movements through the junction.

322.1.9 There is scope to provide a segregated cycle track along the majority of the section between the A36 junction and Redbridge Causeway, but it is constrained in some areas and may require land purchase. The removal of a right turn lane and a pedestrian refuge would be required.

322.1.10 A controlled crossing will be required at the eastern end of Commercial Road to provide a connection to the existing cycle route into Southampton.

322.1.1 Ringwood Road facing roundabout junction

322.1.1 Ringwood Road facing roundabout junction

322.1.2 A336

322.1.3 Calmore Road/A336 signal junction

322.1.5 A336

322.1.7 Ringwood Road (A336)

322.1.4 Ringwood Road shared use path outside schools

322.1.6 A336/Maynard Road roundabout

322.1.8 A336/A36 roundabout

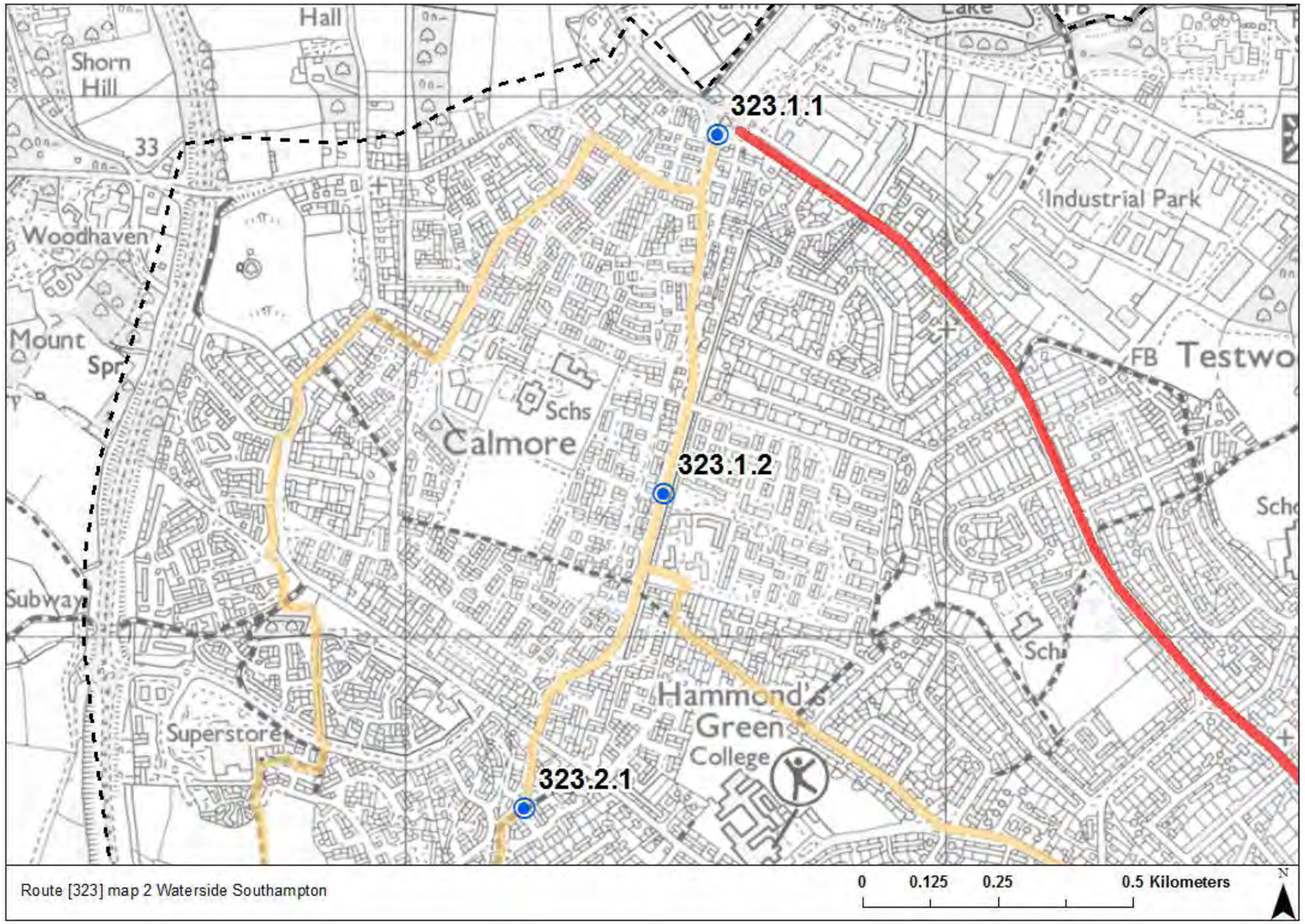
Route 323: A36 – Coriander Drive

Route description

This is a secondary north-south route, linking northern Calmore with West Totton. The route includes on-road cycling in residential areas as well as off-road cycling on shared-use pathways. The route is 1.7km long.

Background

The route was supported by local stakeholders at the mapping event as it provides connections between employment to the north at the South Hampshire Industrial Estate, with the residential area to the south within West Totton. There are bus stops along Calmore Drive with regular services to Ashurst, Calmore, Southampton City Centre and Eastleigh. In addition, there are two primary schools along the route; Calmore Junior School and Hazel Wood Infant School.



Key:

- Primary route
- Secondary route
- Potential options

323.1 A36 – Flowerdown Close

Existing conditions

The existing route is on-road cycling with no specific cycling infrastructure, followed by on-road cycling with dedicated cycle lanes. There are off-road footways throughout Calmore Drive. The speed limit is 30mph.

Barriers to walking and cycling

There is a section of the route with no cycling provision. Existing provision beyond this point is limited, with poor cycling priority across intersections.

Potential options

323.1.1 A review of the A36/Calmore Road roundabout is required to ensure that all cycle movements through the junction are catered for.

323.1.2 Calmore Drive is currently a signed on-road cycle route with traffic calming features and advisory cycle lanes along the southern half. A 20mph speed limit could be implemented together with additional traffic calming measures to make this road suitable for mixed traffic. The removal of on-street parking would create better conditions for cyclists. Flowerdown Close is a quiet residential no through road and is already suitable for mixed traffic.

323.2 Flowerdown Close – Coriander Drive

Existing conditions

The existing route consists of off-road shared-use pathways. The route does not follow any existing roads.

Barriers to walking and cycling

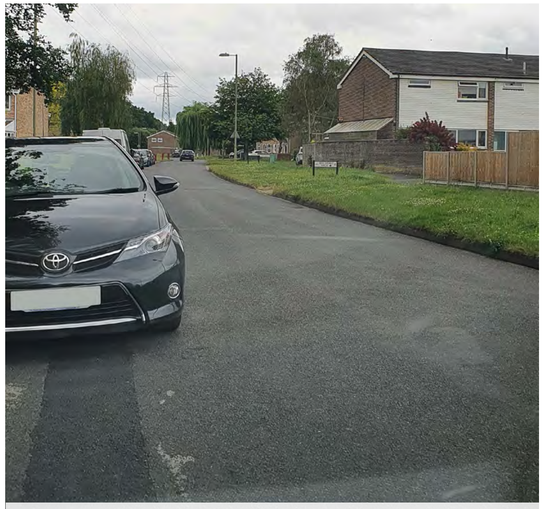
There are sections of the route which are narrow, with limited lighting and crossing points without cycle priority.

Potential options

323.2.1 There may be scope to widen the existing shared use path between Flowerdown Close and Coriander Drive to provide a segregated cycle track. Consideration should be given to providing a parallel crossing on Calmore Road and priority crossings on Robins Gardens and Goldcrest Lane.

323.1.1 A36/Brunel Road

323.2.1 Calmore Drive/Flowerdown Close



323.1.2 Calmore Drive

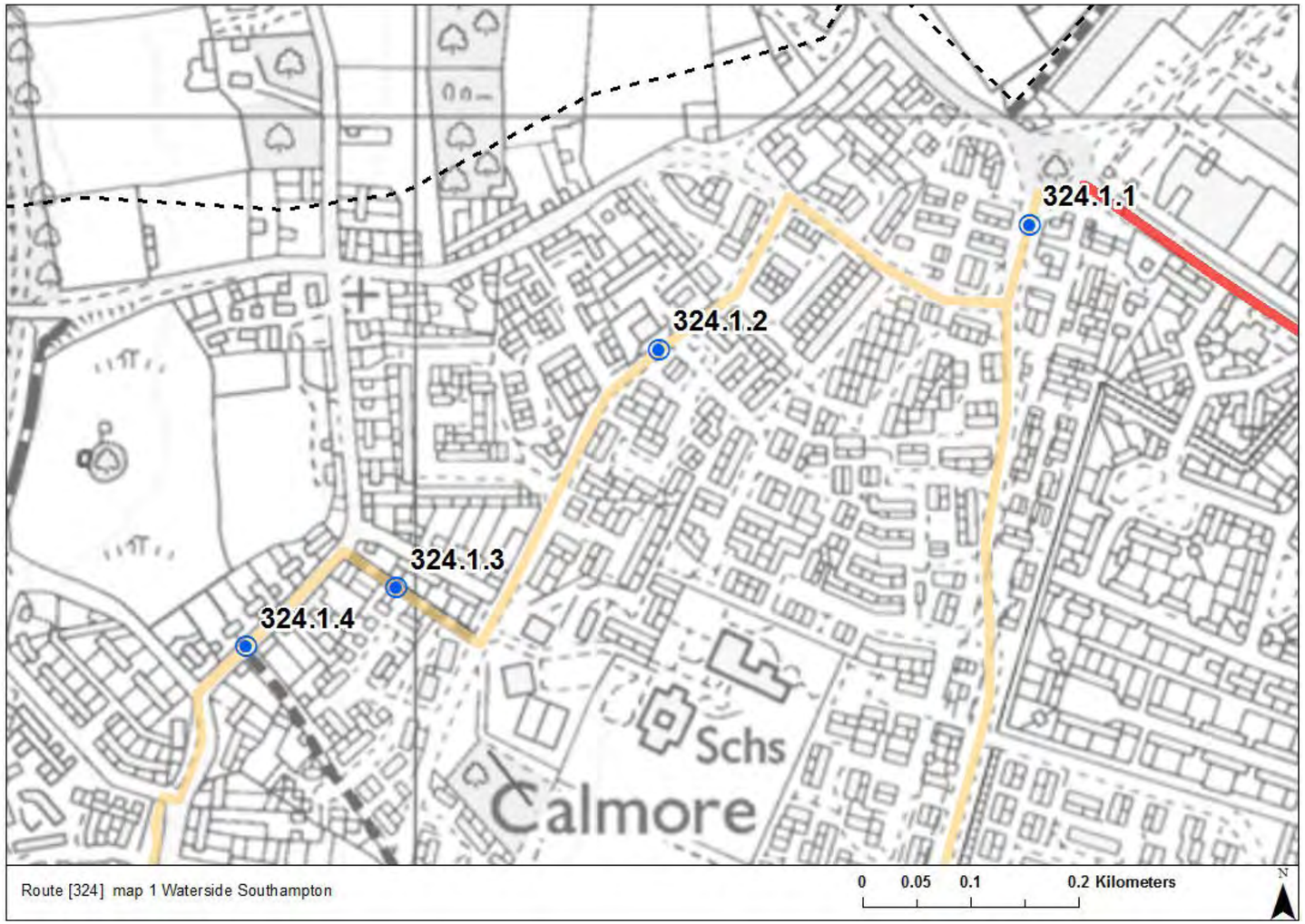
Route 324: Calmore Drive – Coriander Drive

Route description

This is a secondary north-south route, linking western Calmore with West Totton. The route includes on-road cycling in residential areas as well as off-road cycling on shared-use pathways and a section of grass trail. The route is 2.7km long.

Background

The route was supported by local stakeholders at the mapping event as it provides connections between employment to the north at the South Hampshire Industrial Estate, with residential area to the south within West Totton. There are bus stops along Calmore Drive with services to Cadnam, Southampton City Centre, Totton and Eastleigh. In addition, there are two primary schools along the route; Calmore Junior School and Hazel Wood Infant School.



Key:

- Primary route
- Secondary route
- Potential options

324.1 Calmore Drive – Calmore Crescent

Existing conditions

The existing route is on-road cycling with no cycling provision except for a pathway linking Calmore Drive with Calmore Road. There are off-road footways throughout Calmore Drive and Calmore Road. The speed limit is 30mph.

Barriers to walking and cycling

Most of this section consists of on-road cycling with no formal cycling provision.

Potential options

324.1.1 A review of the A36/Calmore Road roundabout is required to ensure that all cycle movements through the junction are catered for.

