Borough of Havant

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Draft local cycling and walking infrastructure plan: LCWIP

September 2021

Hampshire County Council

About Sustrans

Sustrans is the charity making it easier for people to walk and cycle. We are engineers and educators, experts and advocates. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Sustrans works in partnership, bringing people together to find the right solutions. We make the case for walking and cycling by using robust evidence and showing what can be done.

We are grounded in communities and believe that grassroots support combined with political leadership drives real change, fast.

Join us on our journey **sustrans.org.uk**

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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 Havant Borough Council as the Local Planning Authority.

Through Hampshire Services we offer professional services to other authorities and organisations. We cover our costs and our partners benefit from economies of scale, helping to protect frontline services for all. We have a 500-strong team of specialists in transport, engineering, environmental services, research and economic development to help you deliver your project.

Get in touch at **shared.expertise@hants.gov.uk** or visit our website **hants.gov.uk/sharedexpertise**

Foreword from Councillor Humby

Councillor Rob Humby

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 actually have been regularly 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 bicycle 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 crept back up, in some cases to pre-Covid 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 whether they are walking with a double buggy or 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. This LCWIP, and five others like it, have been developed alongside successful bids to the Government's 'Transforming Cities Fund'. Building on this foundation, we have committed to a future program of LCWIPs covering every borough and district in Hampshire.

Our officers, stakeholders and cross-party elected members have worked together to develop a common understanding of what improvements are needed. Together, we have proposed the ten bold new walking and cycling principles in this LCWIP and have recently shared these with wider stakeholders at our first ever Active Places Summit. The principles will also feature in our new Local Transport Plan.

As we were finalising our principles, Government launched its new 'Gear Change' policy and new cycle design guidance – Local Transport Note 1/20 (known as LTN1/20). These documents, and related funding announcements, are welcomed by Hampshire County Council; they align closely with our own direction of travel and we are already applying them to schemes under development. When reading this LCWIP, keep in mind that the work undertaken in its production was completed before the publication of LTN 1/20. Whilst we are confident that our approach to network planning aligns with this new guidance, some of the high-level suggestions will need further development. All future schemes will be designed to comply with LTN1/20 and will be developed in line with our new walking and cycling principles.

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

Introduction

In both Hampshire and Havant 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 Havant will experience benefits, such as: reduction in air pollution, fewer delays and decreasing frequency of collisions on the highway and improving accessibility for people of all ages and ability.

What is an LCWIP?

Local Cycling and Walking Infrastructure Plans (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.

Local Policies

This plan is supported by policies developed and delivered by Hampshire County Council including; 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 Havant?

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 (ref 1), 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 (ref 2), and building physical activity into daily routines (ref 3).

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 (ref 4). 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 (ref 5).

This LCWIP was developed alongside proposals for a South East Hampshire mass transit network (SEHRT). Some of the proposals have received funding from the Transforming Cities Fund (TCF). In support of the proposed bus improvements this plan includes assessments and suggested improvements for access to bus stops by foot and cycle.

Havant Borough Council is proud to promote active travel within the Borough, and has over many years, developed their own cycle network (see Appendix A).

For further information on Havant's Cycle Network follow this link – **https://www.havant.gov.uk/cycle**

Description of Havant Borough

Havant Borough has a population of around 121,000 and is located on the south coast between the cities of Portsmouth and Southampton. At almost 8,000 ha in size, it borders Portsmouth, Winchester, East Hampshire, and West Sussex County Council.

Settlements in the Borough include: Havant town, Purbrook, Waterlooville, Bedhampton, Warblington, Cowplain, Emsworth and Hayling Island.

Transport

The A27 is the main east-west corridor through the Borough and runs in parallel and close proximity to the coast. The A3(M) is the primary north-south corridor through the Borough, connecting Portsmouth with Guildford and the M25.

Hayling Island, a settlement in the south of the Borough, is accessible via the A3023, the only road linking the island with the mainland where all major services are situated. The A3023 passes through Langstone, located between the A27 Langstone Roundabout and the Langstone Bridge to Hayling Island. The A27 Langstone Roundabout connects the A27 Havant Bypass, the A3023 and the B2149 to Havant Town Centre to the north. The Hayling Ferry offers a second access to Hayling from Portsmouth for pedestrians and cyclists, but only operates during the daytime.

Havant rail station has frequent services to London Waterloo, Portsmouth, Chichester, Brighton and Southampton.

There are a number of bus services which provide public transport within the Borough, and services to nearby towns and cities. A large bus station is situated within the town centre, approximately 400m from the rail station.

Local Trip Generators

Havant town centre is a major destination for employment and shopping. Other large employers include Langstone Technology Park, Brambles Business Park, Kenwood Business Park and Asda Havant Supercentre. Educational and healthcare facilities are among other key trip generators.

Walking and cycling in Havant

The Borough comprises of mostly urban communities, with a few semi-rural areas. In the southwest of the Borough, journeys are constrained by the steep slopes of Portsdown Hill.

Trips under 2km are very walkable for most people within around 30 minutes. The 2011 Census reported that, around 16% of commuting trips in Havant are under 2km. Of these around 55% are driven, and 33% are on foot.

34% of commuting trips made by Havant residents are under 5km, a distance that can easily be cycled in around 20-30 minutes. 68% of these short trips are currently made by car or van and only 6% by bicycle.

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

49% of children walk to school in Havant and 4% cycle. Around 36% travel by car. Cycling to secondary school is more common than cycling to primary school.

Three National Cycle Network routes pass through the Havant Borough: NCN2, NCN 22 and NCN 222. NCN 2 follows the south coast across the west coast of Hayling Island and, when completed, will link Dover in Kent with St. Austell in Cornwall. NCN 22 begins in the south west corner of the Borough at the border with Portsmouth and continues through Brockhampton to Havant town centre before turning north towards Rowlands Castle. NCN 222 runs from Portsmouth up to Horndean through Purbrook and Waterlooville.

Developments and opportunities

Havant's currently adopted Local Plan Allocations (2014) identified many sites across the Borough which would be made available for residential, business, or mixed-use development. These local plan allocations were considered at the stakeholder engagement session.

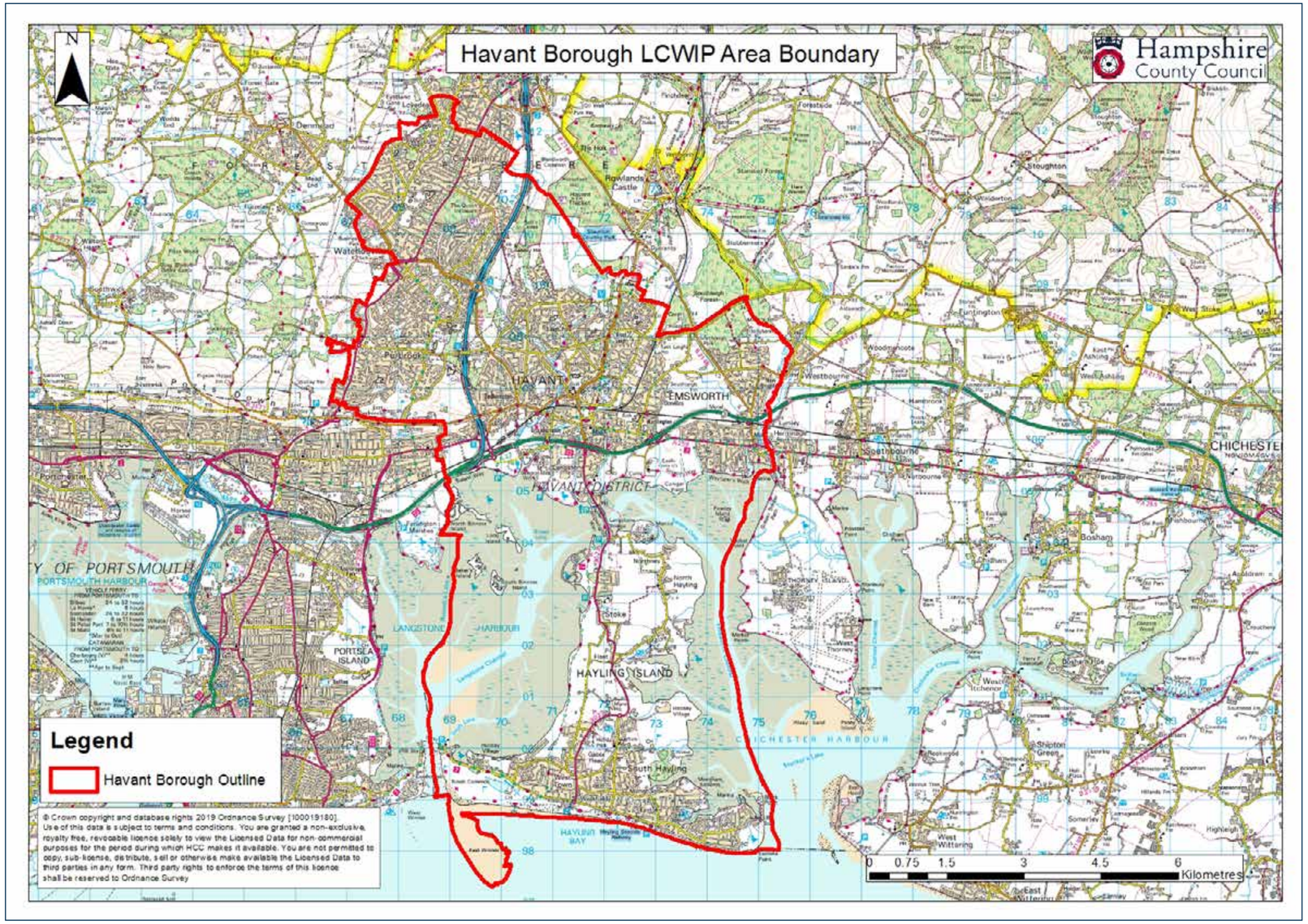
The Pre-Submission Havant Borough Local Plan 2036 was approved by the Full Council on 30 January and consulted on between 1 February and 18 March 2019. The Local Plan was submitted for examination to the Secretary of State for Housing Communities and Local Government on 12 February 2021.

Havant Borough Council has identified Southleigh, the land between Denvilles and Emsworth, as suitable for a comprehensive development which would provide much needed infrastructure alongside new housing. This site has been taken into account when evaluating potential walking and cycling improvements.

References:

1. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/790626/2018-provisional-emissions-statistics-report.pdf
2. https://documents.hants.gov.uk/public-health/TowardsahealthierHampshireastrategyforimprovingthepublicshealth2016-2021.pdf
3. https://documents.hants.gov.uk/public-health/HampshirePhysicalActivityStrategy2018-21.pdf
4. https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf
5. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/416826/cycling-and-walking-business-case-summary.pdf

Havant LCWIP boundary

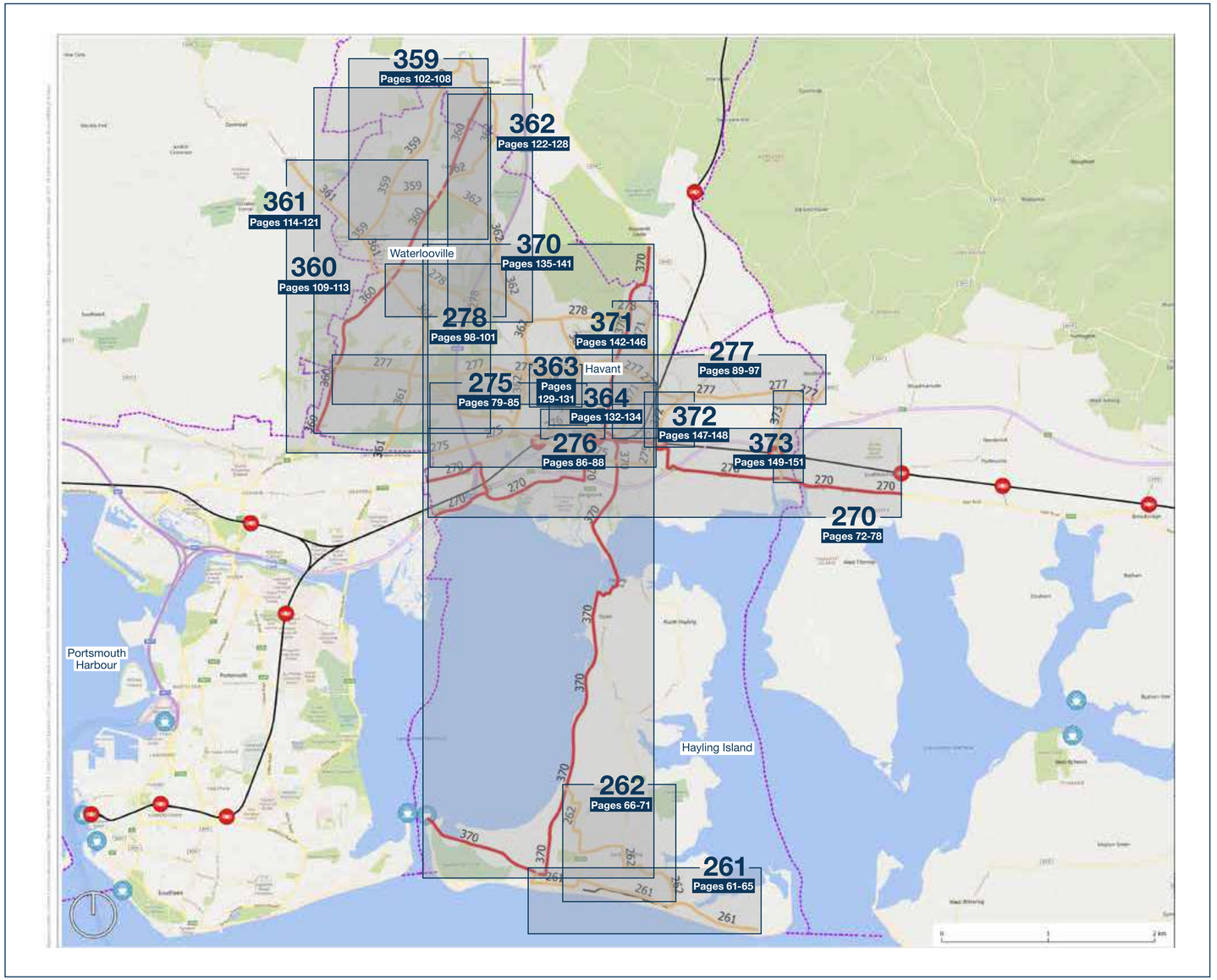


Havant network overview

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

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

Click on the page number box (below the route reference number) to view that specific area in more detail.



Key:

- Primary route
- Secondary route

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 on through these groups.