324.1.2 Consider implementing a 20mph speed limit along Calmore Drive with associated traffic calming feature to make it suitable for mixed traffic. The removal of on-street parking would create better conditions for cyclists.

324.1.3 The status of the path between Calmore Drive and Calmore Road is unclear but it appears suitable for shared walking and cycling. There is a pinch point towards the eastern end that would require land purchase to provide a compliant route.

324.1.4 Consider implementing a 20mph speed limit along Calmore Road with associated traffic calming measures to make it suitable for mixed traffic. The removal of on-street parking would create better conditions for cyclists.

324.1.1 A36/Calmore Road roundabout

324.1.3 Calmore Drive/Calmore Road path

324.1.2 Calmore Drive

324.1.4 Calmore Road

324.2 Calmore Crescent – Coriander Drive

Existing conditions

The existing route follows a meandering shared-use pathway which runs north-south. The route crosses the highway at various locations, including; Singleton Way, Michigan Way and Aikman Lane. A section of the route, between Stonechat Drive and the Hanger Farm Arts Centre is unsurfaced.

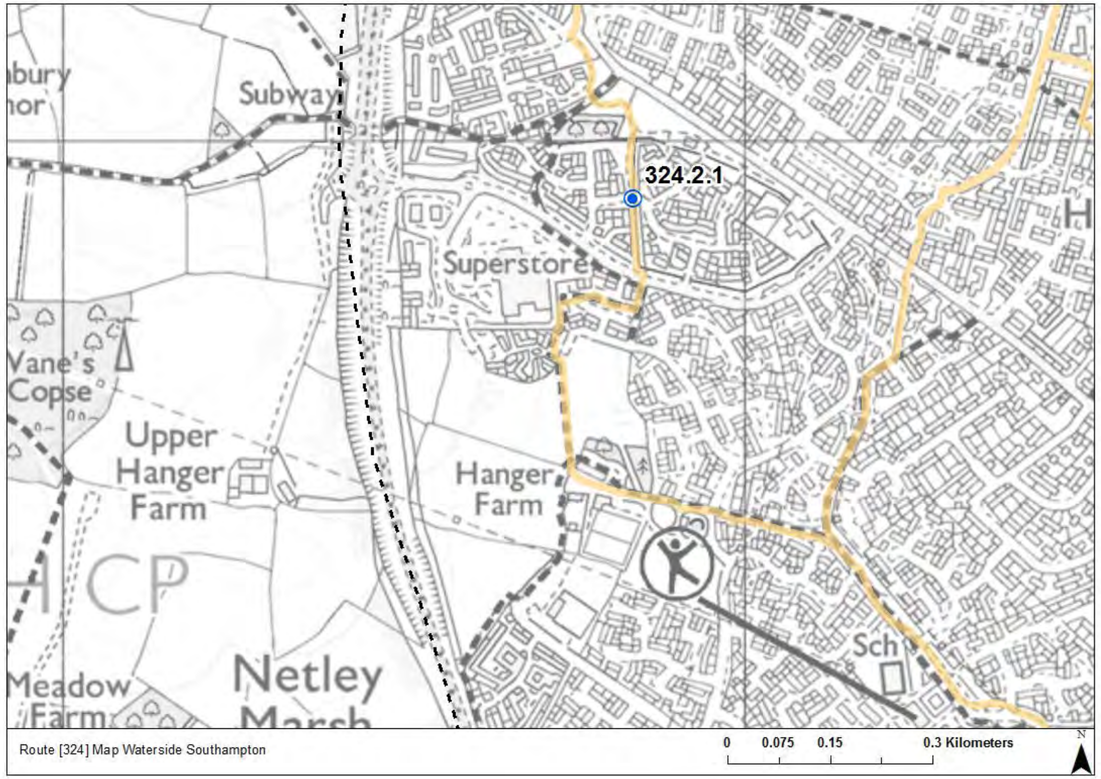
Barriers to walking and cycling

The existing shared-use pathways are narrow in sections and dissect roads without priority for cyclists. A short part of this route is unsurfaced.

Potential options

324.2.1 There may be scope to widen the existing shared use path between Calmore Crescent and Coriander Drive to provide a segregated cycle track. An improved transition should be provided between the northern end of the cycle track and Calmore Road. Consideration should be given to providing a parallel crossing on Calmore Road and priority crossings on Amey Gardens and Aikman Lane. The status of the path between Stonechat Drive and Hanger Farm Arts Centre is unclear.

324.2.1 Calmore Crescent path



Key:

- Secondary route
- Potential options

Route 260: Calmore – Langley

Route description

This is a primary route that runs the length of the Waterside area, linking the town of Totton in the north with the village of Langley in the south.

The route is the main access to the Marchwood, Hythe and Dibden and Fawley areas, as well as links to the coastal destinations of Calshot beach and Lepe beach and Country Park, at the southern end.

South of Totton the A326 is the main access road that runs north-south that provides access to most of the settlements along the route. The A326 is generally a by-pass style road comprising of dual and single carriage ways in sections, with a number of roundabout junctions. This road segregates the residential areas in the east with the National Park in the west.

There are existing sections of shared footways but no continuous cycle route along the whole route. The route is 19.2 km long and intersects route NCN 236 in Totton and NCN 2 at Dibden.

Background

Hampshire County Council Interim Waterside Transport Strategy (2017) supports the provision of a continuous enhanced walking/cycling route through the Waterside area from Totton to Fawley.

This route was supported by stakeholders at the consultation mapping event. A section of Route 260 has been reviewed by Atkins to form part of the Transforming Cities Funding bid.

Key:

- Primary route
- Secondary route
- Potential options

260.1 Calmore to Totton Library

Existing conditions

Route 260 follows the A36 and includes on-road cycling with limited demarcation, as well as off-road footways on both extents, for most of the route. There are numerous accesses and junctions which dissect the route. The speed limit in this location is 30mph.

Barriers to walking and cycling

The route consists of on-road cycling on a busy road. Whilst advisory cycle lanes are provided in places, cycling infrastructure is not continuous along the route. The speed and volume of vehicles does not provide a comfortable cycling environment. In addition, the route does not have priority for cyclists over vehicles accessing the A36, nor good links across the carriageway.

Potential options

260.1.1 An appropriate controlled crossing could be provided at the A36 roundabout to provide a conection with Calmore Drive.

260.1.2 There appears to be scope to provide a segregated cycle track along the majority of Salisbury Road, but there are some sections with restricted width and land purchase may be required.

260.1.3 Priortiy for cyclists through the Hamtun Gardens junction could be considered.

260.1.3 Salisbury Road/Hamtun Gardens

Key:

- Primary route
- Secondary route
- Potential options

260.2 Totton Library to Eling Lane

Existing conditions

This section links the A36 to the Totton bypass underpass on Eling Lane. The character and speed limit of the route is inconsistent. Cycling infrastructure is limited.

Barriers to walking and cycling

The main barrier to walking and cycling is the lack of priority for cyclists and limited infrastructure.

Potential options

260.2.1 The route between Salisbury Road and Commerical Road could be made suitable for mixed traffic by introducing a 20mph speed limit and installing a traffic calming feature. A modal filter may be required to reduce the level of traffic on Library Road. The section between the community centre and Library Road requires widening to provide a segregated cycle track.

260.2.2 A controlled crossing could be installed on Commercial Road with suitable cycle links to Junction Road and Testwood Lane.

260.2.3 Junction Road between Commercial Road and Maynard Road is a quiet no through road and is suitable for mixed traffic, but requires a 20mph speed limit.

260.2.4 There is no scope to provide a segregated cycle track along Junction Road between Maynard Road and Rumbidge Street, so the route should be made suitable for mixed traffic. A modal filter may be required to reduce the level of traffic through this section. The staggered junction at the southern end should be reconfigured to give more priority to cyclists.

260.2.5 Eling Lane should be made suitable for mixed traffic by providing traffic calming measures and a 20mph speed limit.

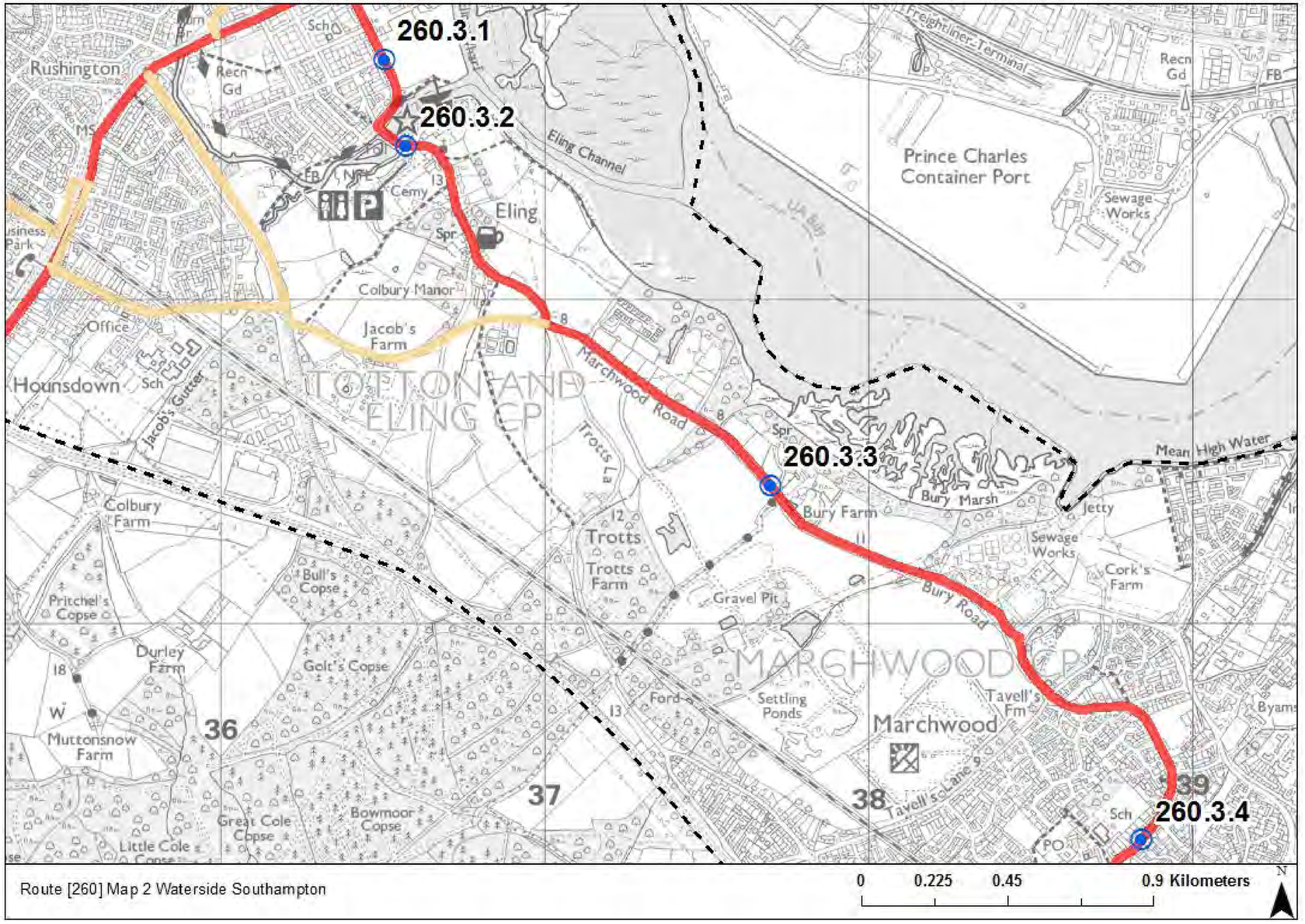
260.2.1 Library Road facing towards library

260.2.4 Junction Road facing south

260.2.2 Commercial Road

260.2.5 Eling Lane

260.2.3 Junction Road



Key:

- Primary route
- Secondary route
- Potential options

260.3 Eling Lane to Marchwood

Existing conditions

Following on from the underpass, Eling Lane turns into Bury Lane before emerging onto Marchwood Road at a staggered junction with Trotts Lane.

The route continues along Marchwood Road via a shared use footway which is set back from the main carriageway on its southern side. At Bury Road/Main Road the shared use path ends and exits out onto Main Road towards the residential area of Marchwood.

The route consists of 30 and 40 mph speed limits. Access to existing cycling and walking infrastructure is difficult.

Barriers to walking and cycling

Eling Lane and Bury Lane have width constraints, especially at Eling Hill toll bridge which has priority access buildouts. Bury Lane is quite rural in nature with no road markings.