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

The principles sit under three headings:

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

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 – **https://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.

Department for Transport 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.

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.

When reading this LCWIP, keep in mind that the huge amount of work undertaken in its production was completed before the publication of LTN1/20.

Whilst we are confident that our approach to network planning aligns with this new guidance, some of the high-level suggested options will need further development.

Any future scheme will be designed to comply with LTN1/20 and will be developed in line with our new Walking and Cycling Principles.

For the full information on these documents please see:

Link to DfT's **Gear change: a bold vision for cycling and walking: Cycling and walking plan for England – GOV.UK (www.gov.uk)**

Link to DfT's Cycle infrastructure design (LTN 1/20) guidance: **https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120**

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

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.

Low traffic neighbourhoods

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

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

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

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

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

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

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

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

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

Source: Living Streets

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

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

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

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

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

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 will be included in the forthcoming engagement on Hampshire’s emerging Local Transport Plan 4.

Hampshire County Council is open to hearing from local communities who might like to develop or trial one of Hampshire’s first low traffic neighbourhoods in their area.

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

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

Methodology

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

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

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

The approach was to look afresh at opportunities to create walking and cycling networks. Existing facilities and routes were considered, along with known improvement proposals. Local stakeholders helped to identify where new routes and improvements were needed. The potential routes were then surveyed on foot and bicycle. The methodology adopted was informed by the Design Guidance published as part of the Active Travel (Wales) Act 2013, the London Cycling Design Standards (first published 2005, latest update 2016) guidance on developing a coherent cycle network and the LCWIP Technical Guidance (published 2017) but before the introduction of Local Transport Note 1/20.

LCWIP Technical Guidance

Under the guidance, the key outputs of LCWIPs are:

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

This draft consultation report addresses the first and third outputs, but further work will be needed for the second output, including feedback from the current consultation. The LCWIP process has six stages as set out below:

1. **Determining scope**
   Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2. **Gathering information**
   Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking.
   Review related transport and land use policies and programmes.

3. **Network planning for cycling**
   Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.

4. **Network planning for walking**
   Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.

5. **Prioritising improvements**
   Prioritise improvements to develop a phased programme for future investment.

6. **Integration and application**
   Integrate outputs into local planning and transport policies, strategies, and delivery plans.

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

Gathering information

Comprehensive information and data sources were provided by Hampshire County Council and Havant Borough Council (HBC), which was augmented by publicly available datasets from the 2011 Census (e.g. population and employment), DfT Traffic Counts, Road Traffic Collisions, schools, public amenities and previous consultation plans exploring existing and new networks. Review and analysis of the data was undertaken using a bespoke online map created on Sustrans Earthlight platform. The main trip generators were identified and an initial network mapped out to link residential areas with these locations.

A stakeholder workshop was held at an early stage of the process (6 September 2019) to test assumptions and to gather useful information from local stakeholder groups. They were asked to identify barriers to walking and cycling, including crossing points of the main barriers (roads, railways, rivers), which form the nodes in the network. Large blank maps were provided for people to draw on, as well as background maps of the local transport network with information on trip generators from the Sustrans GIS database.

Existing walking and cycling network

The main existing routes comprise National Cycle Network (NCN) Route 2 along the coast between Emsworth and the Hayling Ferry, NCN Route 22 between Havant Academy and Farlington and NCN Route 222 between Cowplain and Farlington. There is a number of existing cycle routes of variable quality, particularly around schools.

There is an extensive Rights of Way network, across the Borough. 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 Park Lane bridleway, the urban Rights of Way have limited value for cycling, as they do not serve everyday journeys.

Trip generators

An important starting point in designing a walking and cycling network is to determine the likely origin and destination points for everyday trips to work, school, shopping and leisure. The trip generators map in the Mapping Data chapter gives a visual indication of the destinations, including: employment areas, secondary schools, shopping areas, hospitals, leisure or sports centres. Future development sites such as draft local plan allocations give an indication of potential future transport demand.

There is a significant concentration of trip generators in the town centre, especially retail and employment, but there are also large employment sites at Waterlooville. Secondary schools are dispersed across the whole area. Leisure and sports centres are also dispersed across the whole area.

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

Propensity to Cycle data

The cycle commute map for Havant based on census 2011 flow data indicates that Havant town centre is an important destination, flows radiating to all parts of the town. There are also significant flows in Emsworth and Hayling Island. It should be noted that commuting is only 14% of all trips nationally.

The school travel map shows weak flows across the Borough, concentrated on the main urban centres. 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 Havant town centre, Waterlooville and Hayling Island, with weaker flows between the urban centres due to the distances involved. This map suggests that there is good potential for modal shift across the whole urban area.

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

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**	

Network planning for cycling

There is a wealth of information to consider when planning a cycle network for Havant, 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 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 on foot and on bikes.

We have identified primary and secondary walking zones, with town centre and Waterlooville as the primary zones. Future secondary zones will be Havant town centre based on local shopping centre locations. The LCWIP Technical Guidance (para 6.15) suggests that core walking zones should have a minimum diameter of 400m, so we have extended the zones out from the boundaries given by the local authority to account for this. Key walking routes should extend up to a 2km radius from the core walking zones, as shown by the buffer on the map. As a first approximation, we have assumed that the cycle network within this 2km radius will comprise the key walking routes.

The Havant and Waterlooville town centre Core Walking Zones have been audited in some detail and these are described in the following pages.

LCWIP ref	Map ref	Analysis	Potential options
5.40	Barriers to movement (traffic flows)	Crossing points of major roads	New crossings if required
4.4	Existing walking and cycling network	Quality, value for local journeys	Improvements if required
5.9	Trip generators	Map all important origins and destinations	Ensure the network swerves all major destinations
4.8	Propensity to Cycle Tool (cycle commute, cycle to school and short car trips)	Existing trips and modelled increases	Design network to accommodate the major flows
5.23	Proposed walking and cycling network	Test against core design outcomes	Improvements if required

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.

To reflect the Government’s Transforming Cities Fund, there is an additional emphasis on access to the bus stops that will serve the improved mass transit services. Walking Route Audit Tool (WRAT) assessments of walking routes to bus stops have been undertaken and are included in a section of this report.

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, parking, buses, taxis and parking. Some sections of

proposed routes may be on private land and discussions with landowners will be required. Proposed road space reallocations for walking and cycling will need to carefully consider implications across all modes, although the ultimate aim must be to reduce the dominance of motor vehicles, thereby easing congestion. This report is not a feasibility study, but a high level assessment. All proposals will be subject to further feasibility work and detailed design work will be necessary. In some cases, this may mean that a route is moved to an alternative parallel alignment.

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

It is also intended that this LCWIP would be used to inform developers of the level of ambition for the walking and cycling network so that they may contribute towards it.

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

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

Partnership working with Havant Borough Council is also important in helping to plan, design, attract funding and deliver improvements across the walking and cycling network, and in helping to identify tertiary routes.

Propensity to Cycle Scenarios

The Propensity to Cycle (PCT) is an open source transport planning system, part funded by the Department for Transport. It was designed to assist transport planners and policy makers to prioritise investments and interventions to promote cycling. More information is available from the PCT website: **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 the government's current 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.

In relation to the PCT maps contained within the Mapping Data chapter of this LCWIP the first map shows current levels of cycling to work, which are above the UK average in Havant, the second map shows the Government Target scenario which indicates a relatively modest increase in cycle commuting. The third map shows the Go Dutch scenario which indicates that a significant proportion of commuter trips could be made by bike.

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

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

We have created a series of maps based on data available on the PCT website, which are displayed in the Mapping Data chapter:

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

Case studies

Lewes Road, Brighton

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

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

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

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

Lewes Road, Brighton

London cycling design standards

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

Greater Manchester: Made to Move

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.

Cycling action plan for Scotland

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

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.

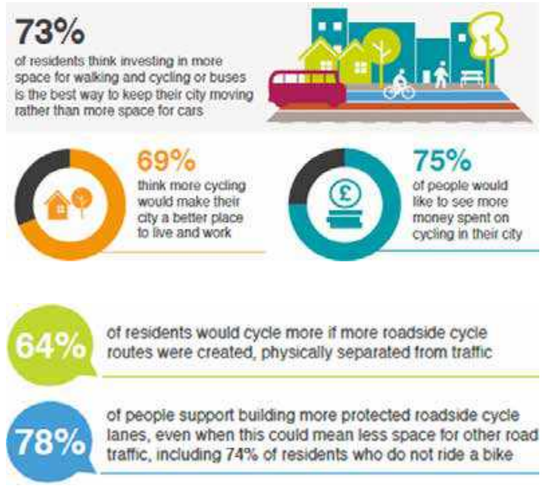
Old Shoreham Road

Bike Life

Sustrans 2017 Bike Life report is the UK’s biggest assessment of cycling in seven major cities: **Belfast, Bristol, Edinburgh, Birmingham, Cardiff, Greater Manchester** and **Newcastle**.

Bike Life is inspired by the Copenhagen Bicycle Account (a biennial summary of key statistics on cycling in Copenhagen) and is an analysis of city cycling development including infrastructure, travel behaviour, satisfaction, the impact of cycling and new initiatives. The information in the report comes from local cycling data, modelling and a representative survey of over 1,100 residents in each city conducted by ICM Unlimited, social research experts. There is widespread public support for creating dedicated space for cycling, as shown in the following infographic.

Summary of Bike Life survey data



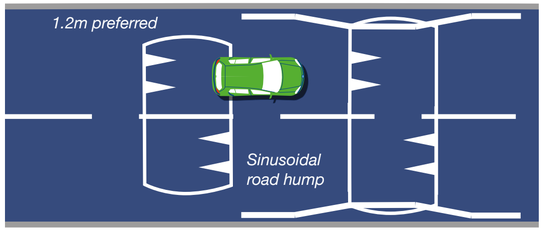
Recommended measures

A number of technical solutions have been included in the brief main text descriptions for each location and some of these are summarised in this section.

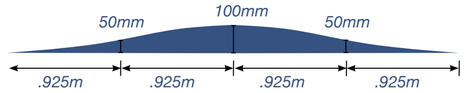
Traffic calming

Physical measures to reduce traffic speed can be useful in locations where the speed limit is regularly exceeded or there is a record of collisions. There may be objections from local residents, emergency services and bus operators. Extensive traffic calming is unlikely lengths. Common vertical and horizontal features are illustrated overleaf.

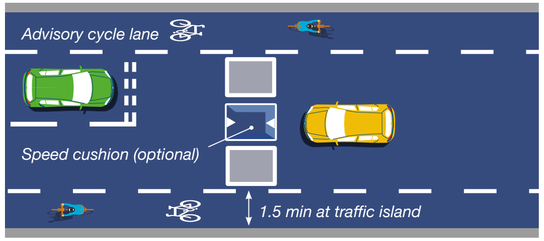
Road humps



Sinusoidal road hump cross section
(preferred geometry for vertical dimension)



Priority system – pinch point



Informal road crossings

Where a footway alongside a main road crosses a side road, clear priority should be given to pedestrians. The most effective approach is to provide a clear, wide contrasting surface that is raised above carriageway level. If this is not possible for reasons of available space or cost, flush dropped kerbs should be provided as a minimum.

Zebra crossings

Unsignalled ‘priority’ crossings for both pedestrians and cyclists are a standard part of the toolkit in many parts of continental Europe but are not widely used in the UK. 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 in London and Hampshire has a couple already.

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 reduce at 20mph compared with 30mph.

As of 2019, there are 60 local authorities on the list of places who have implemented or who are implementing a community-wide 20mph default speed limit published by '20's Plenty for Us'. In the South these include Brighton and Hove, Chichester and Portsmouth. Studies show that a 20mph limit can improve traffic flows and road capacity in some situations, by reducing stop-start traffic and promoting a more even flow through urban streets.

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."

20mph zones, where physical measures help made the speed limit self enforcing, could be considered as a part of the development of walking and cycling networks in future, but would be unlikley to be delivered as a standalone measure.

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.

Point closures are a new name for something that has been around for a very long time. Within any local neighbourhood there will be alleyways and cul-de-sacs with cut throughs to the main road for walking and cycling. They have been used extensively in London to create "traffic cells" so that through traffic is eliminated from residential neighbourhoods.

Point closure with removable bollards – Portsmouth City Region

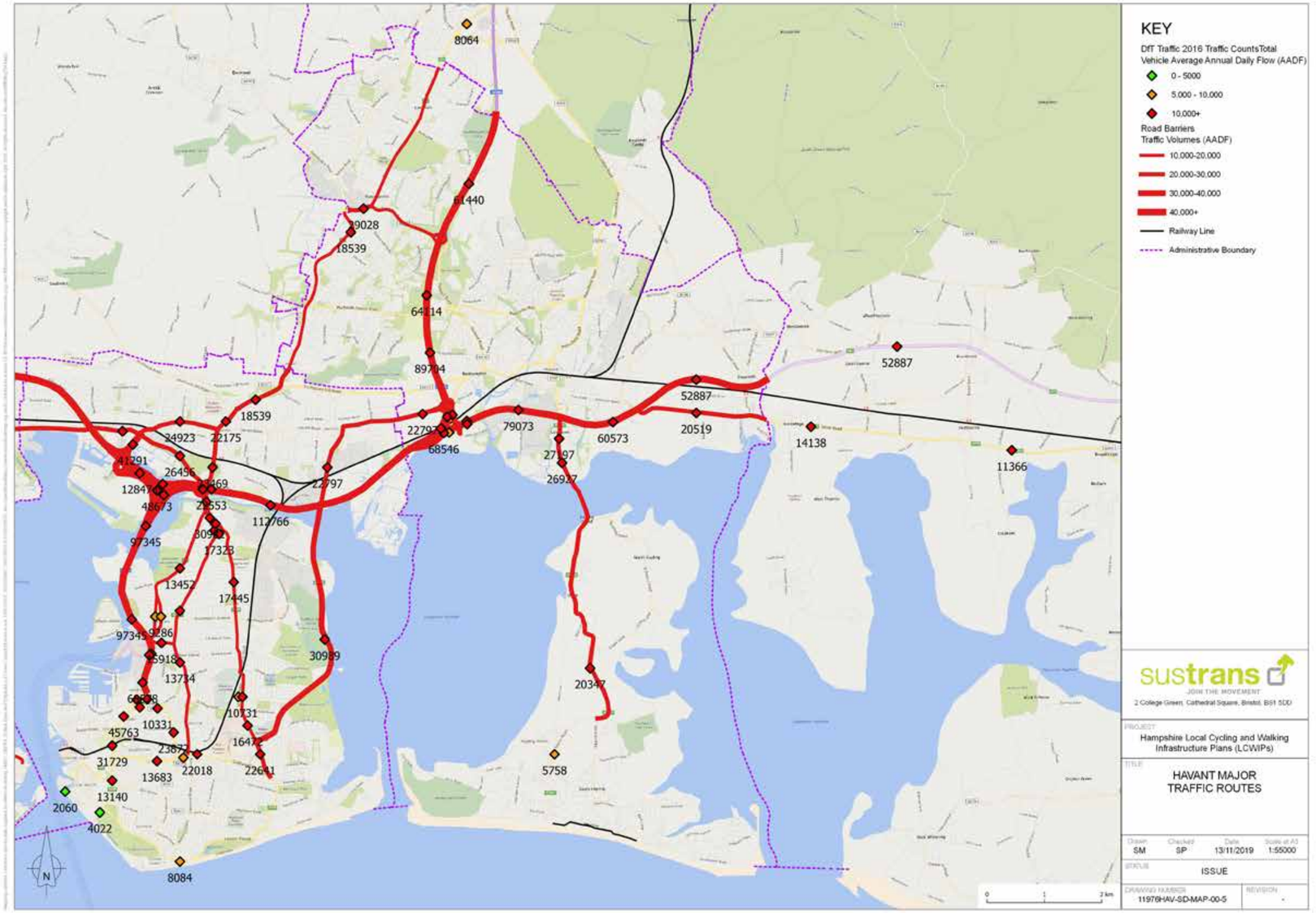
Mapping data:

Traffic flows, current network and key destinations

Major traffic flows

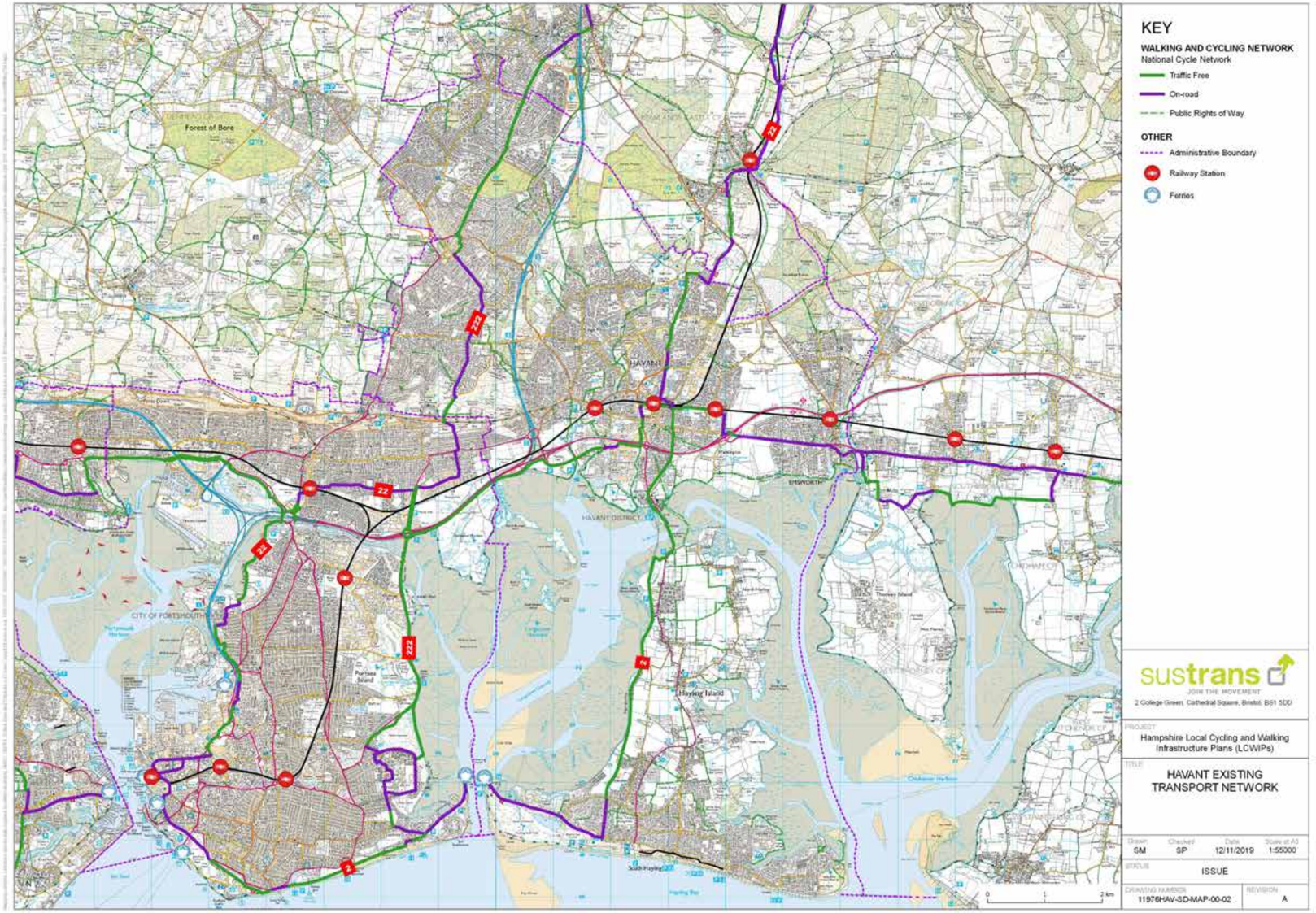
As part of the LCWIP process, it is important to identify where the main barriers to movement by walking and cycling are located, and how they may be overcome or negotiated. This plan illustrates the location of some of the roads in the Borough which carry the highest volumes of traffic and therefore represent barriers to journeys by foot or by cycle. 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 A27 represents a major barrier to the south of the Borough, while the A3(M) is also a significant barrier for local journeys between Waterlooville and the rest of the Borough.



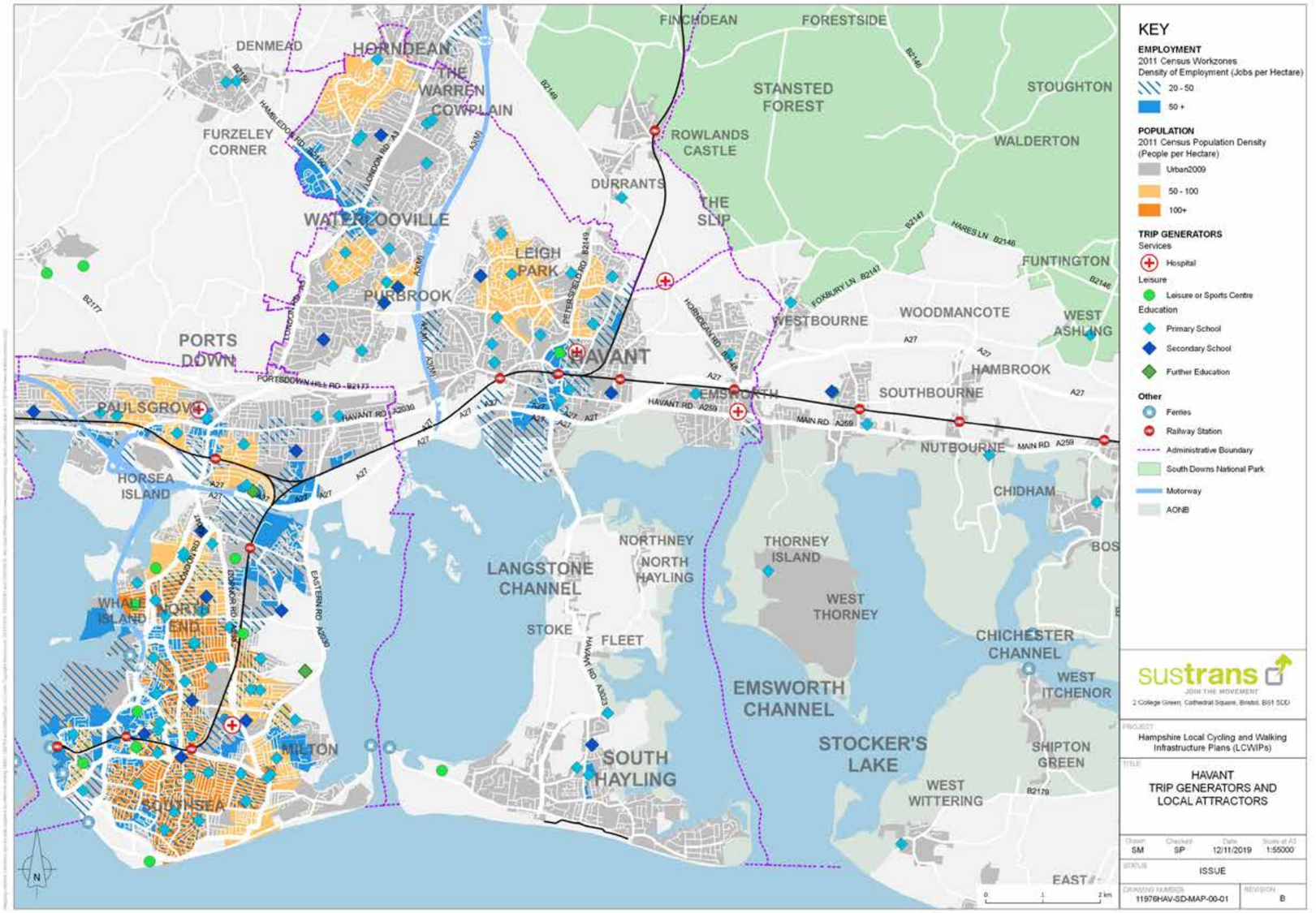
Existing transport network

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



Trip generators and key destinations

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



Propensity to cycle tool data

The Propensity to Cycle Tool (PCT) was designed to assist transportation planners and policy makers to prioritise investments and interventions to promote cycling.

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

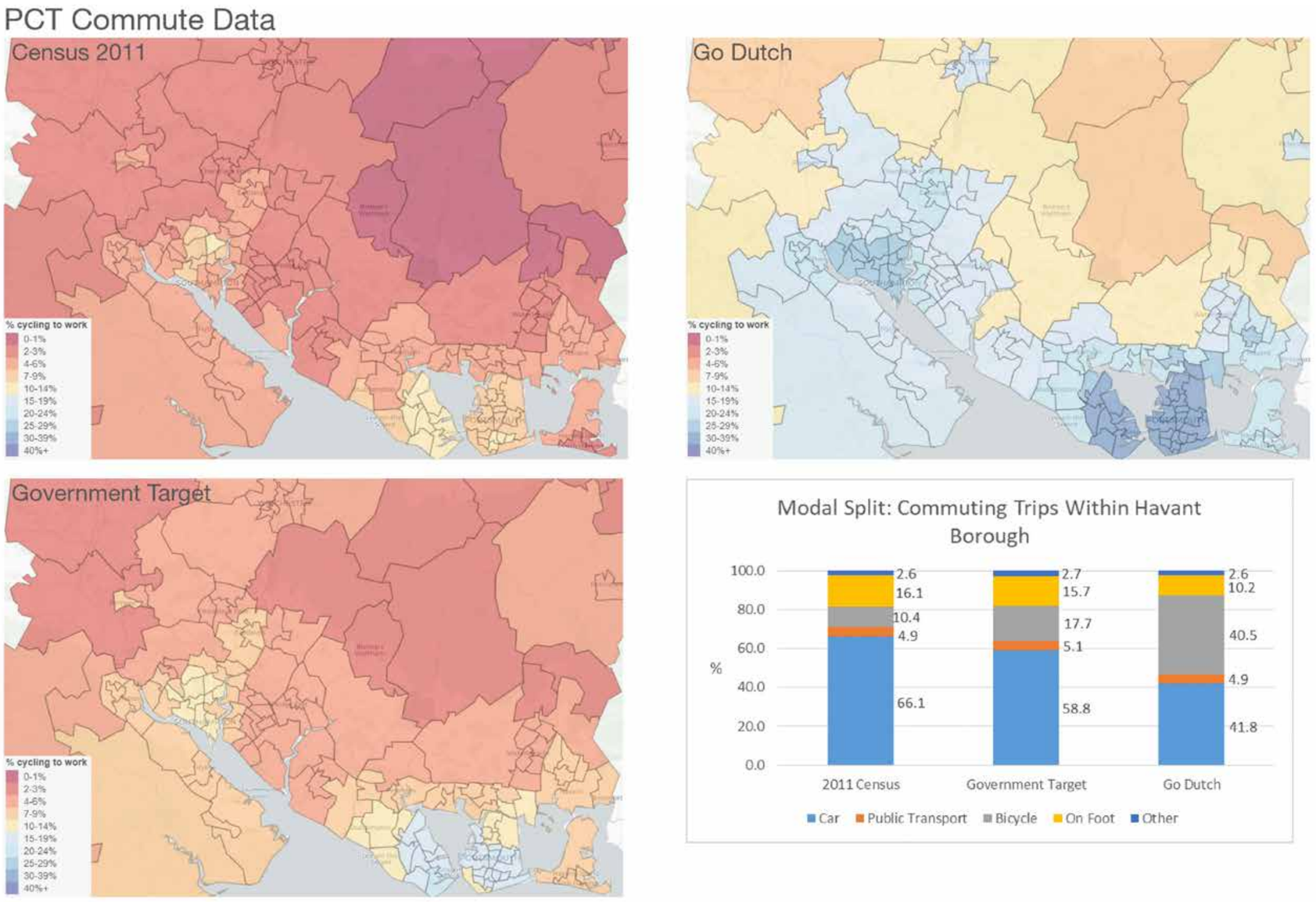
The following maps outline the different scenarios from the PCT outputs, for the Havant area.