The Bury Lane/Marchwood Road/Trotts Lane staggered junction is difficult to negotiate due to Marchwood Road being a busy road with a 40mph speed limit. This junction must be crossed in order to access an existing shared use path facility situated along the southern section of Marchwood Road.

Potential options

260.3.1 There is no scope to provide a segregated cycle track along Eling Hill, so this could be made suitable for mixed traffic with a 20mph speed limit and traffic calming.

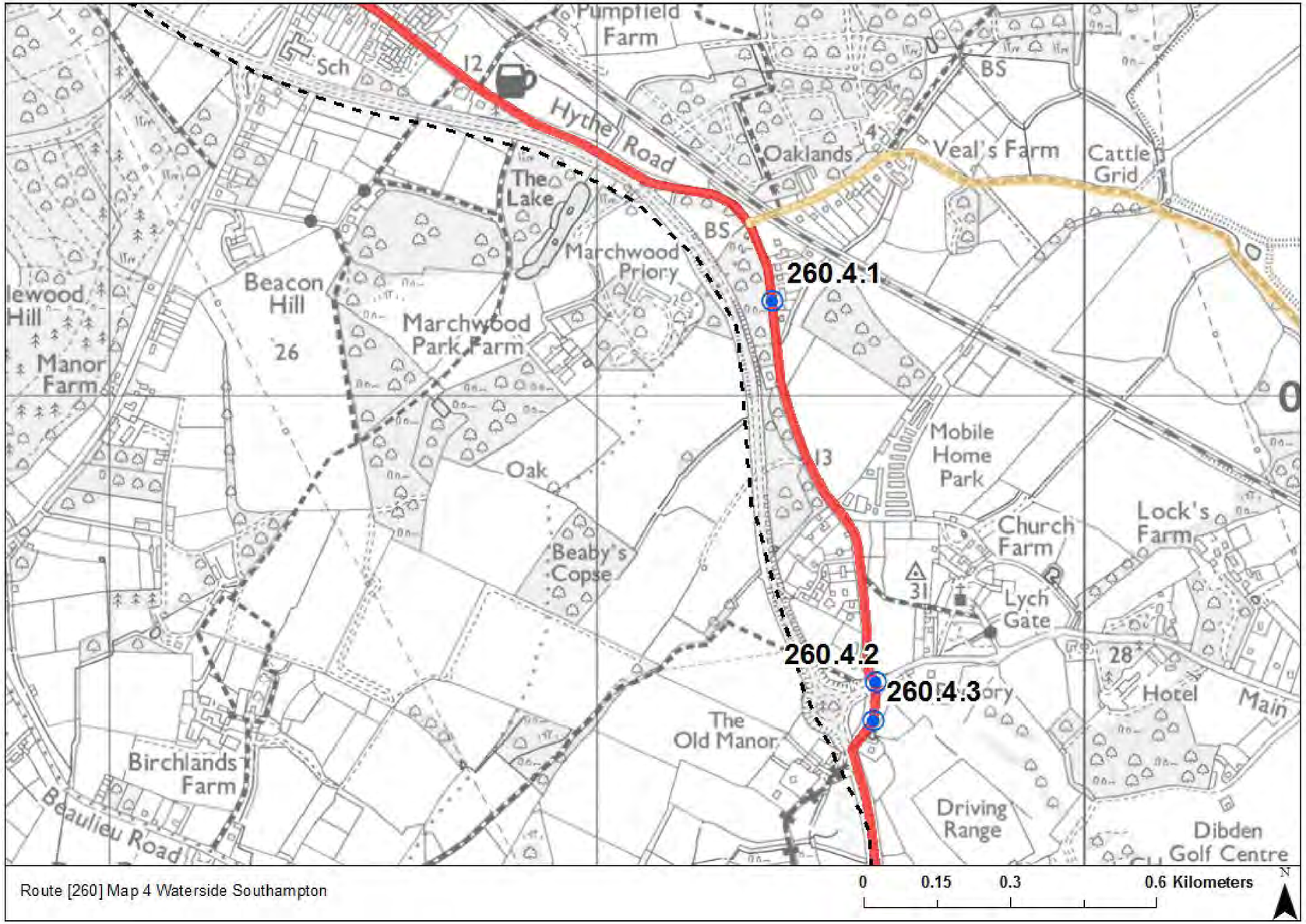
260.3.2 There is scope to provide a segregated cycle track along Bury Lane but this would require land purchase.

260.3.3 There is an existing shared use path along Marchwood Road between Bury Road and Tavells Lane, but the majoirty of this is a permissive path on private land along the southern side of the road. There is scope to provide a segregated cycle track alongside the carriageway but this will require land purchase and tree loss.

260.3.4 Main Road is a residential road between Tavells lane and St. Contest Way with some exisitng horizontal traffic calming measures. There is little scope to provide a continuous segregated cycle track through this section, so the road should be made suitable for mixed traffic. This will require a 20mph speed restriction and addtional traffic calming measrues.

260.3.1 Eling Hill

260.3.4 Main Road facing Oakland Drive junction



Key:

- Primary route
- Secondary route
- Potential options

260.4 Marchwood to A326 Hythe Bypass

Existing conditions

This route heads towards the main residential area of Marchwood offering access to local shops, Marchwood Junior School, recreation grounds and Southampton Football Club training ground. Traffic calming is present within Marchwood centre with priority buildouts.

The route exits at the south end of Marchwood and runs along Hythe Road before joining the A326 at the Main Road/Applemore Hill roundabout junction. The route consists of 30 and 40 mph speed limits.

Barriers to walking and cycling

This existing shared use path from Marchwood Road, ends abruptly on Main Road, where there are no facilities for walking or cycling for approximately 100 metres, heading towards the main residential area of Marchwood.

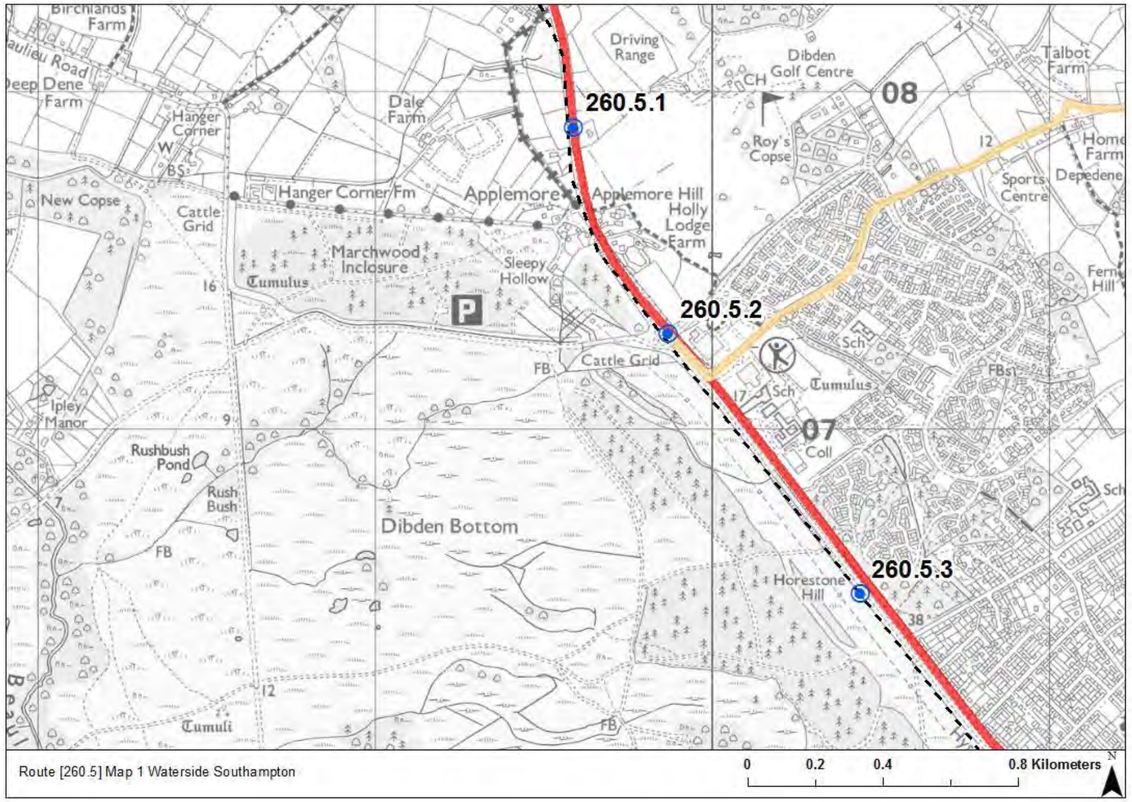
Tactile paving and dropped kerbs are missing from a number of junctions that intersect with Main Road, through the centre of Marchwood. There are no continuous facilities for walking and cycling.

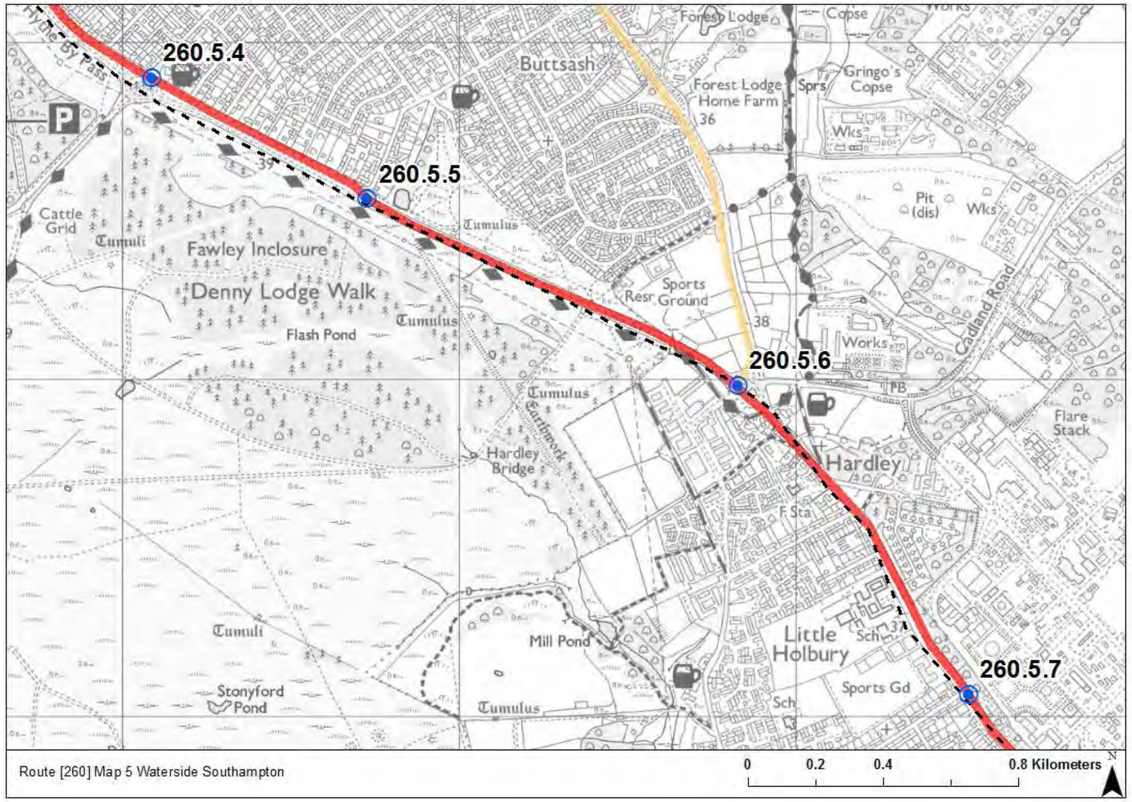
Potential options

260.4.1 The route between St Contest Way and Main Road is semi rural in nature and subject to a 40mph speed limit. There is no scope to provide a segreagted cycle track or shared use path along this section without significant land purchase and tree loss. If this is not acheiveable, the only option to make this section compliant with the design guidance would be to make it suitable for mixed traffic.

260.4.2 A signal controlled crossing is required on Main Road to provide a link to Manor Road.

260.4.3 The surface should be improved along Manor Road to provide a better ride quality for cyclists.





Key:

- Primary route
- Secondary route
- Potential options

260.5 A326 Hythe Bypass to Long Copse Roundabout

Existing conditions

This section follows the A326 by-pass route past Applemore, Hythe and Dibden Purlieu until it reaches the Long Copse/B3053 roundabout.

The route includes some existing off road shared use facilities, that run parallel to the northern section of the A326, however these are not continuous. Some of the route also follows quieter residential roads that run parallel with the A326.