PCT commute data

Census 2011
Baseline data

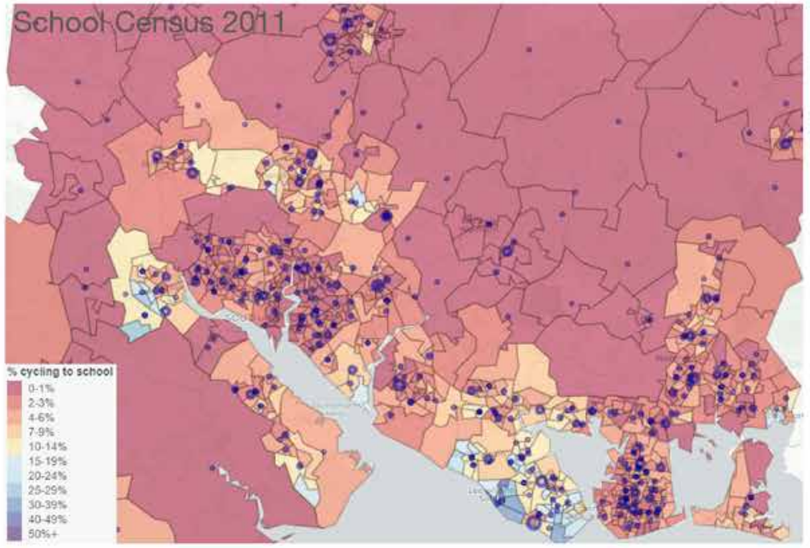
Government Target
Corresponding to the proposed target in the DfT's Walking and Cycling Investment Strategy, to double cycling in England between by 2025

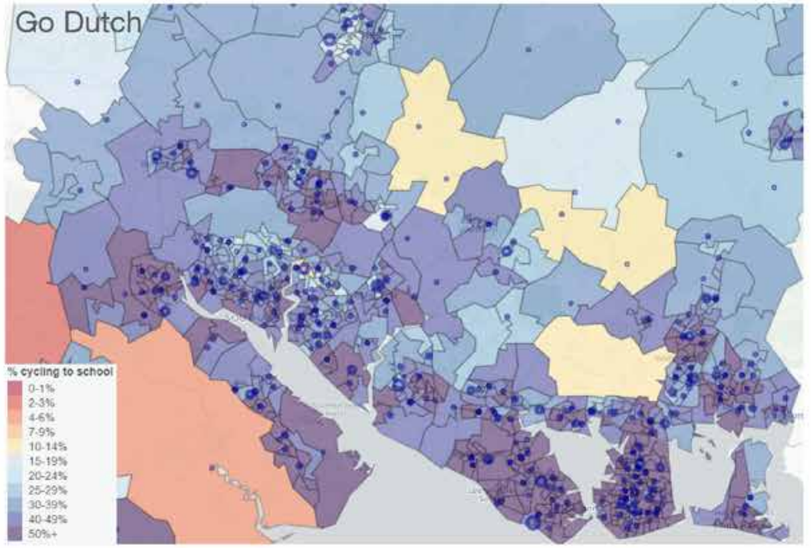
Go Dutch
What would happen if areas had investment bringing the same infrastructure and cycling culture as the Netherlands.

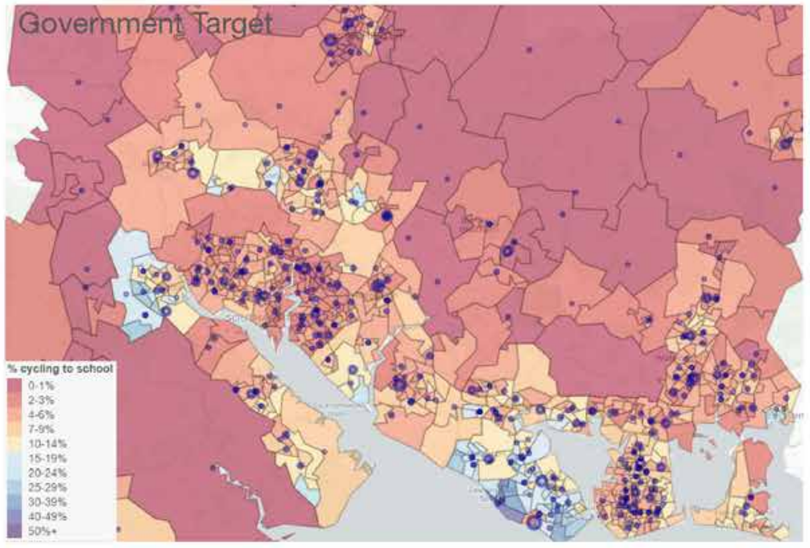


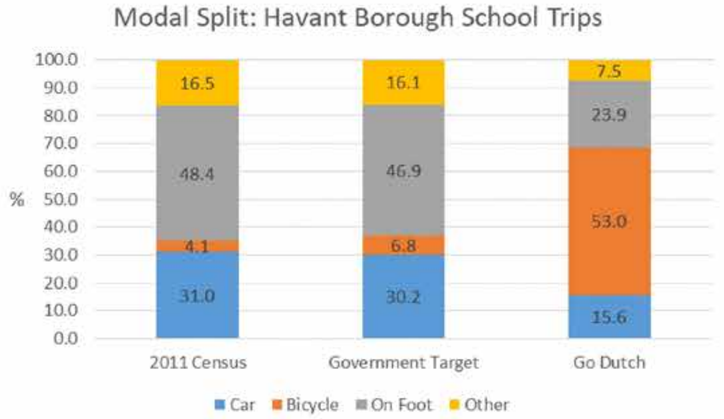
PCT commute data

PCT School Data





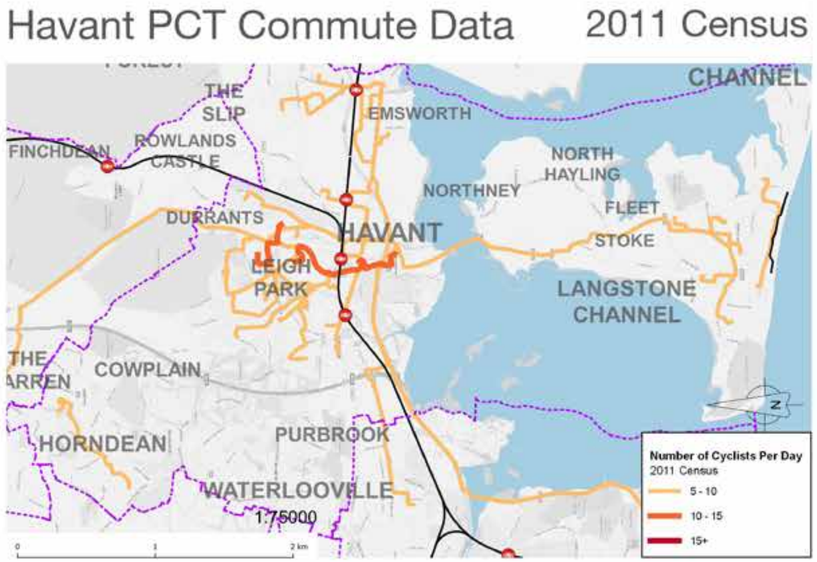


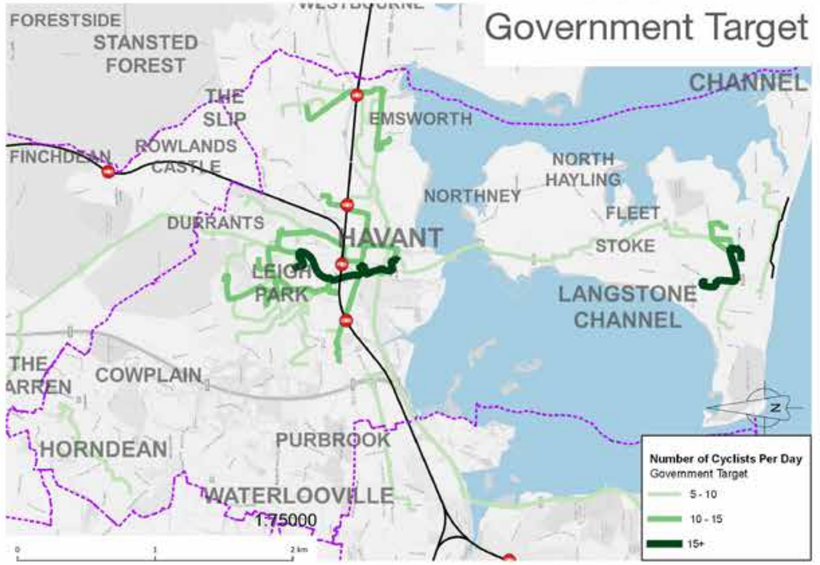


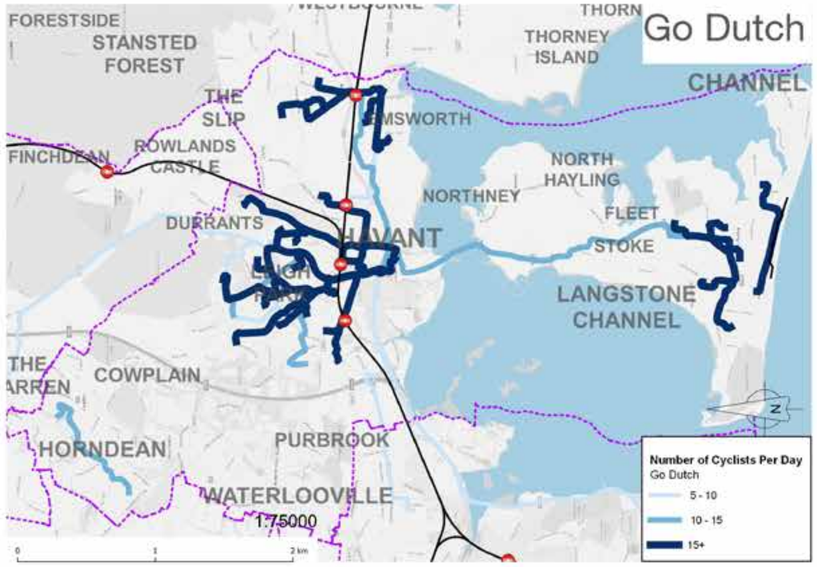
PCT commute data

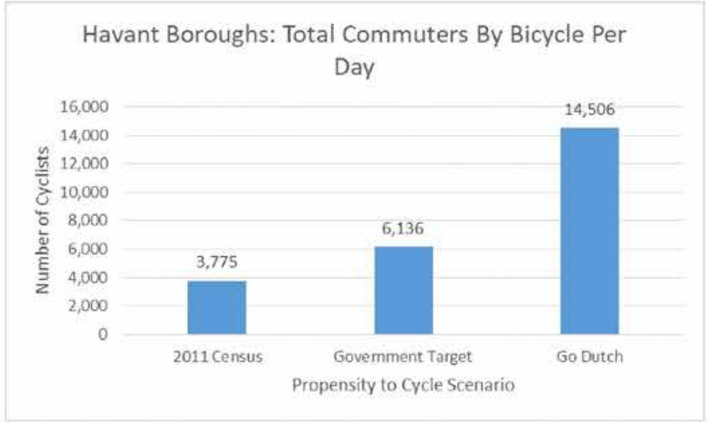
These maps of cycling routes to work are derived from Census 2011 data, so do not reflect any recent changes in employment sites. If the local priority is enabling more people to cycle to work, then these travel patterns are a useful guide to routes where investment is needed. However, it must be remembered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

In Havant, there is clearly huge potential for increasing cycle trips to work. The Government target would see a near doubling of trips, while the Go Dutch scenario suggests that cycling could increase nearly four-fold here.





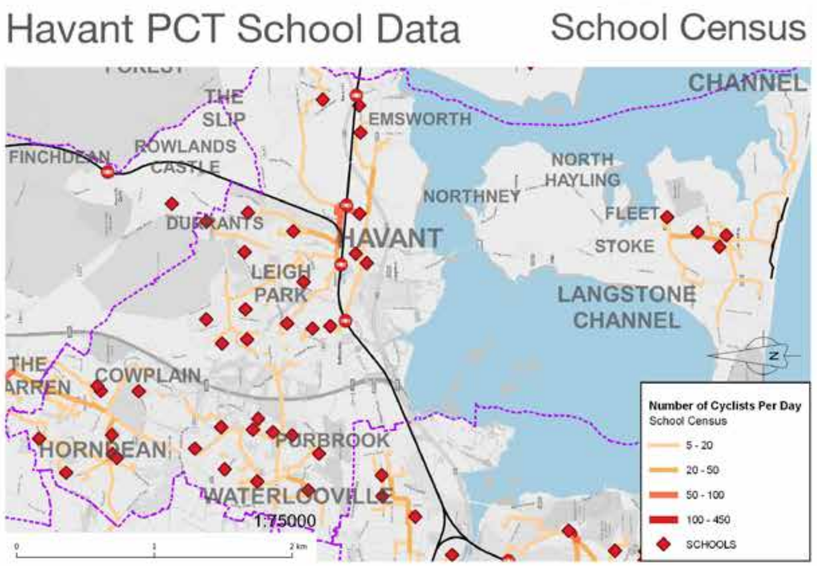


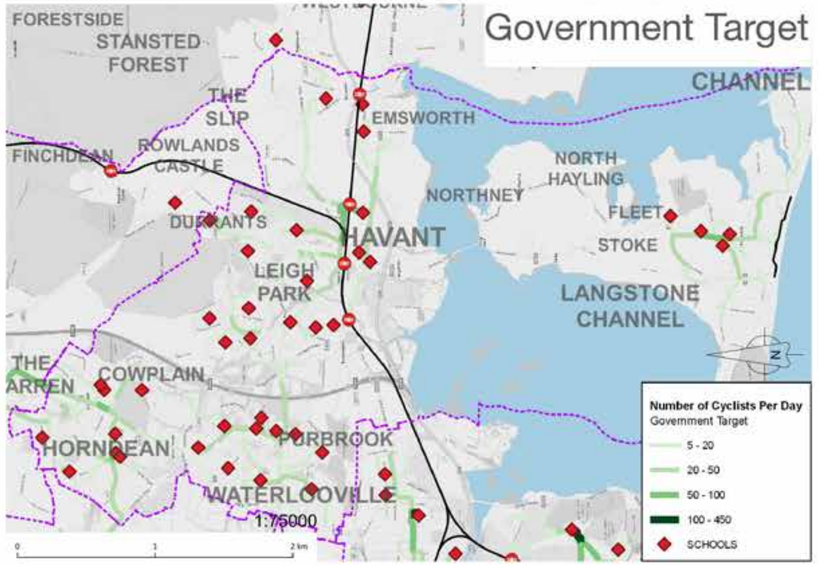


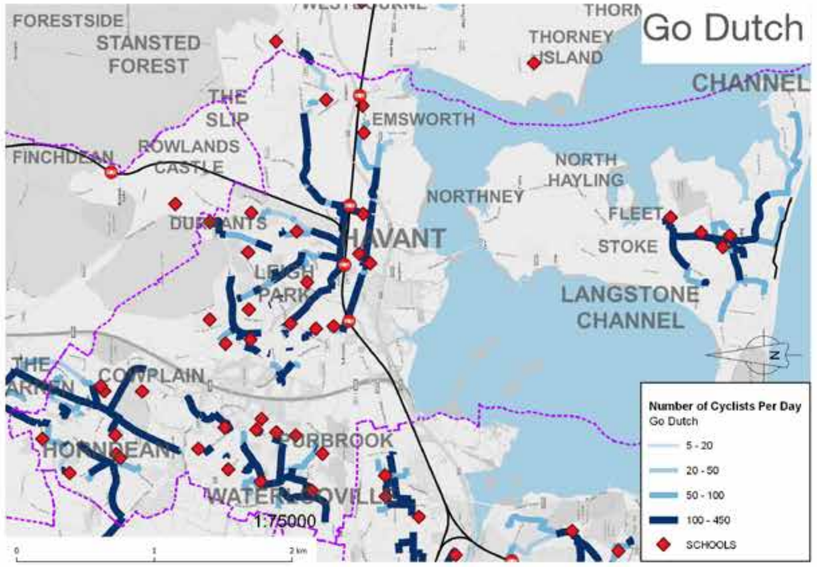
PCT school data

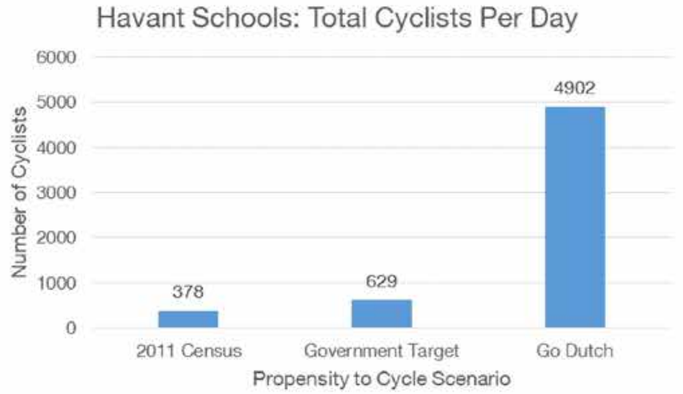
These maps of cycling routes to school are derived from School Census 2010/11 data, so do not reflect any recent changes in school sites or catchment areas. If the local priority is enabling more students to cycle to school, then these travel patterns are a useful guide to routes where investment is needed. However, it must be remembered that education and escort to education is only 13% of all trips.

In Havant, the Government target would see a modest increase of 66% in cycling to school, while the Go Dutch scenario suggests that cycling could increase to 13 times 2010/11 levels.





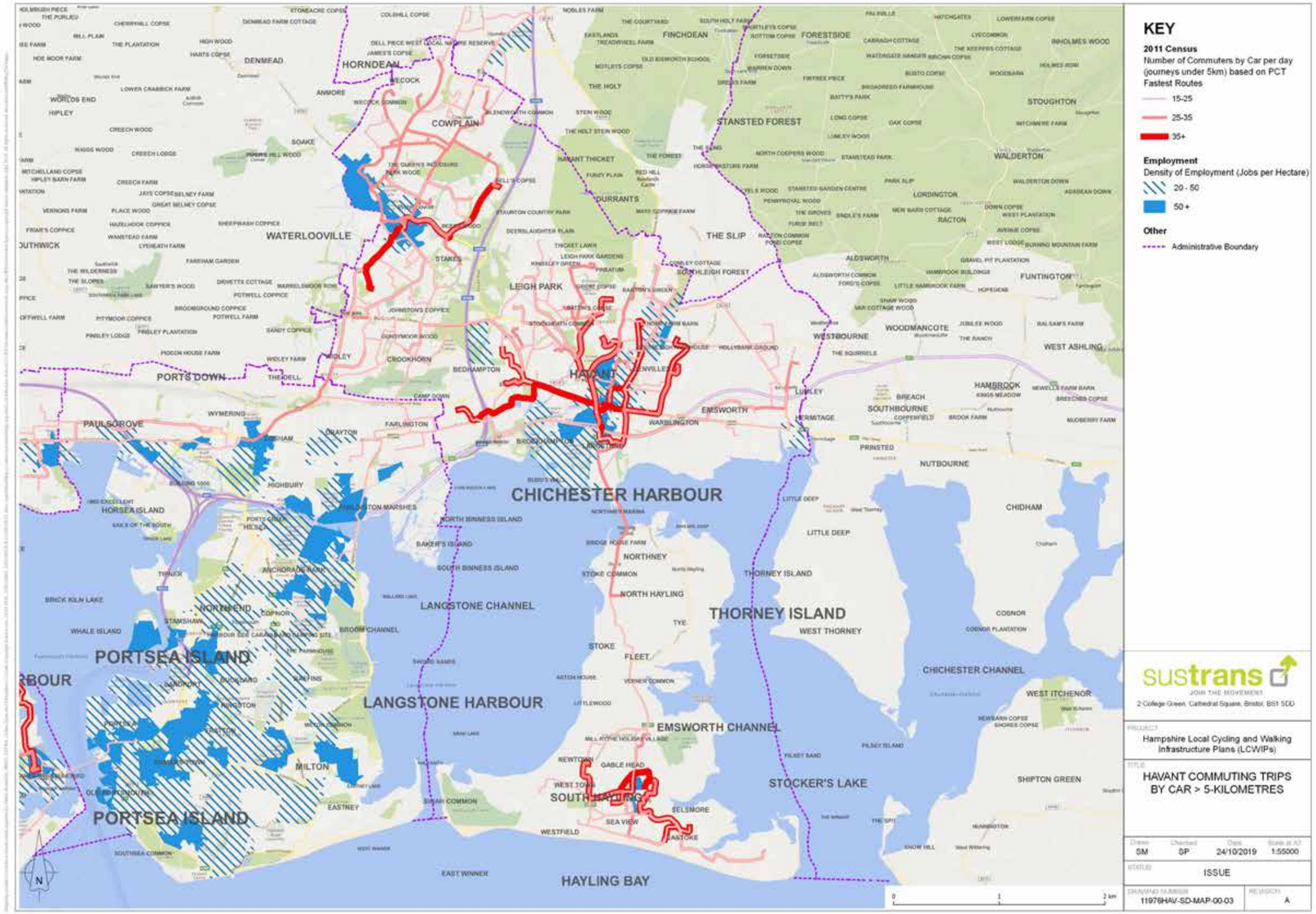




PCT short car trips

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

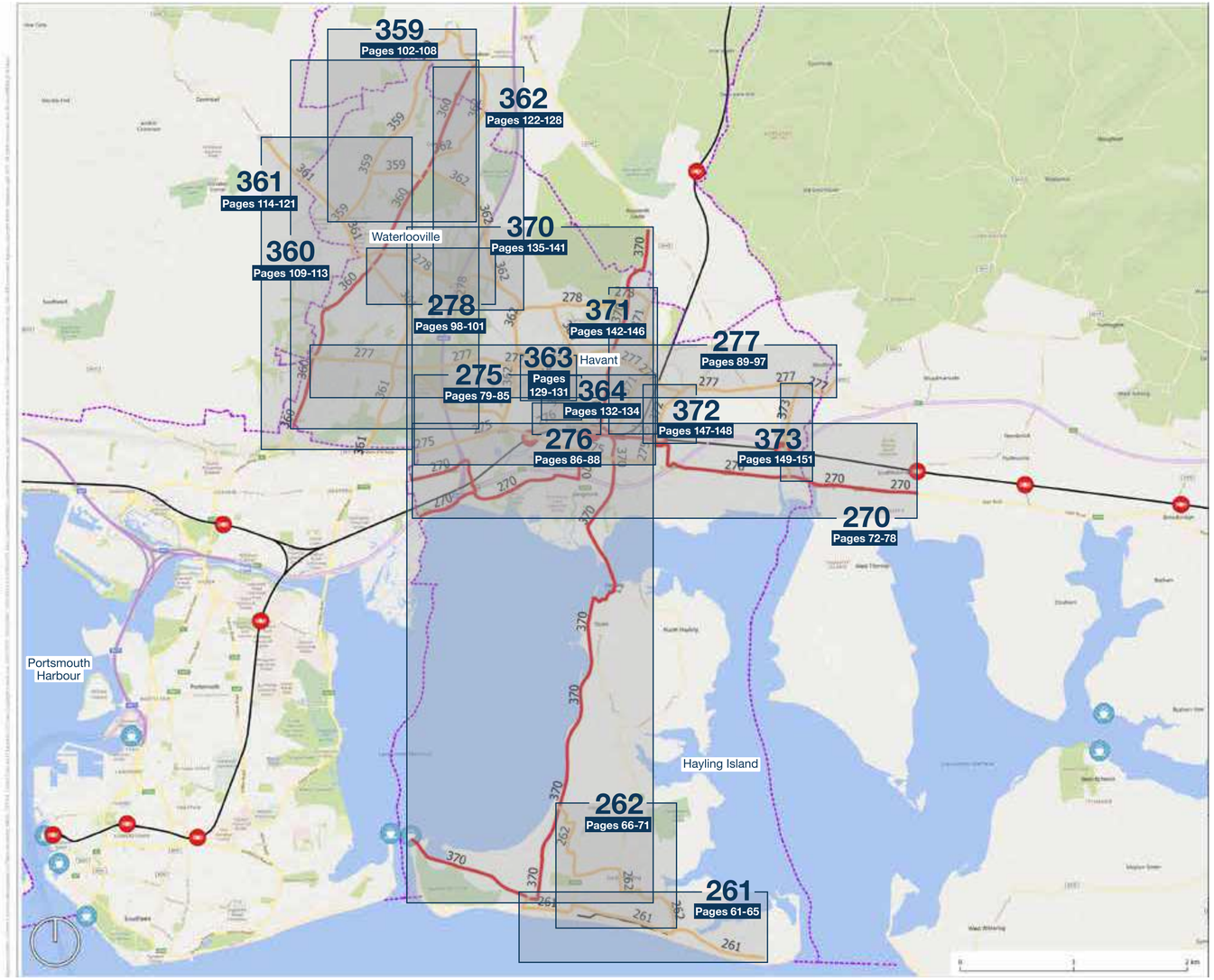
Unsurprisingly, many of the same corridors are indicated for car trips as they are for cycle trips, with some notable exceptions. For example, short car trips appear to be concentrated around Waterlooville, while there are very few cycle journeys to work in this area.



Proposed cycling network

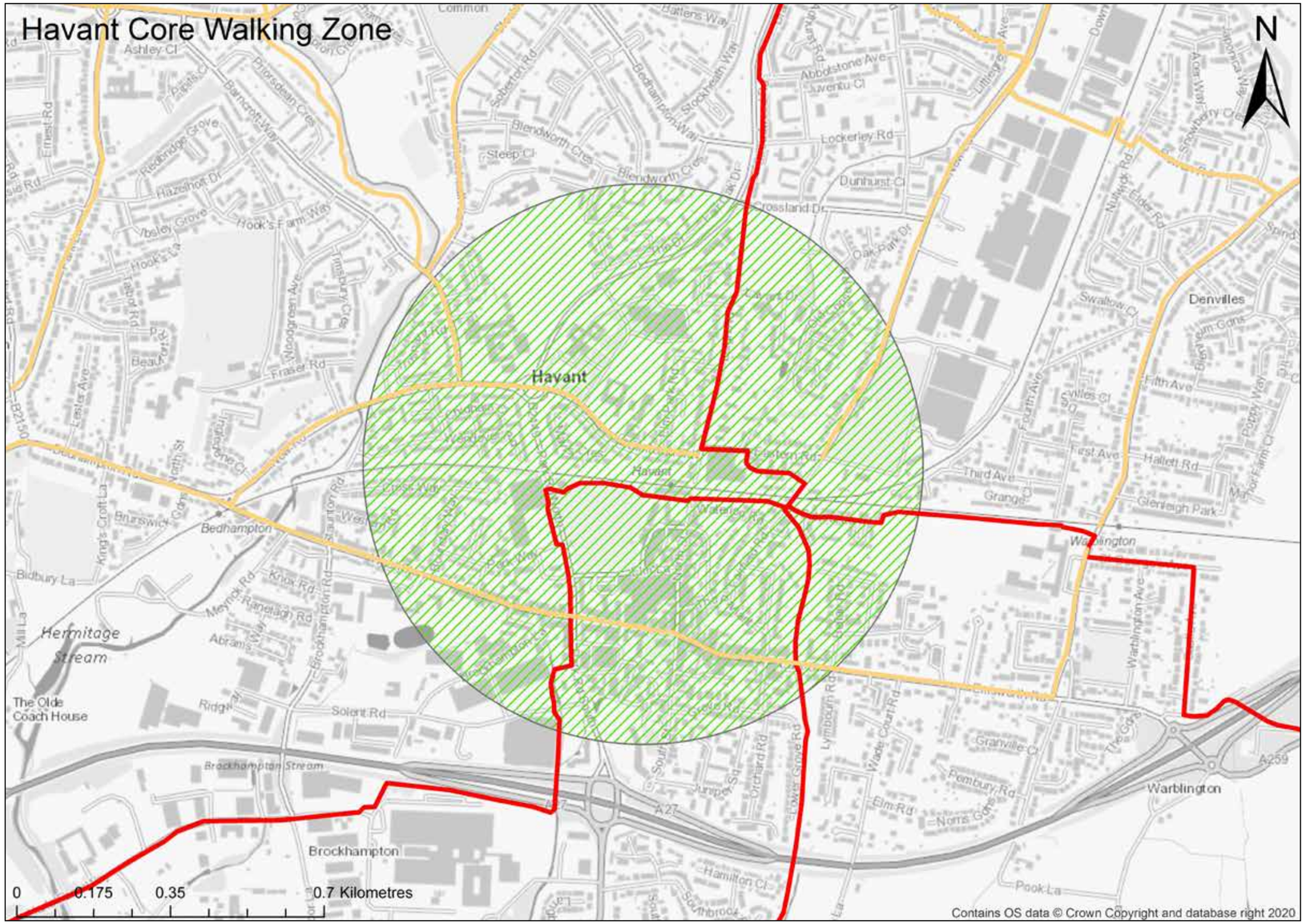
From the available data and workshop sessions this network was produced, that targeted the best routes and zones that could see the greatest increase in walking and cycling. On-site auditing was undertaken to determine the most appropriate infrastructure improvements for each route and zone. The routes were divided up into primary (busy, direct, and main routes) and secondary (medium usage routes through local areas, feeding into primary routes).

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



Walking audit (core walking zones):

Havant and Waterlooville Town Centres existing conditions, barriers to walking and potential options



Key:

- Primary cycle route
- Secondary cycle route
- Core walking zone

Z.1 Havant Core Walking Zone

Description

For the purposes of this report, Havant Core Walking Zone (CWZ) has been defined as the built-up core of the town centre, mainly centred to the south of the train station, but also incorporating some trip generators for work and education to the north.

The main town centre focuses on East, North, West and South Street with St Faith's Church and grounds providing a pleasant focal point at their intersections.

The majority of high street type retail is concentrated mainly along West Street, and into the Meridian Shopping Centre, which also is home to the local library. To the east the area becomes mainly residential with the presence of The Spring Arts & Heritage Centre on East Street.