Beyond Dibden Purlieu there are no facilities for walking and cycling on the A326 (Hythe by-pass) as it approaches the Cadland Road/Fawley Road roundabout junction. Beyond this a shared use path exists on the eastern side of the A326 crossing via a pelican crossing to the western side.

Barriers to walking and cycling

The cycling facilities are not continuous and are segregated by large roundabout junctions which are difficult to negotiate. Footways are in narrow places with poor surfacing and lighting.

Potential options

260.5.1 There may be scope to provide a shared use footway along the A326 between Manor Road and Sizer Way. There is unlikely to be space for a fully segregated cycle track without land purchase, and this may require signinifcant tree loss. It is important to provide adequate seperation between the cycle route and this high speed road.

260.5.2 The A326/Sizer Way roundabout could be reconfigured to provide a ‘cyclops style’ junction with a phase for cyclists across Sizer Way and a road into the NFNP.

260.5.3 There may be scope to provide a shared use footway along the A326 between Sizer Way and Heath roundabout. There is unlikely to be space for a fully segregated cycle track without land purchase, and this may require signinifcant tree loss. It is important to provide adequate seperation between the cycle route and this high speed road.

260.5.4 Heath roundabout could be reconfigured to provide a ‘cyclops style’ signalised junction with a phase for cyclists across Beaulieu Road and a road into the NFNP.

260.5.5 The section of the A326 beween Heath roundabout and Hardley roundabout is more constrained but there may be scope to provide a shared use path through this section. The provision of a segregated track would require land purchase and require significant tree loss. It is important to provide adequate seperation between the cycle route and this high speed road.

260.5.6 Hardley roundabout could be reconfigured to provide a ‘cyclops style’ signalised junction with phases of cycle traffic.

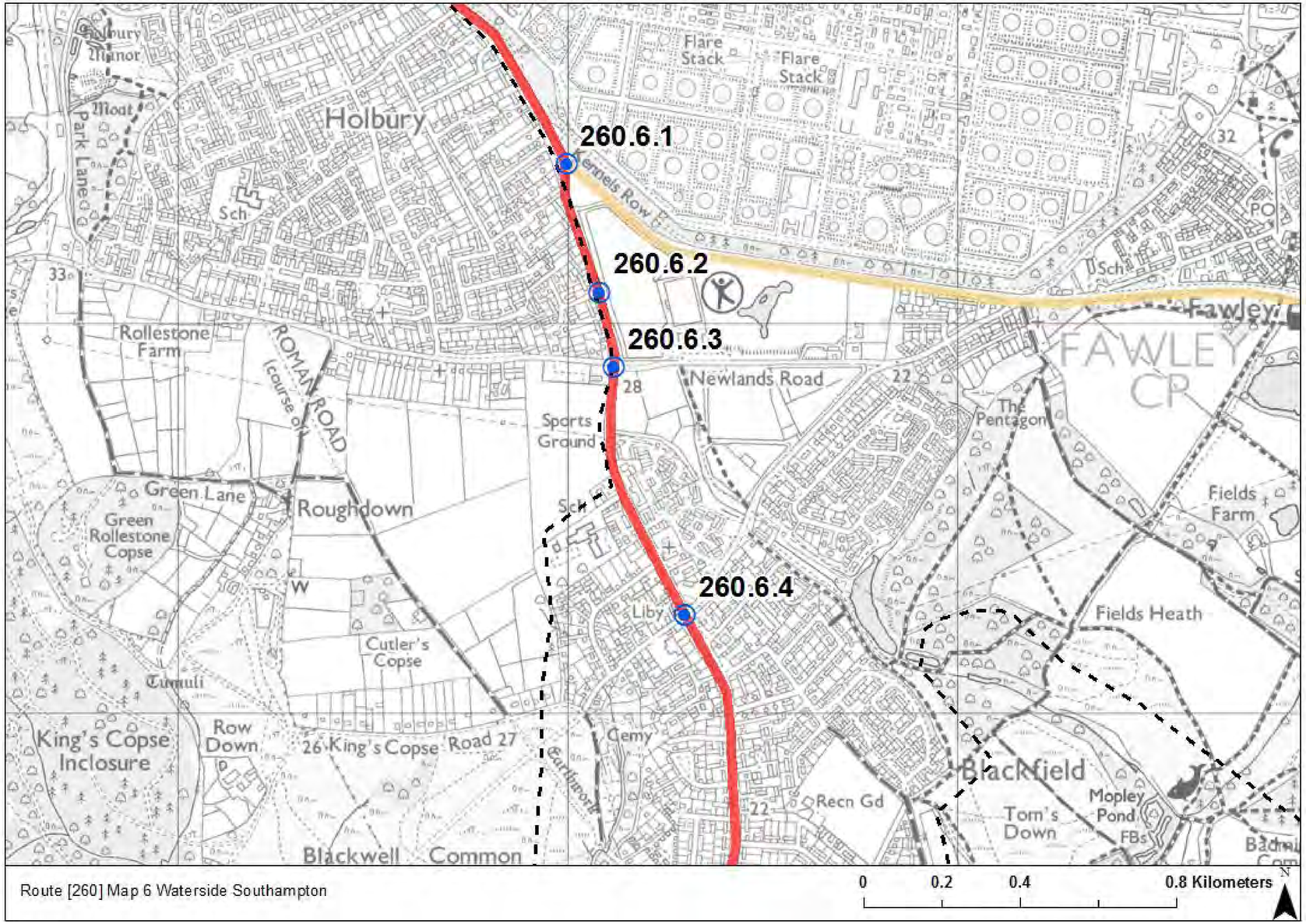
260.5.7 Between Hardley roundabout and Long Copse there is scope to provide a segregated cycle track, but this may require the removal of the Long Lane service road.

260.5.2 Sizer Way/A326 roundabout

260.5.4 The Heath roundabout

260.5.5 Hythe By Pass (A326)

260.5.7 Long Lane



Key:

- Primary route
- Secondary route
- Potential options

260.6 Long Copse to Langley

Existing conditions

This is the final section of the route that leads from the Long Copse/B3053 roundabout towards the villages of Blackfield and Langley, before entering the New Forest National Park onto Lepe Beach and Country Park.

Footways are present on both sides of the carriageway for the whole route as it passes through Blackfield and Langley. Beyond Langley the road becomes rural with no infrastructure for walking and cycling at the National Park border.

There is a shared use path on the eastern side of Long Copse until the Newlands Road/Rollestone crossroad signalised junction. Beyond here, heading south on Hampton Lane there are footpaths but they are not shared use.

Cycle symbol road markings are present on the carriageway at intervals through Blackfield. This section consists of a 30 and 40 mph speed limits.

Barriers to walking and cycling

Although a good network of footways exist, cycling facilities are limited after Newlands Road.

Potential options

260.6.1 The A326/ Long Copse roundabout could be reconfigured to provide a 'cyclops style' signalised junction with cycle phases for all movements at the junction.

260.6.2 There is scope to provide a segregated cycle track on Long Copse, but this may require significant tree loss.

260.6.3 A cycle phase could be introduced for north/south cyclists at the Newlands Road/Long Copse junction.

260.6.4 There is scope to provide a segregated cycle track at the northern end of Hampton Lane, but south of Priest Croft Drive it becomes more constrained through the residential area and a consistent cycle track would be difficult to achieve. Therefore the road should be made suitable for mixed traffic with a 20mph speed limit and supporting traffic calming measures.

260.6.1 A326/ Long Copse roundabout

260.6.3 Signal junction facing towards Hampton Lane

260.6.2 Long Copse lane facing south

260.6.4 Hampton Lane

Route 256: Long Lane – Calshot Activities Centre

Route description

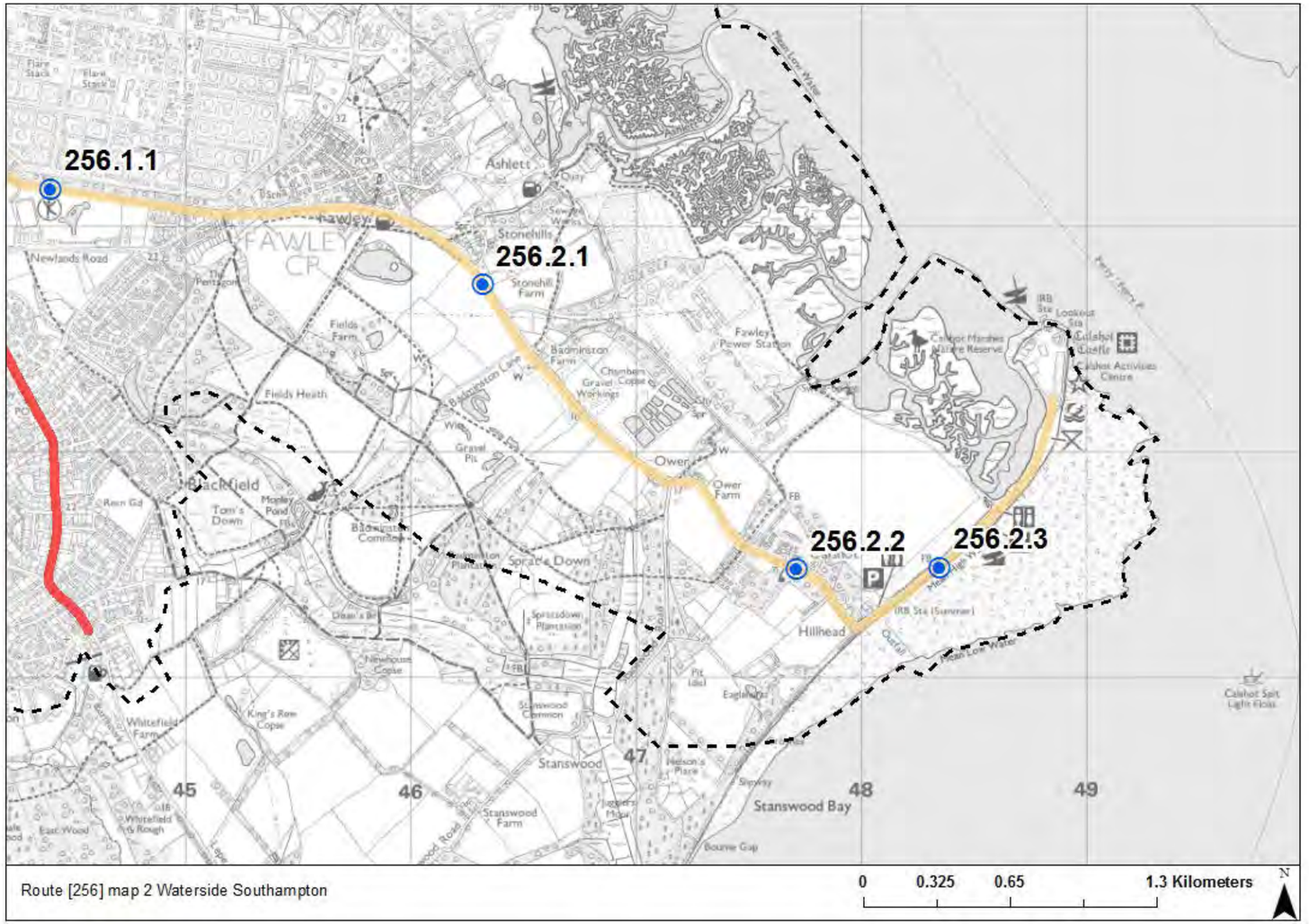
This route serves as the main connection to the southern end of the Waterside coastal peninsula, Calshot beach and Calshot Activities Centre. The route offers a connection to Fawley Village and Oil Refinery.

The route consists of a main single carriageway bypass style road which has speed limits ranging from 30 mph to national speed limit. Footways on the B3053 are only present around the Fawley village area, to facilitate movement between Fawley and Backfield village. This route is 6.3km long.

Background

The Interim Waterside Transport Strategy (2017) supports the provision of a continuous enhanced walking/cycling route through the Waterside area from Totton to Fawley.

The existing Fawley power station buildings have outline planning permission for up to 1,500 new homes, 102,600 square metres of new commercial, civic and employment space. This route was supported by stakeholders at the consultation mapping event.



Key:

- Primary route
- Secondary route
- Potential options

256.1 Long Lane to Church Lane

Existing conditions

This route is the main road (B3053) to Fawley village. There are no footways or cycling facilities present for most of the route until it enters Fawley, where a footway is present on the southern side. This road has a 50 mph speed limit.