Approx. 300m north of the town centre is Havant Park and Market Parade, an older retail development which leads directly to the mainline train station. Having the railway line present means that there are only three direct crossing points from the town centre to trip generators in the north. These points are Park Road North to the western side, the railway station bridge and New Lane level crossing and pedestrian bridge.

To the west Park Road South borders the town centre, a busy dual carriageway road, which links to the main A27 junction. Signalised crossings are present at certain points along Park Road South for pedestrians to cross into the retail outlet and major supermarket areas, to the west of the town centre.

Methodology

The Core Walking Zone has been considered using the categories from the Walking Route Audit Tool (WRAT) and the Healthy Streets tool. The WRAT has not been used to calculate the existing condition of the 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 Map Z1 and are detailed in the following paragraphs.

The core principles for consideration in the WRAT are:

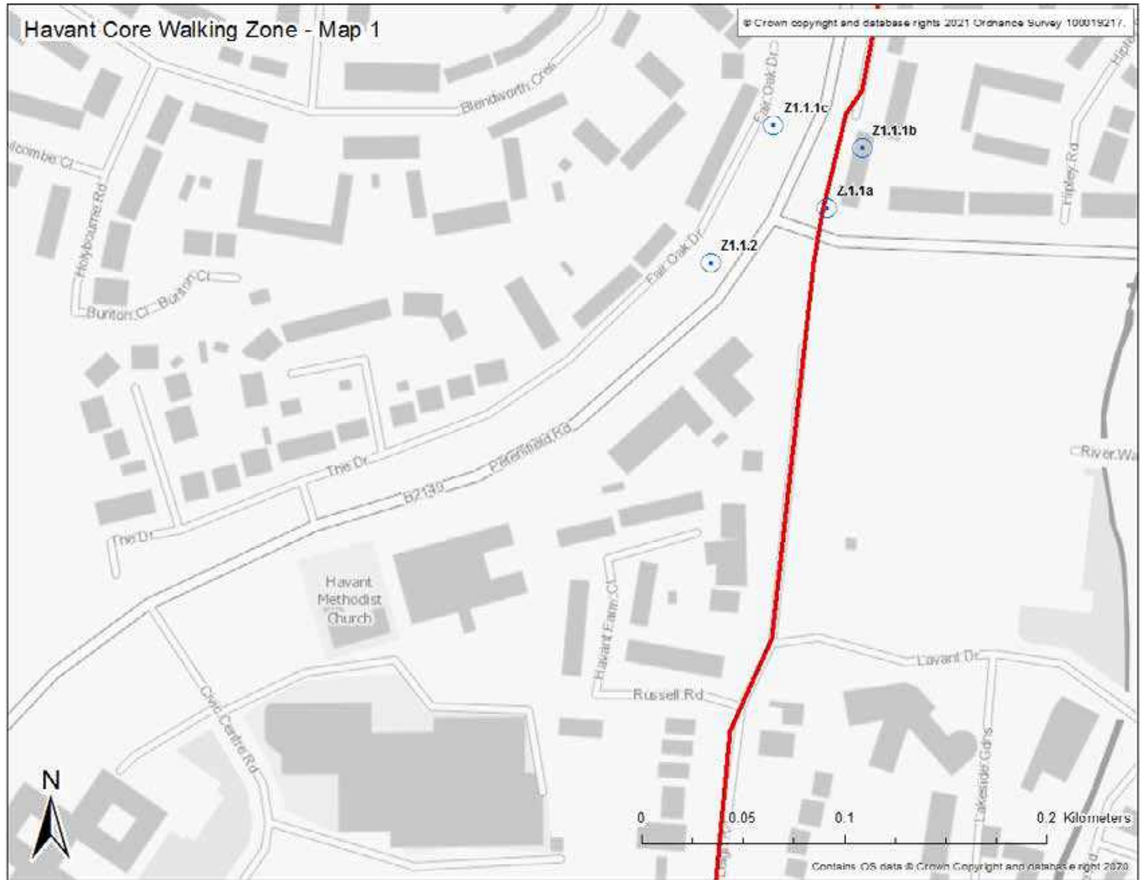
- attractiveness;
- comfort;
- directness;
- safety;
- coherence.

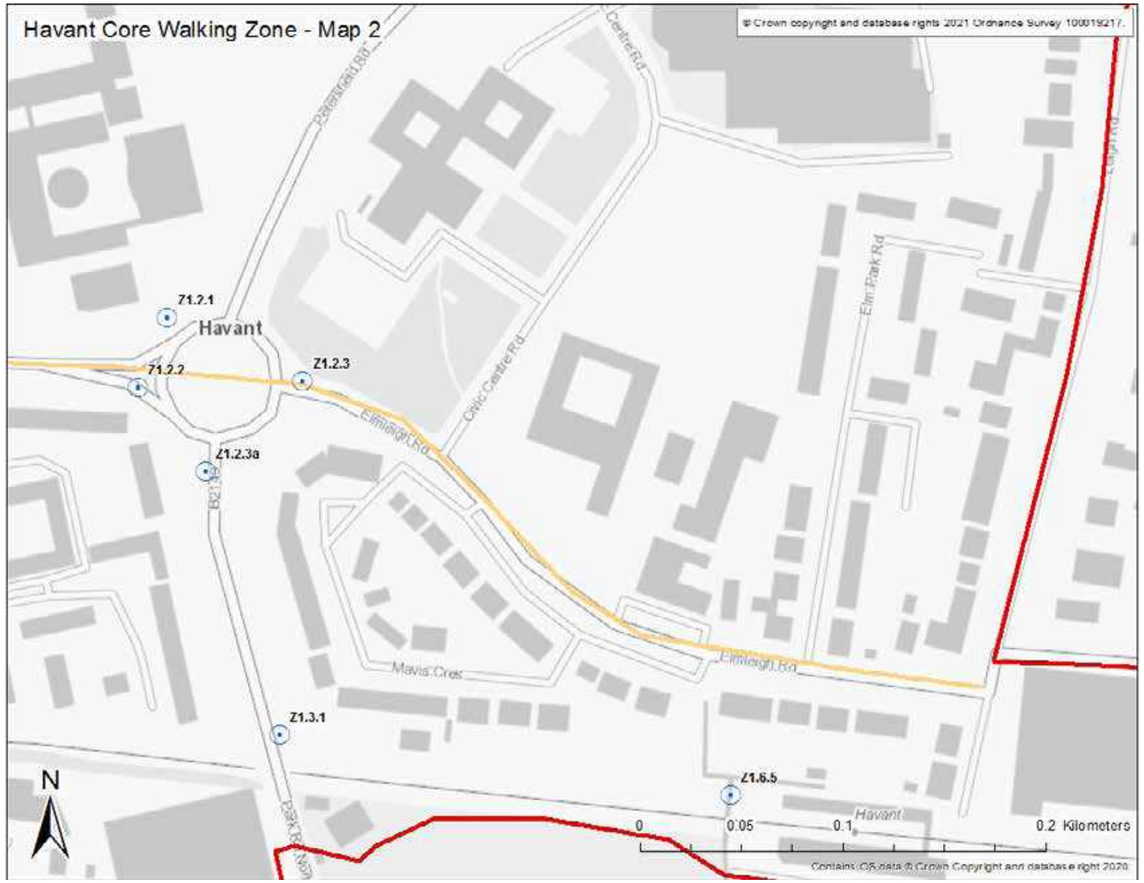
The core principles for consideration in the Healthy Streets Check are:

- pedestrians from all walks of life;
- easy to cross;
- shade and shelter;
- places to stop and rest;
- not too noisy;
- people choose to walk, cycle and use public transport;
- people feel safe;
- things to see and do;
- people feel relaxed;
- clean air.

Key:

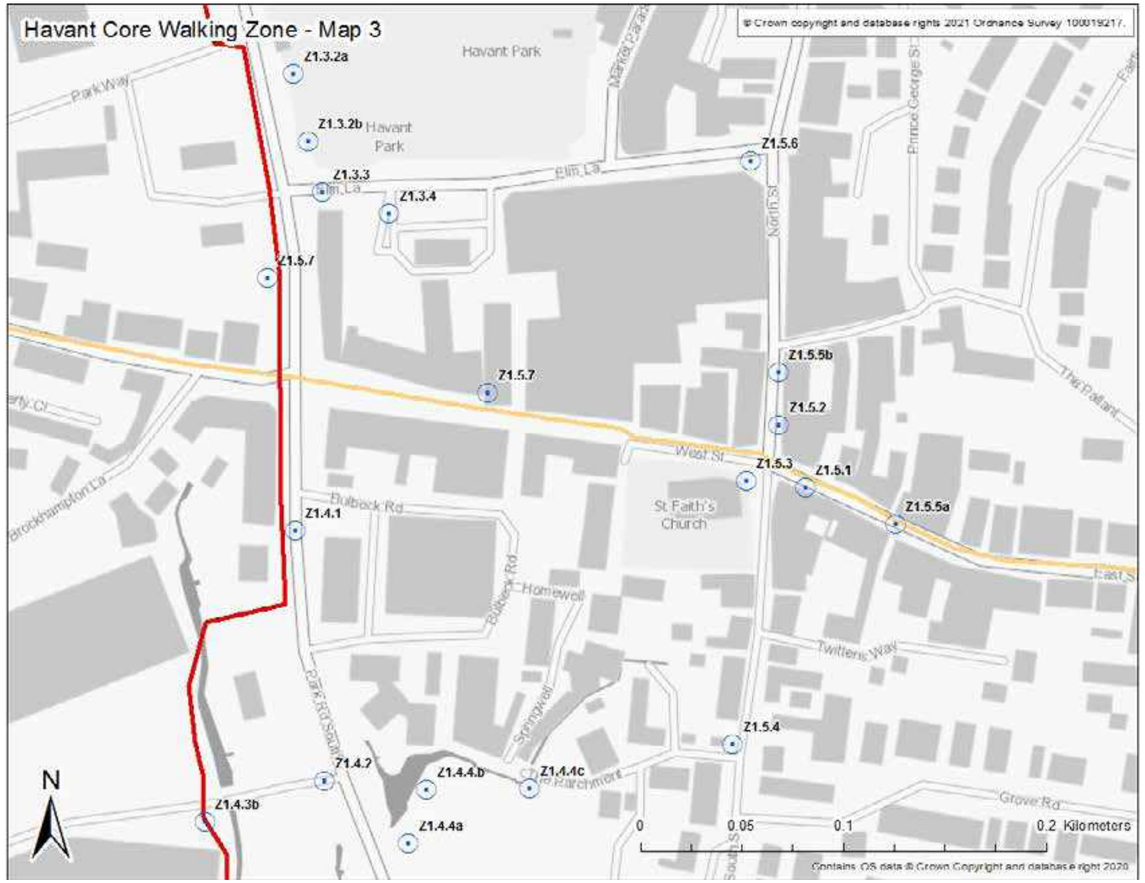
- Primary cycle route
- Secondary cycle route
- Potential options





Key:

- Primary cycle route
- Secondary cycle route
- Potential options



Z1.1 Petersfield Road (B2149)

Existing conditions

Petersfield Road is a busy main link connecting the residential areas of Leigh Park, to the north to the town centre, with the Elmleigh/Park Road North/New Road Roundabout. There is a footway on both the eastern and western sides of Petersfield Road, with access to a number of local facilities, mainly along the eastern edge, such as a healthcare centre, church, Civic Office Complex and Havant Leisure Centre. Petersfield Road also offers a direct link leading towards Havant College.

Barriers to walking

Petersfield Road has a speed limit of 40mph and feels very fast to a pedestrian, due to the nature of it being a wide duel carriageway type road. There are three crossing points along the route from the roundabout to the junction of Crosslands Drive, two of which are staggered signalised pelican crossings and one a pedestrian subway (at Crosslands Road junction). The subway underpass feels very narrow and intimidating with hidden corners and is not fully accessible with stepped ramp access on both sides. Cycling is also prohibited within the subway. Pedestrian guard railings are also present at the Crossland Drive junction to filter pedestrians into using the subway who wish to cross here.

Potential options

Z1.1.1a-c Fill in and remove subway and provide east-west at grade pedestrian puffin style crossing across Petersfield Road, utilising current traffic lights present at Crosslands Drive/Petersfield Road junction.

Z1.1.2 Remove pedestrian guard railings around Crosslands Drive/Petersfield Road junction.

Z1.1.1a Petersfield Rd (B2149) Subway

Z1.1.2 Petersfield Rd (B2149) roundabout

Z1.1.1b Petersfield Rd (B2149) Subway

Z1.1.1c Petersfield Rd (B2149) Subway

Z1.2 Park Road North/ New Road Roundabout

Existing conditions

This is a busy roundabout junction that allows multi-lane entry from three of its arms (Park Road North, New Road and Petersfield Road). This roundabout junction provides for traffic coming to and from the railway station along Elmleigh Road, as well as providing a link to Havant College and the residential area of Bedhampton to the west.

Pedestrian north to south 'desire-line' connectivity across the roundabout is in the form of uncontrolled crossings, with dropped kerbs at each of these junctions. The roundabout area is open with general good visibility for uncontrolled crossing movements to take place, however these crossings could be improved to make them safer for all users. This would bring them in line with the uncontrolled crossing currently in place across the Park Road North arm of the roundabout. Refer to Fig Z1.2.3a, which shows how this looks.

Barriers to walking

Access for pedestrians from New Road to Petersfield Road is constrained by a narrow footpath and barriers. This is a main thoroughfare from Havant College to the Petersfield Road signalised crossing, which facilitates movement towards the train station and leisure centre, so has potential to get busy.

Some of the uncontrolled crossings, on the arms of the roundabout junction, do not have bollards to support visibility, or tactile paving for the visually impaired.

A roundabout in such a prominent position for the town should better meet the needs of all users.

Potential options

Z1.2.1 Remove pedestrian barrier, cut back vegetation and potentially widen footway between New Road and Petersfield Road, to improve access for groups of pedestrians wishing to use the signalised crossing on Petersfield Road.

Z1.2.2 Improve the uncontrolled crossing on New Road arm of roundabout to provide tactile paving and bollards.

Z1.2.3 Improve the uncontrolled crossing on Elmleigh Road arm of roundabout to provide bollards to highlight pedestrian crossing.

Z1.2.1 Petersfield Rd (B2149) north west of roundabout

Z1.2.3a Park Rd North south of roundabout

Z1.2.2 New Road west of roundabout

Z1.2.3 Elmleigh Road east of roundabout

Z1.3 Park Road North/Elm Lane/ Havant Park

Existing conditions

Park Road North is a busy route for traffic that provides a key access point over the mainline railway from the north, towards the town centre heading south, with Havant Park to the east and a retail outlet area to the western side. The road has three lanes for motor vehicles. Footpaths are present on both sides of Park Road North, one being shared use along the western side.

A staggered pedestrian crossing is present to facilitate crossing movement on Park Road North to Havant Park and retail areas (Aldi, Wicks etc…).

Elm Lane runs along the southern border of Havant Park and offers access directly into Havant Bus station. It also offers access to the Meridian Shopping Centre.

Barriers to walking

Park Road North is a busy road and carries a high volume of vehicles. The footway along the eastern section of Park Road North is narrow.

There are entrances into Havant Park, one stepped and one level, but there is a lack of signage that denotes the park the route through it to the train station.

There is only an uncontrolled crossing point at the Elm Lane junction (tactiles and dropped kerbs) that facilitates movement towards Park Road South. The is a busy junction, with a lot of bus movement, and a lot of directional traffic lights, so can be hard to judge when to cross. Pedestrians also have to negotiate crossing the main entrance and exit points to the bus station, if using the southern footway, there is a lack of signage to warn of bus movements.

Potential options

Z1.3.1 Widen footway along Park Road North on the eastern side (this would involve slight carriageway narrowing).

Z1.3.2a-b Provide welcome signage for Havant Park on stepped access and level access off Park Road North. Also include directional signage to town centre/bus and train stations at these points.

Z1.3.3 Provide puffin crossing facility, utilising existing traffic lights junction, across Elm Lane, to facilitate direct crossing movements towards Park Road South.

Z1.3.4 Provide pedestrian priority over the bus entrance and exits, or at least signage to advise pedestrians of bus movements.

Z1.3.1 Park Road North

Z1.3.3 Elm Lane/Park Road Junction

Z1.3.2a Havant Park

Z1.3.4 Elm Lane

Z1.3.3b Havant Park

Z1.4 Park Road South/Solent Road/ Footpath to The Parchment

Existing conditions

This section continues south along Park Road South towards the Solent Retail area, where a major supermarket (Tesco Extra) is located, together with other retail outlets such at NEXT and Sports Direct.

The footways along Park Road South appear to be busy and well used, with good widths ranging from 3.5m to 6m wide. Part of this section is NCN22. There is a toucan crossing, to facilitate movement across Park Road South, from the West Street area.

A controlled crossing is located at the Solent Road junction to facilitate pedestrian movement across Solent Road and Park Road South towards the footpath 'cut through' to The Parchment and access to Bosmere Junior School and the pedestrian crossing, further south, under the A27 heading towards Hayling Island.

Barriers to walking

Park Road South is a busy road carrying four lanes of traffic. The footways along Park Road South are wide as they are shared use, however there are some pinch points along this section that could cause conflict with users.

The NCN22 route follows a footpath, just before the Burger King restaurant that navigates towards the Solent Retail Park, however it was observed that there is a desire for those cycling southwards to utilise the footpath on Park Road South towards the Solent Road junction.

Although the footways on Park Road South are wider than the minimum shared use standard, conflict can still occur, with the presence of street lighting columns and traffic signs having to be negotiated.

There is a lack of signage around the Solent Road/ Park Road South junction specifically directing users towards the footpath that connects to The Parchment and Bosmere Junior School. The footpath towards The Parchment offers a quieter and greener alternative route towards the town centre area.

Potential options

Z1.4.1 Recommendation 270.2.3 suggests dedicated cycle lane from the junction of Solent Road and Park Road South. This would potentially alleviate conflict along the shared use footway.

Z1.4.2 Remove staggered crossing on Solent Road and replace with continuous 'one phase' controlled crossing facility (potentially toucan) to reduce waiting times for pedestrians.

Z1.4.3a-b Highlight uncontrolled crossing point, with bollards, across Solent Road. Also add signage to denote this crossing is part of NCN22 (include directional signage for paths on either side).

Z1.4.4a-c Provide directional signage for entrance to footpath towards The Parchment, to include town centre and Bosmere Junior School. Improve or increase street lighting along the footpath, maintain vegetation to open out path.

Z1.4.2 Solent Road

Z1.4.3a Solent Road

Z1.4.3b Solent Road

Z1.4.4a Park Rd South

Z1.4.4b Footpath to The Parchment

Z1.4.4.c The Parchment

Z1.5 West Street/East Street/ South Street/North Street

Existing conditions

These streets make up the core main town centre area and provide key access to many local amenities, such as high street shops, transport hubs, schools, churches and the Spring Arts and Heritage Centre. At the centre of these streets is St Faith's Church and grounds which offer an attractive historical and green focal point.

South Street, has a two-way traffic flow and footways present on either side at the top end of the street, however it appears quieter with traffic and pedestrian movement as it manly serves as access to a residential area, with Bosmere Junior School at the very end of the street (no though route) approx. 300m from the town centre. There is some on street parking present. It offers access to the church grounds, an historic public house as well as some local independent businesses opposite the church.

East Street appears to be much more heavily trafficked; it is a link to the A27 as well as the town of Emsworth to the east. There is no on-street parking, with double yellow lines present. Footways are present on both sides, with a two-way traffic flow. Some retail unit are present here although there were many empty units present. It also offers access to a local hotel and The Spring Arts and Heritage Centre (approx. 230m east of the town centre area), as well as linking to NCN 2 adjacent to the arts centre.

North Street links directly from East Street as the main thoroughfare for traffic through the town centre. Again, like East Street, there is no on street parking, with double yellow lines present. It has a two-way directional traffic flow with footways present either side. It appeared to be a busy street with pedestrians. It offers access to shops, cafes, and a major supermarket, as well as links towards the train station, Havant Park and the Market Parade area.

West Street is a no through route which offers direct access to the high street shopping area. Driving and cycling are prohibited, although some limited access to vehicles is granted just outside the church. Beyond this bollards are present into the shopping precinct area. The precinct area is wide and appeared very busy with pedestrian movement, as well as hosting a local market. It consists mainly of major high street retailers, as well as offering access to the Meridian shopping centre, library and links to the bus station. West street connects with Park Road South.

Barriers to walking

The junction of North Street and East Street is almost at a 90-degree angle, so it is difficult to judge traffic approaching, if crossing here. There seemed to be a desire to cross North Street close to this junction, as it offers a main link into West Street.

Footways can be narrow at certain locations making it difficult for two people to pass, if for example someone had a push chair or mobility scooter.

Some pedestrian crossing provisions could be improved, with faded markings evident and tactile paving missing at some dropped kerbs.

Although there was some directional signage present it was obscured in places.

A good amount of seating is present on West Street, outside the church and within the precinct area, however it is lacking along the other streets.

Potential options

Z1.5.1 Improve zebra crossing markings on East Street by creating it as a raised table to help slow traffic movement between North Street and East Street at the corner junction.

Z1.5.2 Improve desire line crossing on North Street with tactile paving and bollards to highlight crossing.

Z1.5.3 Improve wayfinding for the general town centre area by relocating current signage by church to a more prominent position or provide directional signage for each street.

Z1.5.4 Improve wayfinding with directional signage towards town centre and school from The Parchment junction with South Street.

Z1.5.5a-b Improve the attractiveness and feel of East Street and North Street by potentially making this route one way to motor vehicles, allowing footways to be widened on either side providing more space for the user as well as local businesses (for example cafe seating). This would also allow space for seating and planting. An example of this is shown in the figure above.

Example for Z1.5.5 Orford Road, Walthamstow Village, Waltham Forest.

Z1.5.6 Improve uncontrolled crossing across Elm Lane, at North Street roundabout junction.

Z1.5.7 Improve signage provision to bus station via Trafalgar Walk.

Z1.5.1 East Street

Z1.5.4 The Parchment/South Street Junction

Z1.5.6 Elm Lane

Z1.5.2 North Street

Z1.5.5a East Street

Z1.5.7 Trafalgar Walk

Z1.5.3 North Street/West Street Junction

Z1.5.5b North Street

Z1.6 NCN2 to Train Station

Existing conditions

National Cycle Network route 2 (NCN) is a popular route that runs along the south coast of the UK. This particular section of NCN2 runs along the old branch line from Havant train station towards Hayling Island, and the Hayling Island Ferry Linking with NCN22 at New Lane.

The shared use path section of NCN2 from the Spring Arts and Heritage Centre, on East Street to New Lane and the train station, offers a quiet traffic free, green and peaceful link towards the train station.

New Road offers an important link across the mainline railway, linking the south areas to the northern areas of the town. Havant train station, being a mainline railway station offers links to many areas across the south coast as well as direct links to London.

Barriers to walking

Although this route appears popular amongst walkers and cyclists, the shared use path could benefit from improved signage by the Arts Centre.

The route offers a quiet and green space away from traffic but could be made more inviting as it passes under the bridge by the Arts Centre. Also, street lighting and seating could be improved along this route. Vegetation could be better controlled and planting could be improved in some areas to further improve the attractiveness of the route.

The walking route to the railway station, from the New Road crossing, is through a car park and although there are markings for a cycle lane, there is no dedicated pedestrian facility.

The pedestrian bridge at the train station is old and very narrow, cycling is prohibited over the bridge.

Potential options

Z1.6.1 The shared use path could benefit from improved signage to direct the user. Also provide lighting under the bridge to make it more welcoming.

Z1.6.2 More seating could be put in along the shared use path, along with street lighting to improve personal safety.

Z1.6.3 Vegetation clearance undertaken to widen path to its full extent.

Z1.6.4 Introduce pedestrian facilities through car park or create the feel of a very low speed environment.

Z1.6.5 Replace pedestrian footbridge over the railway, with a wider bridge that allows for segregated pedestrian and cycle access.

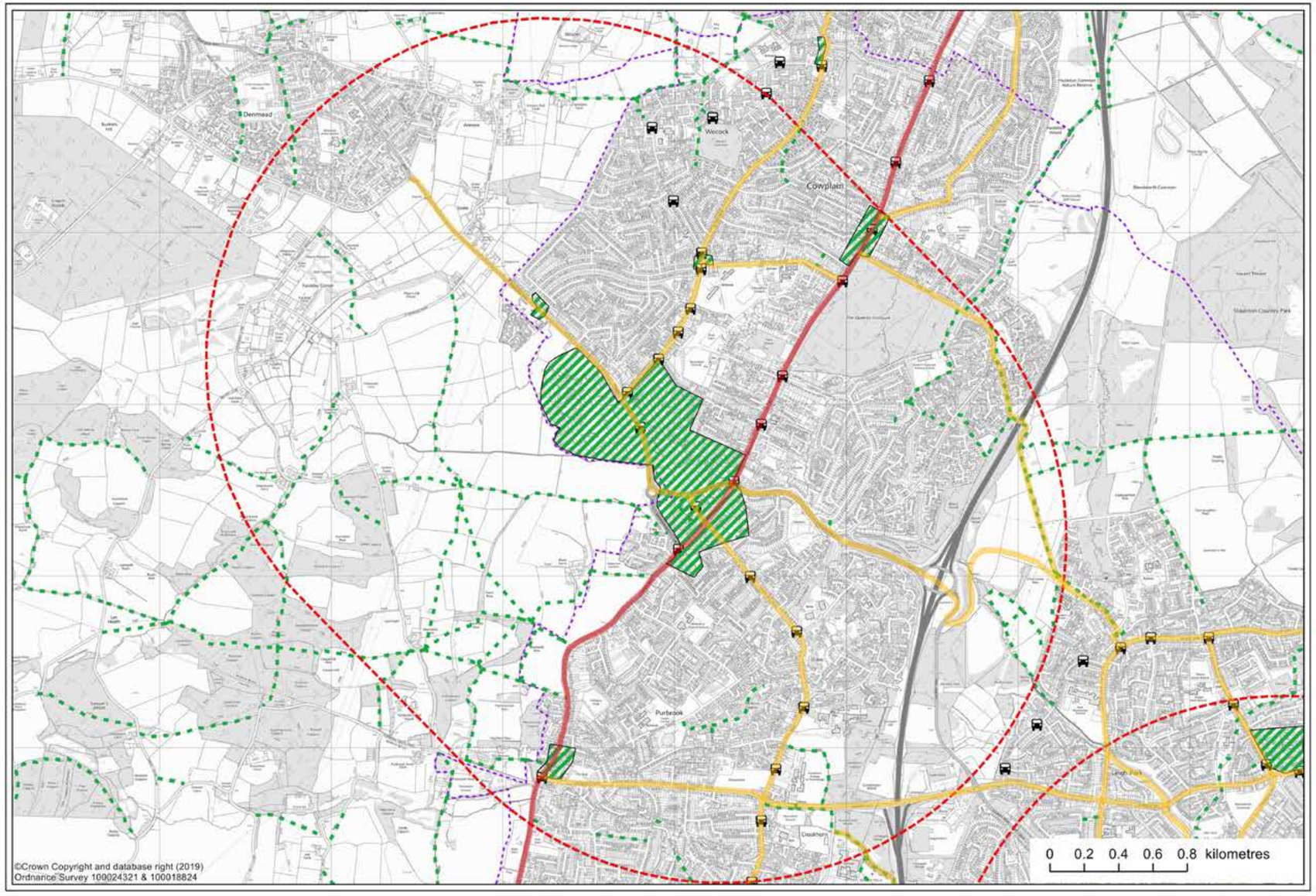
Z1.6.1 NCN2 Path/East Street Bridge

Z1.6.4 NCN22 (Station car park)

Z1.6.2 NCN2 Shared Use path

Z1.6.5 Railway footbridge

Z1.6.3 NCN2 Shared use path



Key:

- Primary route
- Secondary route
- Core walking zone
- 2km walking zone buffer

Waterlooville Core Walking Zone

Route description

For the purposes of this report, Waterlooville Core Walking Zone (CWZ) has been defined as an area incorporating three distinct areas; the retail area centred around London Road, Stakes Hill Road and St Georges Walk, between Maurepas Way and Rockville Drive; the area of retail and industrial east of the B2150; and the industrial estate to the west of the B2150. These areas incorporate the main trip generators for work and retail.

Within the CWZ, the three main areas are bisected by the busy A3 (Maurepas Way) and the B2150. These roads were observed to carry high vehicle flows often with multiple lanes of vehicles in each direction.

Methodology

The Core Walking Zone has been considered using the categories from the Walking Route Audit Tool (WRAT) and the Healthy Streets tool. The WRAT has not been used to calculate the existing condition of the 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 Map Z1, and are detailed in the following paragraphs.

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- attractiveness;
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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.

Z5.1 London Road/Forest End

Existing conditions

London Road (A3) was observed to be heavily trafficked, carrying most of the traffic into Waterlooville from the north and south. There are two bus stops serving both directions, between these bus stops there is one informal/courtesy crossing point, delineated by dropped kerbs.