Barriers to walking and cycling

The roundabout at this start of this route is difficult to negotiate as there are no crossing facilities to the B3053, from the A326. At the roundabout, signage directs people down Long Copse, from the A326, on a shared use path towards Backfield, which offers a less direct route to Fawley.

Potential options

256.1.1 Between Long Lane and Church Lane, the road is not suitable for mixed traffic but there is little scope to provide a shared use path or segregated cycle track without significant tree loss. Land purchase may also be required for this be achieved. There is a track that runs along the north side of the road but this is likely to be in private ownership.

256.2 Church Lane to Calshot Activities Centre

Existing conditions

This route continues to follow the B3053 where a 40mph speed limit is in place as it bypasses Fawley Village. Past this point it becomes national speed limit before it reaches Calshot village where it drops to 30mph. Beyond the former power station site, the route becomes quite rural with no facilities for walking or cycling towards Calshot and the coast.

Barriers to walking and cycling

Footways are not continuous and do not offer people a direct route past Fawley village towards Calshot. The B3053 has long stretches of straight road where speed limits vary and passing traffic feels fast. The road widths vary along this stretch from quite wide with clear sight lines, to narrow and rural.

Potential options

256.2.1 There is scope to provide a shared use path or segregated cycle track between Church Lane and Badminston Lane, but from this point to the edge of Calshot Village it becomes more constrained and land purchase would be required to continue the route.

256.2.2 A 20mph speed restriction should be considered through Calshot Village with supporting traffic calming measures to make it suitable for mixed traffic.

256.2.3 Jack Maynard Road is traffic calmed with a 20mph speed limit and is suitable for mixed traffic.

256.2.1 Fawley Bypass

256.2.3 Stonehills Bus Stops (B3053)

256.2.2 B3053 Calshot

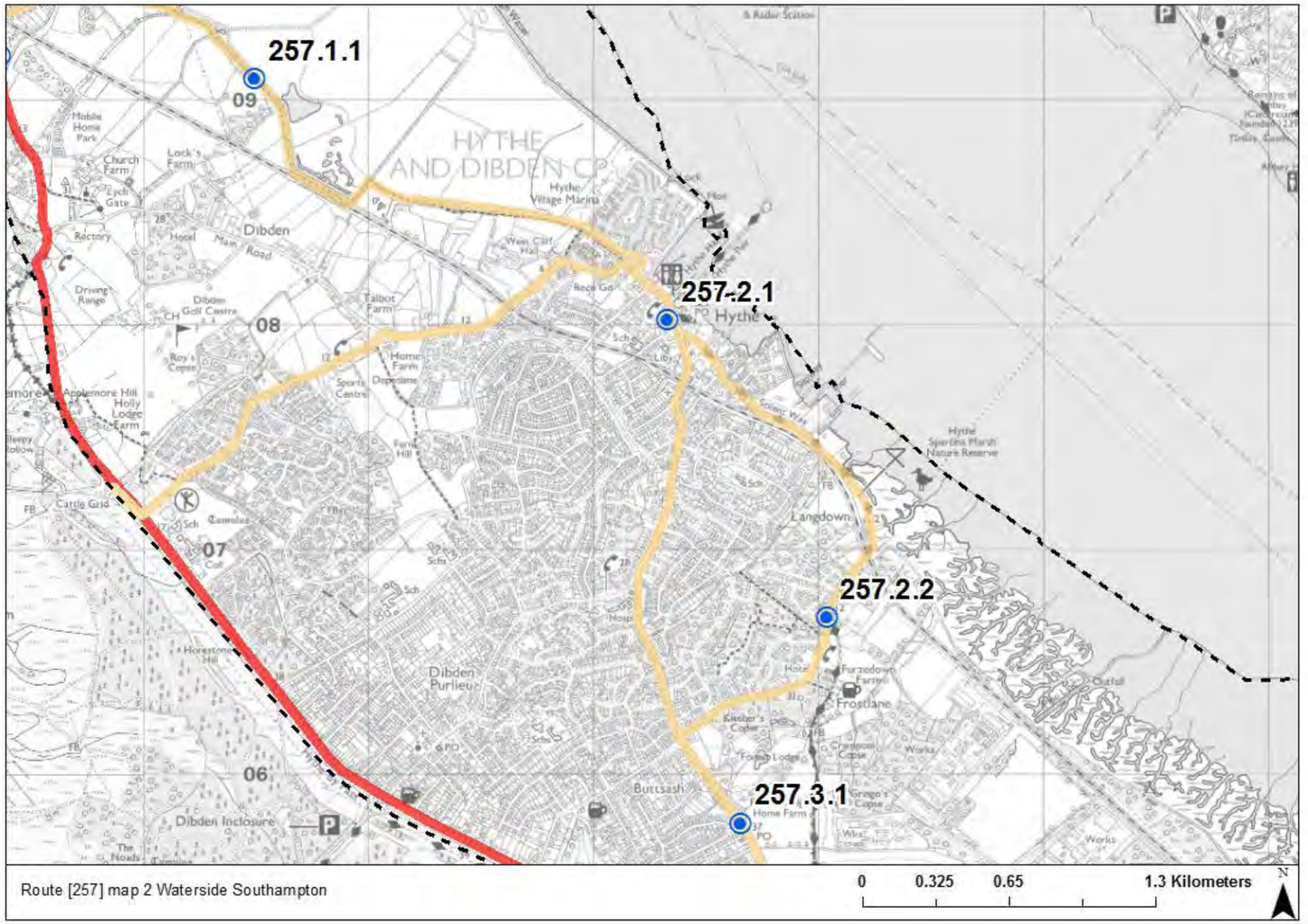
Route 257: Veal's Lane – Fawley Road via Hythe

Route description

The route offers a less direct, but more leisurely and rural route between Marchwood and Hythe that leads off route 260 at Veal's Lane and heads south towards Hythe Town centre, via a long stretch of public right of way (PRoW) footpath.

The PRoW footpath exits at the Hythe Marina Village where it rejoins the carriageway towards Hythe Town centre, then onto St John's Street, Shore Road and Frost Lane where is joins Fawley Road and continues towards a roundabout junction on the A326 to rejoin Route 260.

The on-carriageway sections of this route are subject to variable speed limits between 20-40 mph. A section of route 257 has been reviewed by Atkins to form part of the Transforming Cities Funding bid (the TCF route and feasibility ends at Long Copse roundabout). This route is 7.3km long.



Key:

- Primary route
- Secondary route
- Potential options

257.1 Veal's Lane to Hythe

Existing conditions

From Veal's Lane the PRoW link is segregated by Veal's Farm with a gate and no entry/private land signs. There appears to be no alternative access at this point to the PRoW. The footpath is a narrow unmade path that leads towards Hythe marina. This path is difficult to negotiate due to the surface being muddy, with overgrown vegetation and fallen trees obscuring the pathway in places.

The on-carriageway sections have footpaths present on one side or the other for the whole route. Crossing facilities could be improved to link shared use path facilities.

Barriers to walking and cycling

Access to the public right of way, at the northern end is made difficult due to private land ownership. The public right of way footpath is poorly maintained, and wayfinding is poor. You cannot cycle on the footpath as it is not a bridleway and the current surface is uneven.

Potential options

257.1.1 The section of the route between Veals Farm and Endeavour Way is designated as a footpath, so cannot currently be used by cyclists. To make this suitable for cycling, an improved surfacing should be provided and consideration should be given to converting the PrOW to a bridleway.

257.1.1 Footpath from Endeavour Way

257.2 Hythe to Fawley Road

Existing conditions

This section follows a less direct route to the Fawley Road from Hythe town centre; however it offers some coastal views. Footways are present on both sides of the carriageway on St John's Street, this area is subject to a 20mph speed limit.

From Shore Road leading out of the town centre and Frost Lane, a continuous footway is present on the western side of the carriageway. These sections are subject to variable speed limits between 30-40 mph. Cycle markings and signs are present on part of the route.

Barriers to walking and cycling

The route is less direct and street lighting is only present at the start and end of the route. Footways are narrow in places and deviate slightly from the desire line.

Potential options

257.2.1 The route between Endeavour Way and the residential section of Shore Road is a slow speed environment with a 20mph speed limit, so is suitable for mixed traffic.

257.2.2 There is scope to provide a segregated cycle track along the open section to Shore Lane, but Frost Lane is more constrained. The most appropriate option may be to make this whole section more suitable for mixed traffic by providing traffic calming measures, but it may be difficult get support to reduce the speed limit to 20mph limit.

257.2.2 Frost Lane

257.3 Fawley Road to A326 roundabout

Existing conditions

This section along the Fawley Road offers shared use pathways, initially along both sections then switching from one side to another until the A326 roundabout junction. Fawley Road has a 40 mph speed limit.

Barriers to walking and cycling

Fawley Road is quite wide and the 40mph speed limit means traffic feels fast. The shared use facility changes sides, with no crossing facilities in place to assist this change.

Potential options

257.3.1 There is scope to widen the existing shared use path along Fawley Road between Frost Lane and the A326. This may be compliant if the pedestrians flows are low, but it would be difficult to provide a segregated cycle track along the whole length without land purchase.

257.3.1 Fawley Road

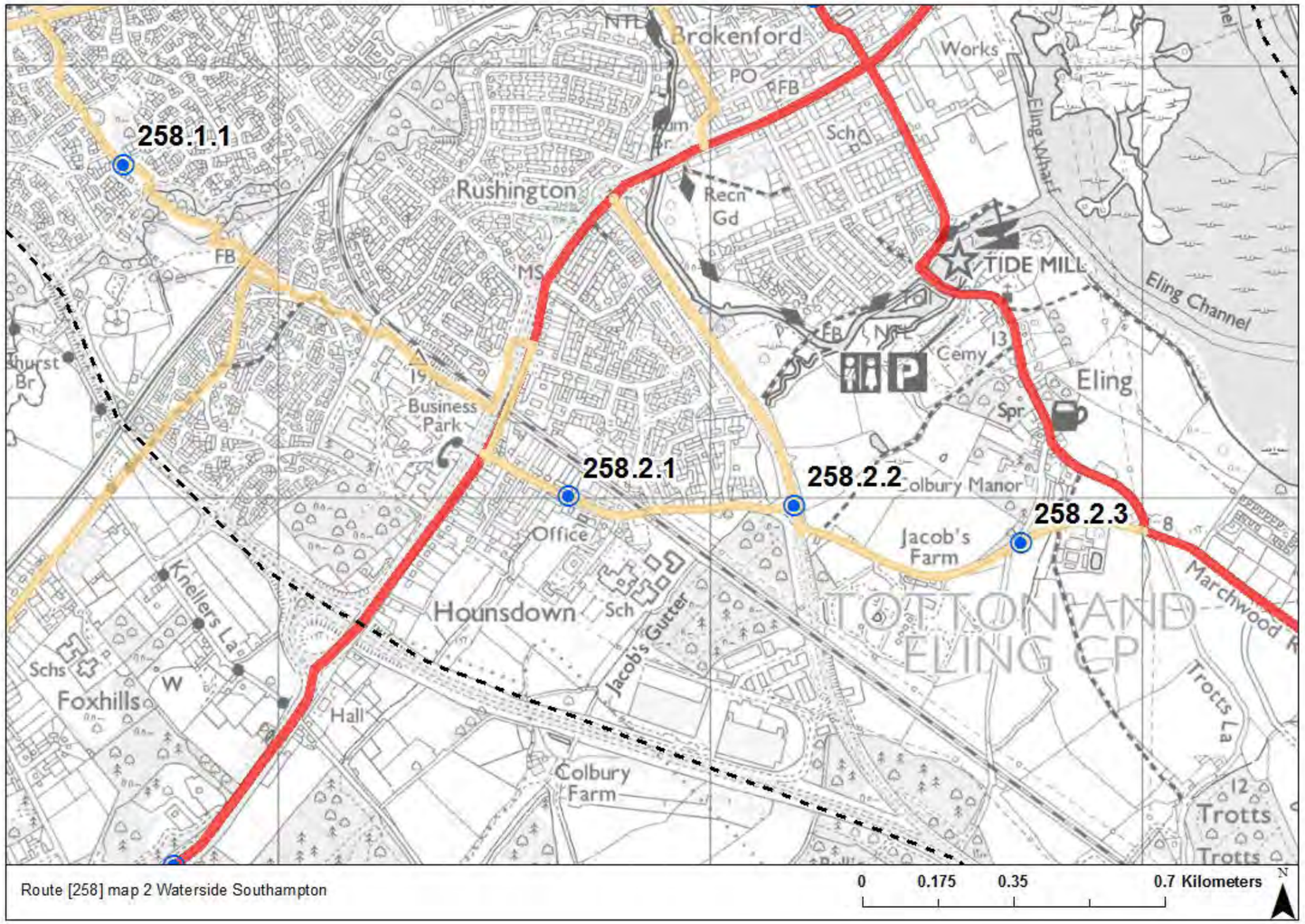
Route 258: Coriander Drive – Marchwood Road

Route description

Route 258 is a secondary west-east route, linking West Totton with Rushington, Hounsdown and southern Eling. The route runs primarily on off-road shared-use pathways, followed by on-road cycling as far as Marchwood Road. The route connects with other proposed cycling routes, including; routes 322, 321, 320, 259 and 260. The route is 4.1km long.

Background

The route was supported by local stakeholders at the mapping event. There are bus stops located along Jacob's Gutter Lane, servicing; Southampton, Totton, North Baddesley, Eastleigh, Calshot and Hythe at regular intervals. A section of Route 258 forms part of the National Cycle Network Route 236, which links Southampton to Lyndhurst.



Key:

- Primary route
- Secondary route
- Potential options

258.1 Coriander Drive – Spicers Hill (A35)

Existing conditions

The existing route is off-road, shared-use pathways through park and woodland areas adjacent to residential dwellings. The character is consistent throughout route 258.1 with occasional crossing points where the route dissects roads.

Barriers to walking and cycling

The barriers to walking and cycling include; non-segregated pathways, occasional steep sections, staggered barriers, and lack of priority for users at intersections.

Potential options

258.1.1 There appears to be scope to widen the majority of the existing shared use route between Coriander Drive and Spicers Hill to provide a segregated cycle track. Consideration should be given to providing cycle priority crossings or parallel crossings on Rushington Lane, Penhole Way, Harold Close, Magpie Drive and Rufus Gardens. A more direct crossing could be considered on the east side of Ringwood Road/Larchwood Road junction.

258.1.1 Magpie Drive

258.1.1 Rushington Lane

258.2 Spicers Hill (A35) – Marchwood Road

Existing conditions

The existing route is a mix of off-road shared-use and on-road cycling with little cycling infrastructure. The route dissects route 320 at Spicers Hill (A35), route 259 at Marchwood bypass and route 260 at Bury Lane/ Marchwood Road.

Barriers to walking and cycling

Most of the route is on-road cycling with little cycling infrastructure. There is a level crossing located on Jacob's Gutter Lane. The connection across Marchwood bypass is particularly poor with no crossing points for pedestrians or cyclists. Between Marchwood Bypass and Bury Lane the road is used heavily by HGVs and has a 40mph speed limit.

Potential options

258.2.1 The route between Spicers Hill and the A326 is on residential roads with a 30mph speed limit. There is little scope to provide a segregated cycle track, so the route should be made suitable for a mixed traffic by implementing a 20mph speed limit with appropriate traffic calming measures.

258.2.2 The junction of Jacobs Gutter Lane with the A326 should be reconfigured to provide safe crossings for cyclists.

258.2.3 Jacobs Gutter Lane to the east of the A326 carries a high volume of traffic with a high percentage of heavy good vehicles, so a fully segregated cycle route is required, but there is no scope to provide this without land purchase.

258.2.1 Jacob's Gutter Lane

258.2.3 Jacob's Gutter Lane

258.2.2 Jacob's Gutter Lane

Route 259: South Calmore – Hounsdown

Route description

This is a secondary west-east route, linking southern Calmore with Hounsdown. The route includes a limited portion of off-road pathways with the majority being on-road recommended cycling. Parts of the route are connected by other proposed cycling routes including routes 322 and 320. The route is 3.4km long.

Background

The route was supported by local stakeholders at the mapping event. There are multiple trip attractors along the route including; Totton College, Totton Rugby Football Club, Abbotswood Junior School and Forest Park Primary School. Route 259 dissects National Cycle Route 236 at Totton Bypass. NCR 236 links Southampton to Lyndhurst.

Key:

- Primary route
- Secondary route
- Potential options

259.1 Calmore Drive – Ringwood Road

Existing conditions

The existing route begins with an off-road footway, followed by on-road cycling. All roads along this section have a 30mph speed limit. There is occasional cycling demarcation at junctions and traffic calming measures, such as speed humps, along the route. There are bus stops at regular intervals which service West Totton and Southampton City Centre. The route is located in an area which is predominantly residential.

Barriers to walking and cycling

Most of this section is on-road cycling with no formal cycling infrastructure.

Potential options

259.1.1 Hammonds Gardens is a quiet residential road with low motor traffic flows. This route could be made suitable for mixed traffic by providing a 20mph speed limit together with appropriate traffic calming measures.

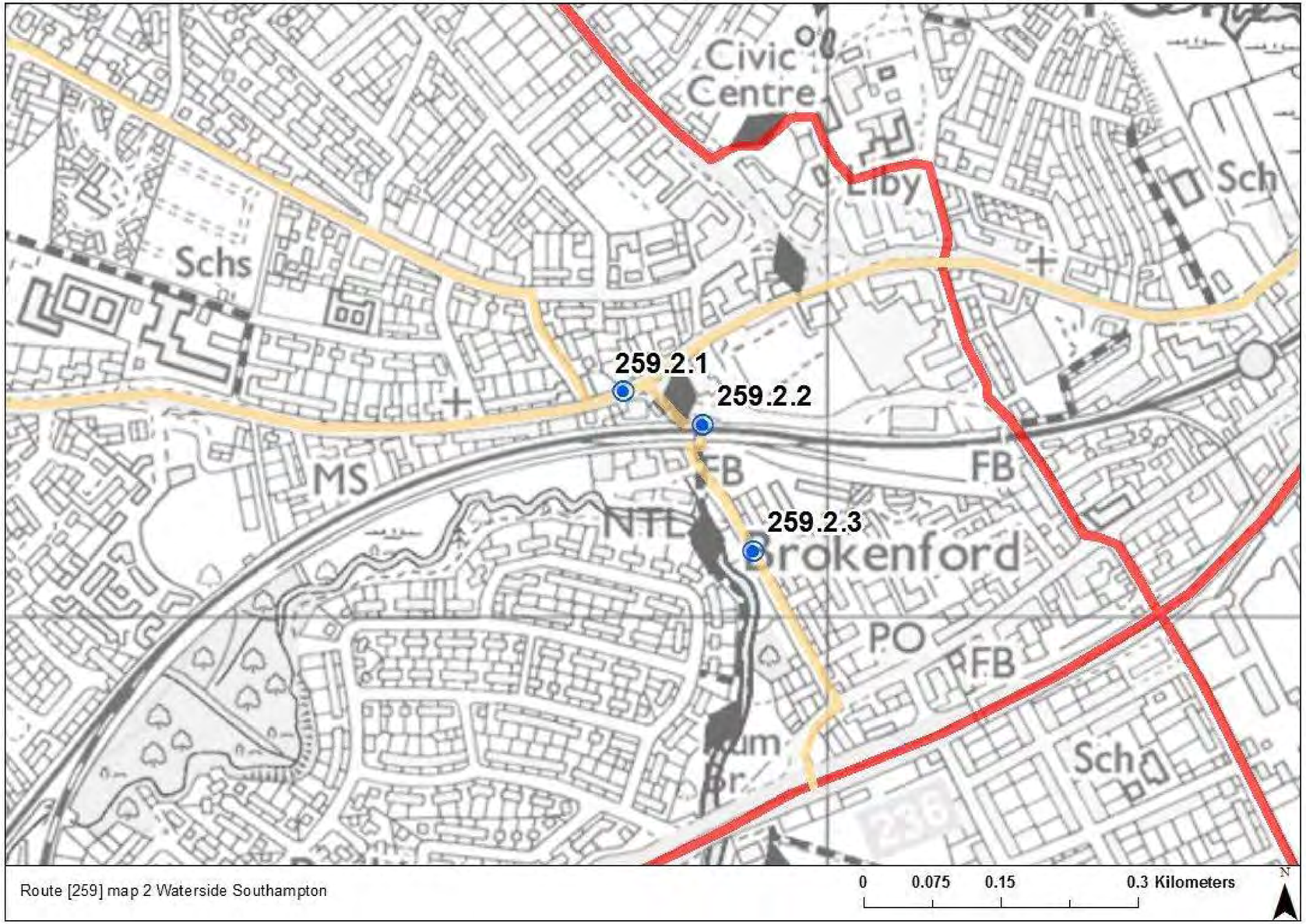
259.1.2 Water Lane is a residential road with vertical traffic calming feature along its length. Depending on the traffic flows along this section, it may be suitable for mixed traffic, but further traffic calming measures or modal filters may be required to make it compliant.

259.1.3 Haselbury Road is a quiet residential no-through traffic road and is suitable for mixed traffic, but would require a 20mph speed limit.

259.1.1 Hammond's Green

259.1.3 Haselbury Road/Ringwood Road (A336)

259.1.2 Water Lane



Key:

- Secondary route
- Potential options

259.2 Ringwood Road – Totton Bypass

Existing conditions

The existing route begins with an off-road footway from Ringwood Road. From here the route crosses the railway tracks via a footbridge which joins Brokenford Lane. Brokenford Lane and Rumbridge Lane have no cycling provision and both have 30mph speed limits.

Barriers to walking and cycling

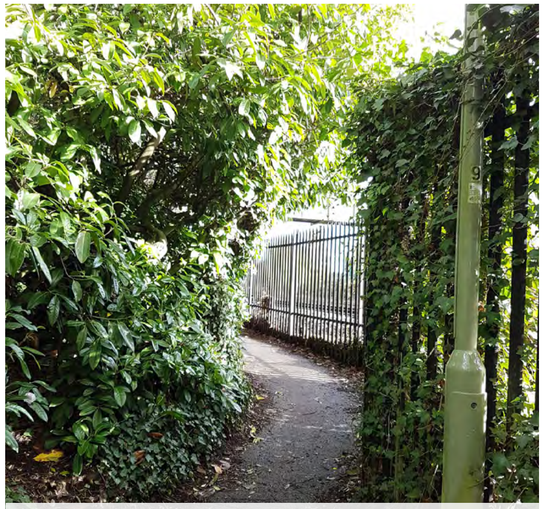
This section is split between off-road paths and on-road cycling with no formal cycling provision.

Potential options

259.2.1 A suitable controlled crossing and cycle link is required on Ringwood Road to connect Haselbury Road with the path to the railway bridge. Widening of the path to the railway bridge should also be considered to provide a segregated cycle track.

259.2.2 The existing railway footbridge only has steps and is less than 2m wide, so is not suitable for cyclists. A replacement bridge would be required to make it more accessible. The only alternative route is via Maynard Road and Junction Road, but this carries a high volume of traffic.

259.2.3 Brokenford Lane is a quiet residential no-through road that is suitable for mixed traffic, but would require a 20mph speed limit.



259.2.1 Ringwood Road (A336)/Pathway

259.2.2 Railway footbridge to Brokenford Lane

259.2.1 Ringwood Road (A336)

259.2.3 Brokenford Lane

259.3 Totton Bypass – Jacob's Gutter Lane

Existing conditions

The existing route begins at Totton Bypass (A35)/ Marchwood Bypass (A326) roundabout and follows the Marchwood Bypass as far as its junction with Jacob's Gutter Lane. The existing provision includes a shared-use pathway on the western extent of Marchwood Bypass as far as the cut-through to Parkside. Beyond this point, there is no formal provision for cyclists. The road's speed limit is 50mph for the first 150m and 60mph until the end of this section. There are bus stops along this route which provide connections to; Southampton, North Baddesly, Totton and Eastleigh.

Barriers to walking and cycling

Most of this section is on-road cycling with no formal cycling provision on a fast, busy road.

Potential options

259.3.1 The existing shared use path along the A35 between Rumbridge Street and the A326 could be widened to provide a segregated cycle track.

259.3.2 There is scope to provide a segregated cycle track along the A326 between Totton Bypass and Jacobs Gutter Lane within the highway boundary, but this may involve significant tree loss.

259.3.3 The junction of the A326 with Jacobs Gutter Lane should be reconfigured to provide safe crossings for cyclists through the junction.

259.3.1 Totton Bypass (A35)

259.3.3 A326/Jacobs Gutter Lane junction

259.3.2 Marchwood Bypass (A326)

Route 318: New Road – Frost Lane

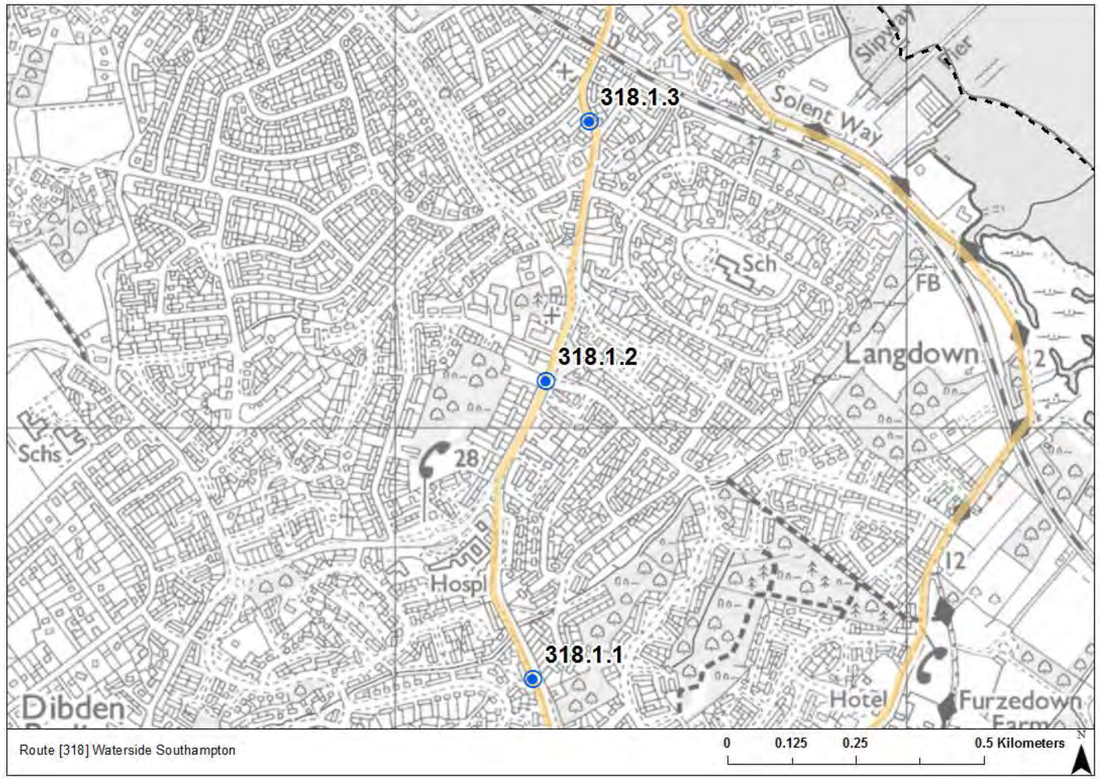
Route description

This route originates in Hythe village centre, in the north where it links directly from route 257. It offers a shorter link from route 257, though the main residential area of Hythe, where it rejoins route 257 at the Frost Lane junction.

This route offers a connection to Hythe Hospital, a Tesco Express store, and churches as well as the larger residential area of Hythe. The route is 1.9km long.

Background

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



Key:

- Secondary route
- Potential options

318.1 New Road to South Street

Existing conditions

This section of the route starts in Hythe village centre on New Road, a largely commercial street made up of local shops and businesses with a 20mph zone. As the route travels south is enters a largely residential area passing a Royal Mail delivery office and a church.

The route then enters South Street where it meets a large junction with Southampton Road, a major route from the A326.

Footways are present along both sides of the route until the very end as South Street enters the Southampton Road junction, where a footway only runs along the eastern edge. Cycling is on road for this section of this route.

Barriers to walking and cycling

South Street's junction with Southampton Road is challenging to cycle. Southampton Road feels very busy, due to the fact it serves as a link to Hythe village centre from the wider area and A326.

Although the majority of the route has footways there is a lack of crossing facilities for pedestrians at key points. No infrastructure exist for cyclists.

Butts Bridge Hill, is as the name suggests, on a hill, so although it has a 40mph speed limit, traffic can feel very fast travelling down the hill. The hill also creates limited visibility as it approaches Fawley Road.

Potential options

318.1.1 There may be scope to provide a segregated cycle track along Butts Bridge Hill, but there are a number of constraints along this section.

318.1.2 There appears to be scope to provide a segregated cycle track along Southampton Road and Langdown Lawn within the existing highway boundary, however some land purchase may be required. Priority crossing should be considered at side road junctions.

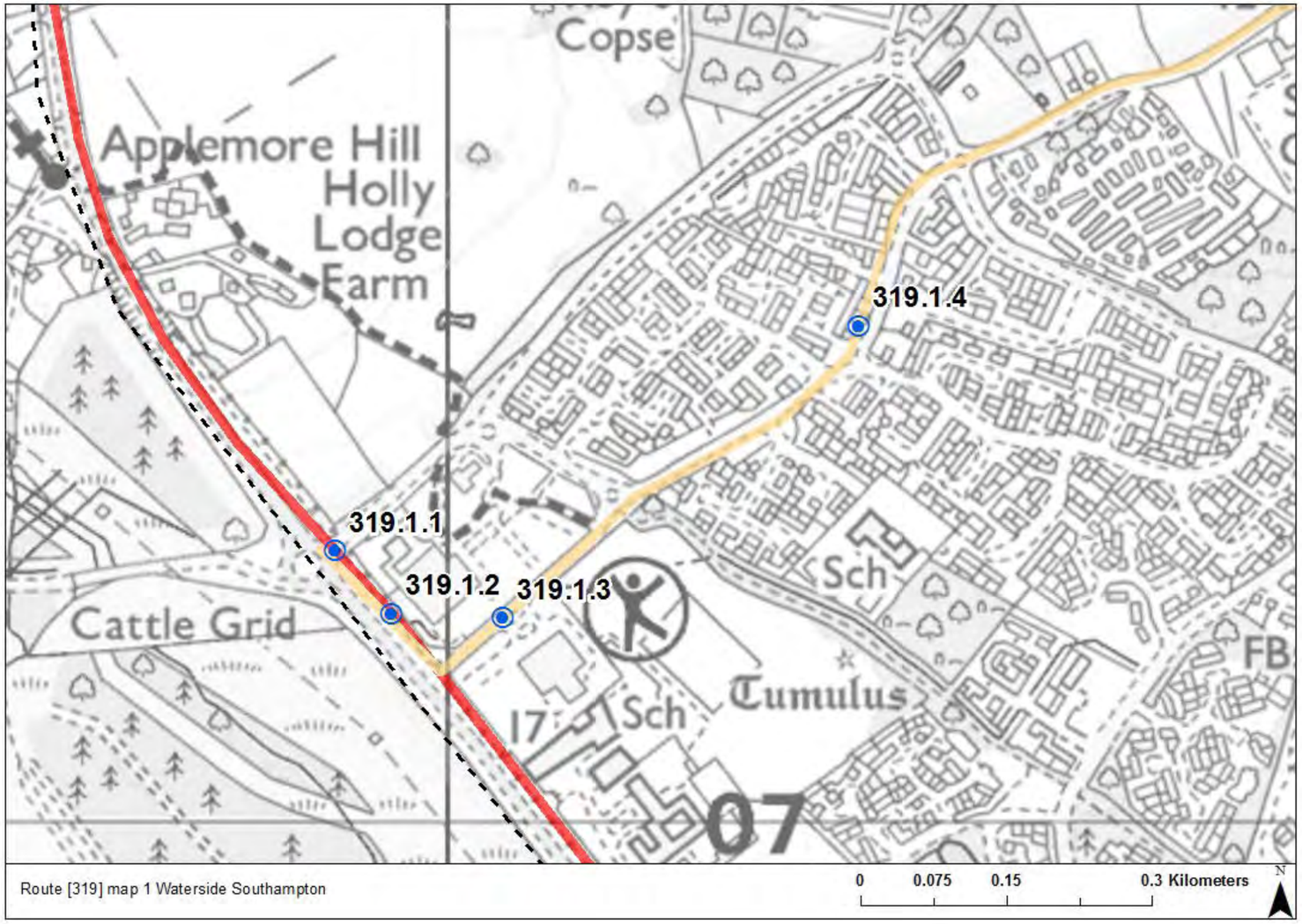
318.1.3 The majority of the route along The Marsh, New Road and South Street is traffic calmed and has a 20mph speed limit. Depending on the traffic flows, this may be appropriate for mixed traffic, but further traffic calming measures or modal filters may be required to make it compliant.

318.1.1 Butts Bridge Hill Footway

318.1.3 South Street

318.1.2 Deerleap Way/Langdown Lawn junction

Route 319: Sizer Way – West Street



Key:

- Primary route
- Secondary route
- Potential options

Route description

This route forms part of NCN 2 and links the main road (A326) with the residential areas of Applemore, Dibden and Hythe.

Being part of NCN 2 the route continues across the A326, to the west into the New Forest National Park, and the Hythe Ferry service to the east, which offers a direct links into Southampton city. This route also links schools, colleges and a major supermarket superstore to the wider area. The route is 2.7km long.

Background

This route was supported by stakeholders at the consultation mapping event. This route forms part of NCN 2, from Hythe Ferry terminal to the A326.

319.1 A326 Hythe Bypass to Southampton Road

Existing conditions

There is an uncontrolled crossing point, just north of the A326/Sizer Way roundabout, to facilitate access of a shared use footway (forming part of NCN 2) from the National Park.

The NCN 2 route passes along Claypits Lane, which mainly takes the form of a shared use facility, although not continuous, for the entire length.

Claypits Lane offers direct access to a Tesco Superstore, Applemore Leisure Centre and the residential area of Applemore before reaching Southampton Road, a main road into Hythe.

Barriers to walking and cycling

Although this section of route offers an off-road facility (shared use pathways) this is not consistent for the entire section as it does not begin at the start of the section. Wayfinding could be improved, particularly as this forms part of NCN 2.

Potential options

319.1.1 Consider options for improving the existing uncontrolled crossing on Sizer Way to a controlled crossing.

319.1.2 Explore whether the existing shared use path between Sizer Way and Claypits lane could be widened to provide a segregated cycle track. The cycle transition point at the northeast end of this path should be improved as it is on a tight bend with poor visibility.

319.1.3 The western end of Claypits Lane is currently a mixed traffic route with some traffic calming measures. Additional traffic calming features may be required to create a 20mph environment.

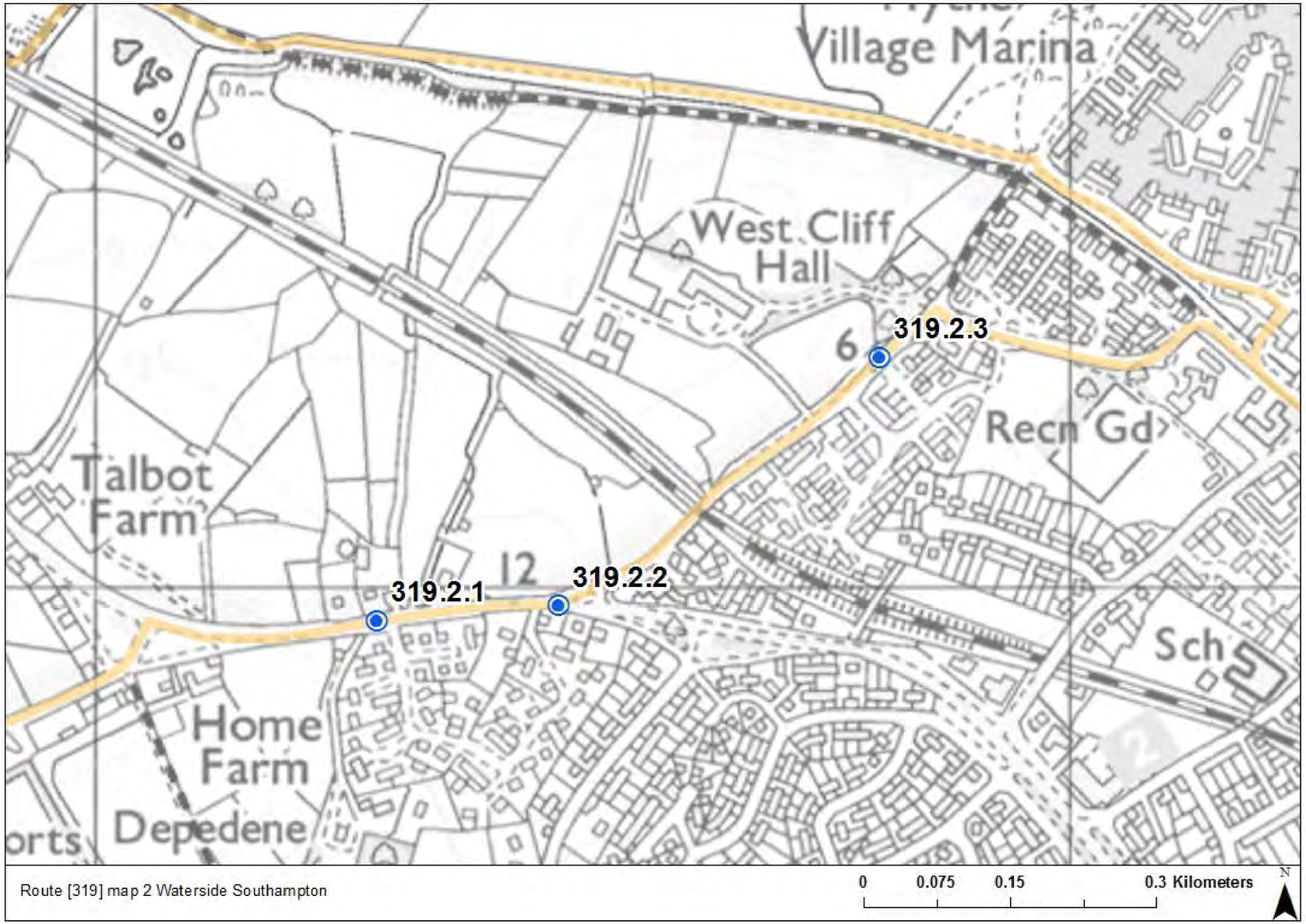
319.1.4 There is an existing shared use path along the majority of Caypits Lane, but there is insufficient space to widen this to provide a continuous segregated cycle track. Traffic calming measures would be required to create a 20mph environment that is suitable for a mixed traffic route. Modal filters may also be required to reduce the level of traffic on this route.

319.1.1 A326/Sizer Way Roundabout

319.1.3 Claypits Lane

319.1.2 Claypits Lane path

319.1.4 Claypits Lane facing north



Key:

- Secondary route
- Potential options

319.2 Southampton Road to West Street

Existing conditions

Southampton Road is a main route from the A326 into Dibden and Hythe. This section consists mainly of a shared use pathway on Southampton Road. West Street becomes quite narrow and rural in character in places, with little to no walking and cycling facilities, before it enters the northern residential area of Hythe and Hythe Marina Village. West Street offers an alternative link from NCN 2 towards the marina and Hythe town centre.

Barriers to walking and cycling

The shared use path facility that exists is very narrow in places. A section of it passes by the entrance to two colleges and a secondary school, which are busy during the start and finish times. There is one large roundabout junction that offers access to employment and retail areas, this is convoluted to cross and another smaller roundabout junction is difficult to negotiate.

Potential options

319.2.1 There is scope to widen the existing shared use path along Southampton Road, but there may be insufficient space to provide a fully compliant segregated cycle track without land purchase. A priority crossing should be considered at the Mountfield junction.

319.2.2 A controlled crossing with cycle links will be required at the Southampton Road/West Street junction.

319.2.3 West Street is a semi-rural road with a 30mph speed limit and there is insufficient room to provide protected space for cyclists. Therefore, this route could be made suitable for mixed traffic with a 20mph limit and traffic calming measures.

319.2.1 Southampton Road

319.2.2 West Street

319.2.2 Southampton Road/West Street junction

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

Some local authorities have experimented with “Parallel Crossings” where extra space is provided for cyclists adjacent to a zebra crossing. These are becoming increasingly common, some example are illustrated below.

Chaucer Road, Canterbury

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.

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 & 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.

In June 2018 Hampshire County Council reported on the outcomes of a comprehensive review of 14 pilot 20 mph speed limits, which comprised of a mix of urban residential and rural village centre areas across Hampshire. The detailed evaluation work provided a strong, evidence-based indication of the likely benefits achievable elsewhere in the County and a policy decision was reached for future implementation of such schemes.

The 14 pilot locations have enabled us to assess the effectiveness of “signed only” 20 mph speed limits, which are distinct from 20 mph zones that use engineering measures to achieve compliance.
The comparison of traffic speed data “before” and “after” the 20 mph speed limits were implemented showed an average reduction of just 0.4 mph demonstrating that reduced speed limits of this type have had very little, if any impact on driver behaviour.
The policy recommendation adopted from the report is as follows:

“That any future speed limit schemes will be prioritised in accordance with the Traffic Management policy approved in 2016, and thereby limited to locations where injury accidents attributed to speed are identified, with proposals assessed in accordance with current policy and Department for Transport guidance on setting speed limits.”

Point closures

Point closures (modal filters) are a simple, cheap, effective and reversible 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.

Very few of these schemes are implemented in Hampshire due to the legal processes around road

Example of a point closure, Alma Road, Southampton. Photo credit: J. Bewley – Sustrans

Appendix B

Design principles

The recommendations for this study have been based on the standards 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 a basis for those standards based on 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

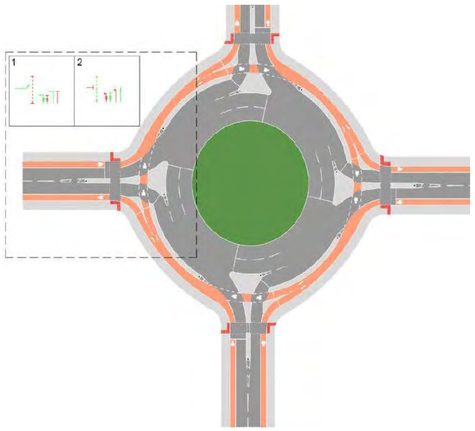


Table 11-1: Suggested minimum cycle parking capacity for different types of land use

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

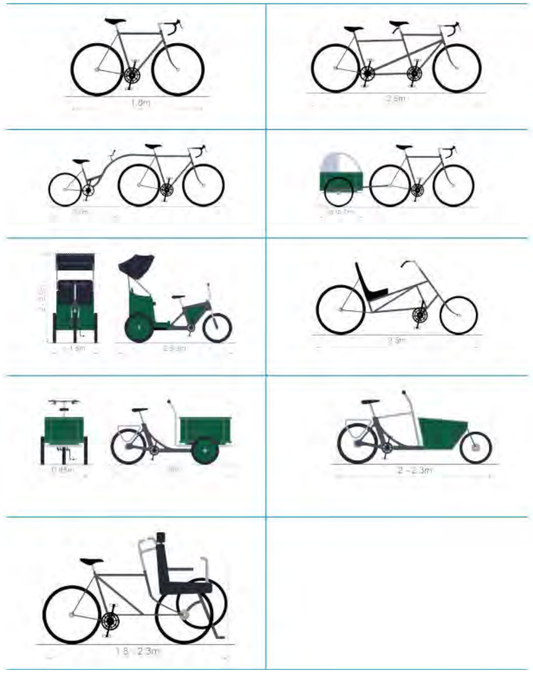


Table 5-1: Size and minimum turning circles of cycles

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.

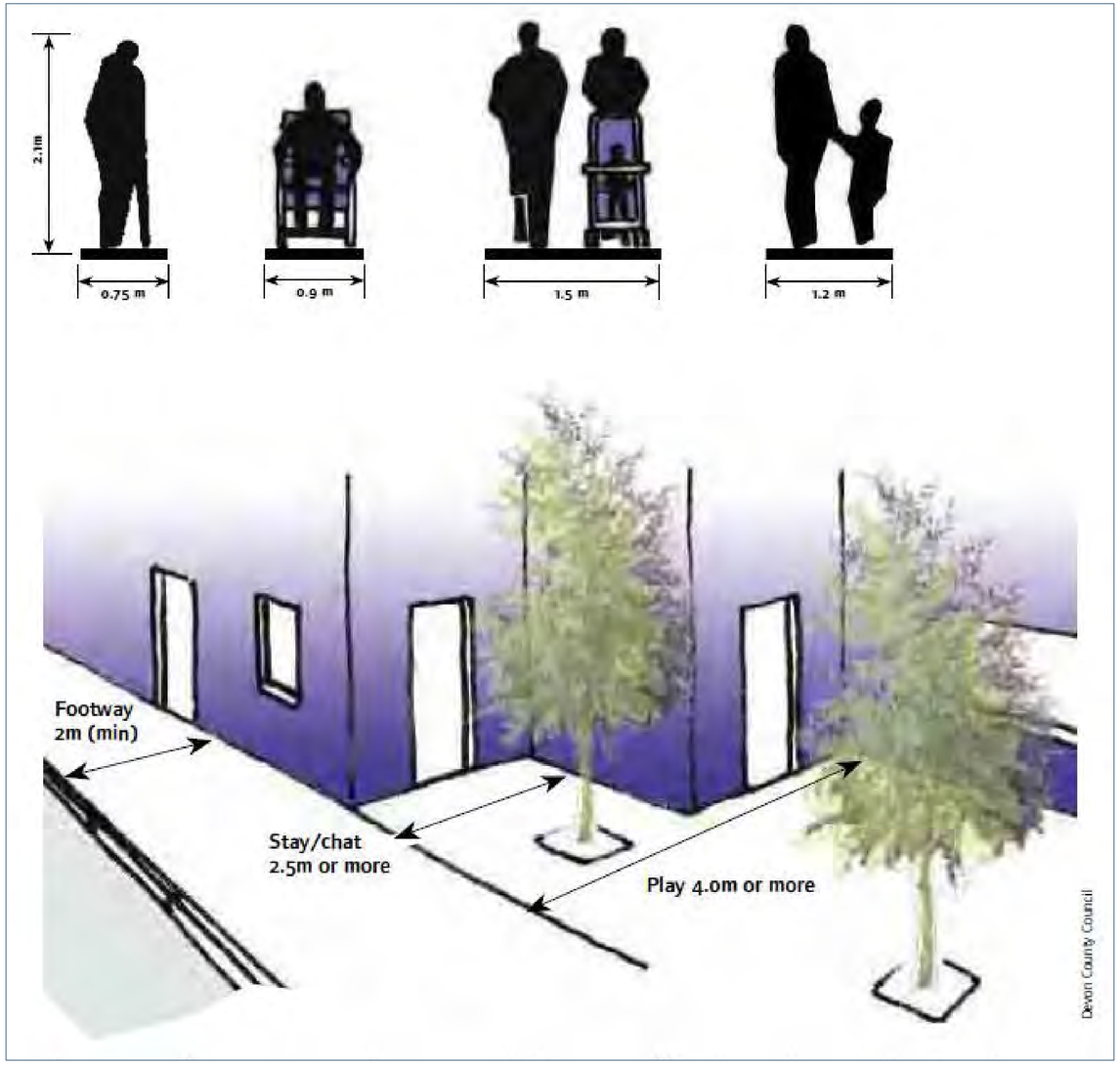
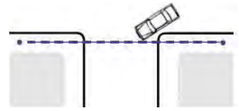
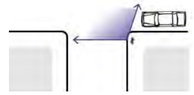


Figure 6.8 the footway and pedestrian areas provide for a range of functions which can include browsing, pausing, socialising and play.

Small radius (e.g 1m)

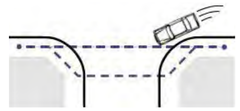


- Pedestrian desire line (---) is maintained.
- Vehicles turn slowly (10-15mph).

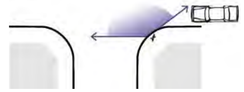


- Pedestrian does not have to look further behind to check for turning vehicles.
- Pedestrian can easily establish priority because vehicles turn slowly.

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.

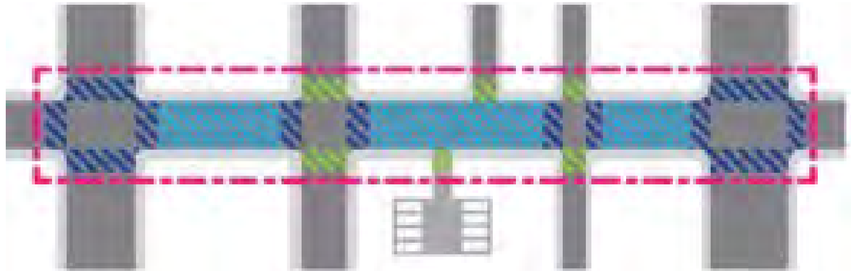
10 Clean air

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
Unsignalised	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	
	Unsignalised, 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
Unsignalised	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	
	Unsignalised, 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 New Forest District 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**

Head Office
Sustrans
2 Cathedral Square
College Green
Bristol
BS1 5DD

Hampshire County Council

sustrans
JOIN THE MOVEMENT

New Forest Waterside Local Cycling and Walking Infrastructure Plan

Published 2022

Hampshire County Council

sustrans
JOIN THE MOVEMENT