Forest End carries residential traffic from a small estate onto London Road, before the junction with Rockville Drive. There is a narrow shared path along the footway on the western side of London Road onto Maurepas Way, leading to a toucan crossing set back on the western arm of the roundabout, where cyclists are subsequently directed along Swiss Road into the centre.

Barriers to walking

London Road is a fast road, with no formal crossing provision for pedestrians. The courtesy crossing between the two bus stops south of the roundabout, does not follow the pedestrian desire line.

The environment here has the character of a highway, with vehicles travelling fast, excessive carriageway widths, and a lack of softening/greenery.

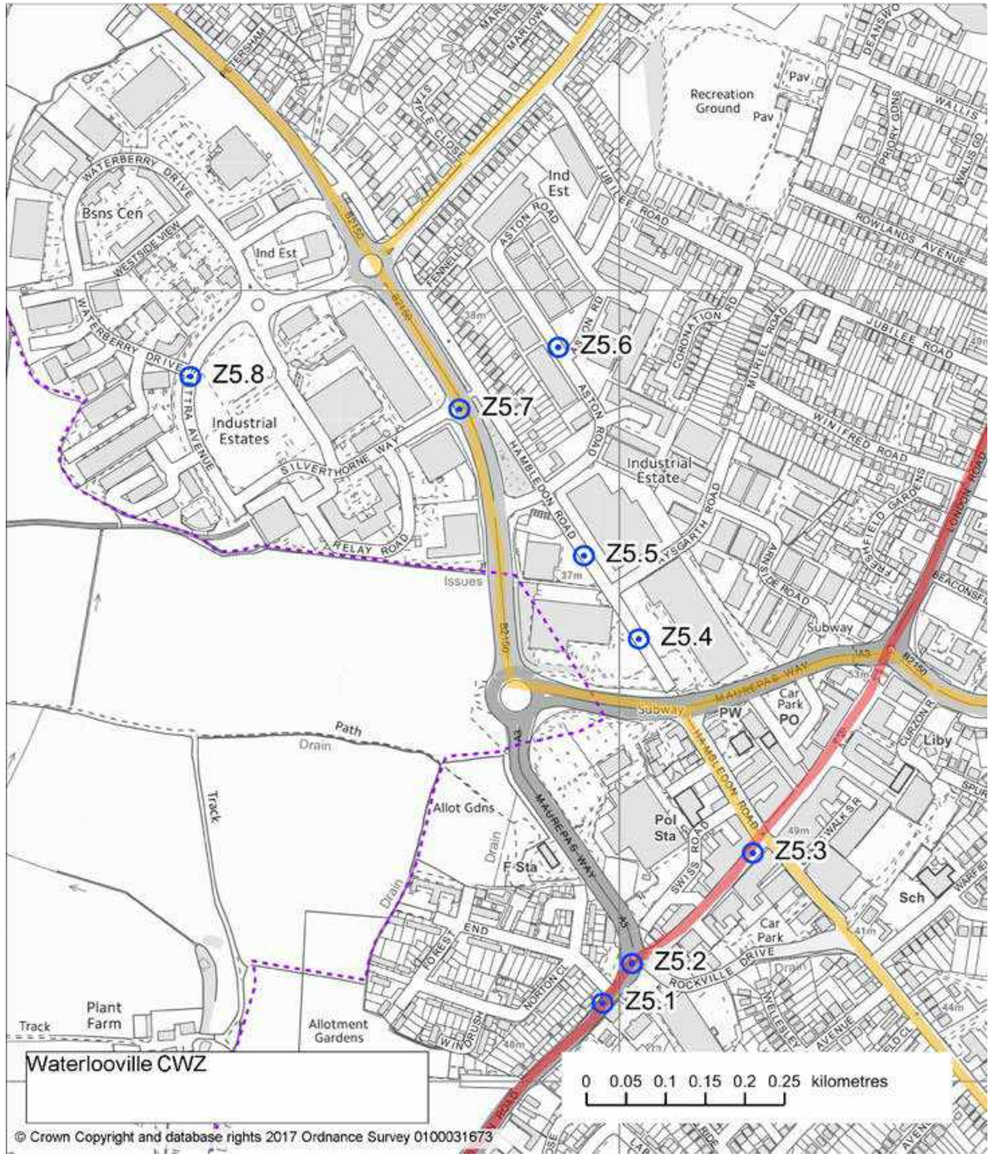
At the point where Forest End joins London Road, the shared crossing is informal, and not wide enough to be comfortably shared between pedestrians and cyclists.

Potential options

Z5.1.1 Reconfigure the road to slow speeds and create space for greenery and planting, in the form of Sustainable Urban Drainage System at the carriageway edge or central planted islands.

Z5.1.2 Provide an upgraded pedestrian crossing provision to the south of Forest End. Upgrade to a controlled parallel crossing suitable for both pedestrians and people on cycles.

Z5.1.3 Widen the shared footway along London Road and upgrade the shared crossing on Forest End.



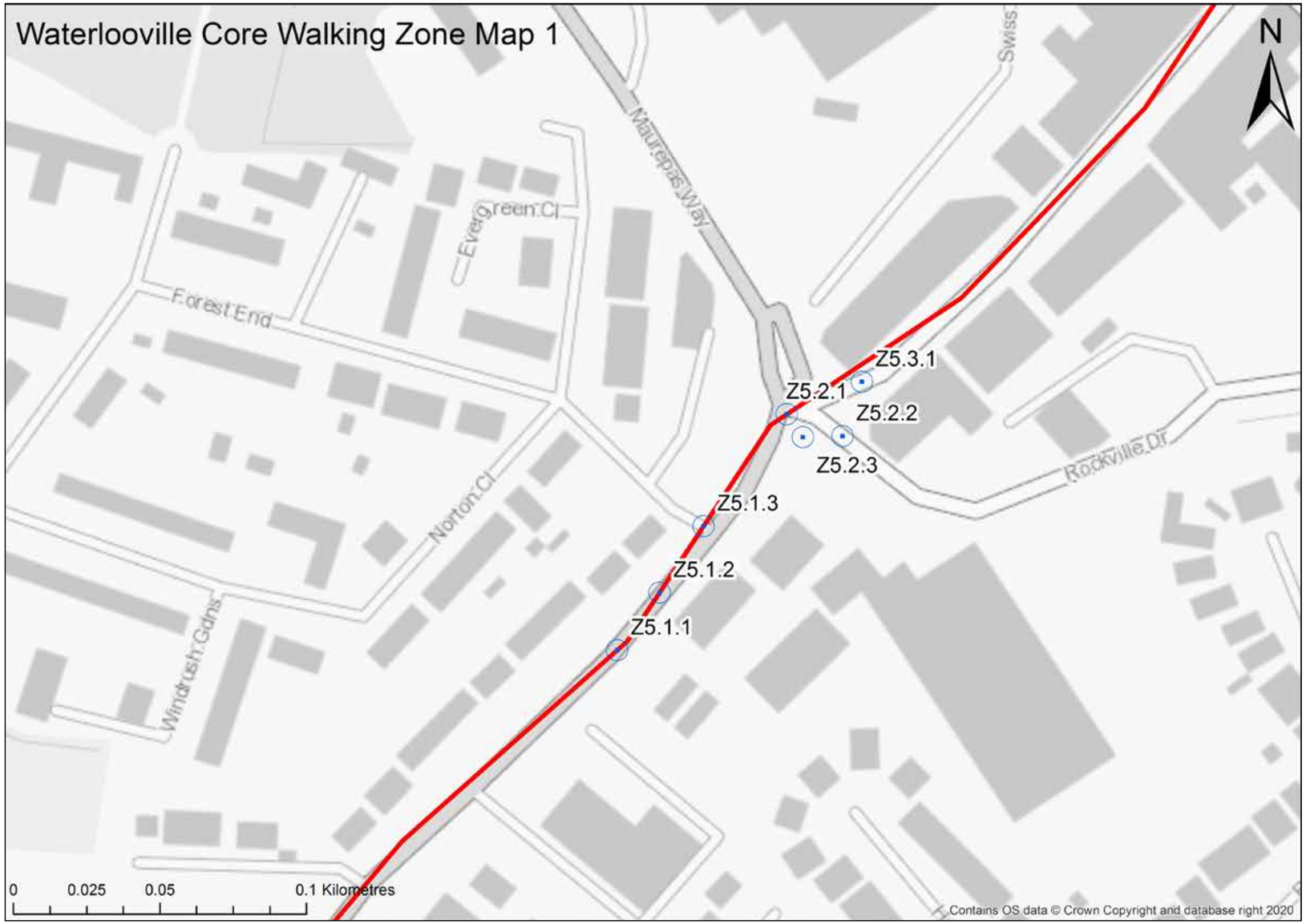
Key:

- Primary cycle route
- Secondary cycle route
- Potential options

Z5.1.1 London Road

Z5.1.2 London Road crossing point

Z5.1.3 Forest End/Maurepas Way



Key:

- Primary cycle route
- Secondary cycle route
- Potential options

Z5.2 Forest End Roundabout

Existing conditions

Maurepas Way heads north-west from the roundabout, with Rockville Way joining the roundabout to the east. North, the London Road, which comprises the main high street, starts with a restricted access road and a reduced speed limit. There is no pedestrian crossing provision from the south.

Barriers to walking

The roundabout is wide and fast, enabling vehicles to turn at speed. There is no pedestrian crossing provision (including dropped kerbs) on three of the four arms, so pedestrians cross (unsafely) the arms of the roundabout when breaks in traffic allow.

The entry to the garage on the eastern side of the roundabout is extremely wide, allowing vehicles to turn in at speed directly off the roundabout. The footway delineation for vehicle access is limited, with no tactile paving to indicate the garage entrance across the pavement.

Rockville Drive is a fast road, with no pedestrian crossing provision. Elderly people and children were observed running across Rockville Road from the south, to get to the London Road. Pedestrians are signposted part way down the street, towards the centre, but there are no corresponding pedestrian crossings, nor tactile paving across the multiple vehicle entry points to local businesses such as Wickes.

Potential options

Z5.2.1 Reduce geometry and design speed of the roundabout to facilitate max 20mph vehicle speeds. Restrict the lanes to single lane entry. Install visual narrowing of the roundabout using a textured overrun around the central island. Remove the pedestrian barriers and extend the footway along the western side of the roundabout. Plant trees and install more attractive planting on the roundabout.

Z5.2.2 Install parallel or zebra crossings across all arms of the roundabout to better facilitate safe pedestrian movement.

Z5.2.3 Reconfigure the vehicle entrance to the garage off the roundabout, reducing the geometry as much as possible, reducing the speed limit to 5mph on the garage forecourt and installing a raised continuous footway at the point that the access crosses the footway. Tactile paving could be installed to better facilitate safe access for non-visual navigation.

Z5.2.1 Forest End roundabout

Z5.2.2 Rockville Drive

Z5.2.3 Garage access on roundabout

Key:

- Primary cycle route
- Secondary cycle route
- Potential options

Z5.3 London Road

Existing conditions

Maurepas Way roundabout marks the gateway to London Road (the high street) from the west. Vehicles have restricted access at this point, and the speed limit drops to 20mph. There is a notable change in materials used here, with block paving being used to delineate parking bays and driveways (where they cross the footways).

70m east of the roundabout, vehicle access terminates and the street is bus-only until the junction with Hambledon Way and Stakes Hill Road. Beyond this, London Road is pedestrianised.

The pedestrianised section of London Road terminates at the B2150, at which point there is heavy use of guard railings to prevent people from crossing, and both pedestrians and cyclists are directed into an underpass beneath the northern section of Maurepas Way/A3.

Barriers to walking

There is a lack of pedestrian crossing provision around the western gateway, with no dropped kerbs until the controlled crossing approx. 70m to the east, at the vehicle restriction pinch point.

Underpasses are poor pedestrian provision, especially when used in the dark. In such an important context (London Road), the transition from pedestrianised high street, to subway/ underpass is particularly notable.

Potential options

Z5.3.1 Upgrade the western gateway. Create pedestrian crossing provisions, in the form of a continuous footway at the gateway, and informal (dropped kerbs with tactile paving) opportunities between the new and existing provisions. Enhance the existing gateway features to include artwork, trees, planting and enhanced materials.

Z5.3.2 Enhance existing pedestrian underpass underneath the A3, this could include upgraded lighting, artwork and vegetation management to enhance visibility of the route down into the underpass. Consider replacing with at-grade crossing.

Z5.3.1 Western gateway to high street

Z5.3.2a Underpass beneath Maurepas Way

Z5.3.2b Underpass beneath Maurepas Way

Key:

- Primary cycle route
- Secondary cycle route
- Potential options

Z5.4 Hambledon Road retail park

Existing conditions

Access to this area across the A3/Maurepas Way is via one of two routes; the first is an underpass with stepped access, which terminates in the carpark via additional steps; the second is via a toucan crossing on the A3, which leads to a long ramp down into the car park. Within the car park, a pedestrian route continues north-west onto Hambledon Road via a series of zebra style crossing points.

Barriers to walking and cycling

The stepped underpass is adequate, but the steps terminate into the carriageway of the car park without a dropped kerb or tactile paving. There is no formal pedestrian route between the underpass steps and the shops.

From the ramp, the route through the car park on the zebra style crossings is fairly well delineated (although faded), however it feels like a space designed to prioritise vehicles, rather than a well used pedestrian route.

Potential options

Z5.4.1 Upgrade the underpass to include enhanced lighting and lightened surfaces, including the concrete supports for the ramp.

Z4.4.2 Formalise a route between the stepped underpass and the shops, including dropped kerbs and tactile paving.

Z5.4.3 Install additional symbols on the ramp connecting the level crossing to the car park, to clarify and remind users of the shared facility.

Z5.4.4 Improve pedestrian route through the car park onto Hambledon Road by building up to create a continuous raised footway with tactile paving which vehicles will drive over to access parking bays, making the pedestrian route the priority. If this is to be shared with bicycles, create segregated routes for each, with a minimum width of 3m.

Z5.4.1a Access to Hambledon Road underpass

Z5.4.4 Hambledon Road retail park

Z5.4.1b Hambledon Road underpass

Z5.4.3 Ramp on Maurepas Way

Key:

- Primary cycle route
- Secondary cycle route
- Potential options

Z5.5 Hambledon Road

Existing conditions

Hambledon Road continues from the retail car park north-west and joins the roundabout on Aston Road. A pedestrian and cycle path cuts through near the junction of Aysgarth Road to connect to the bus stop on the A3.

The road feels wide and exposed, with little softening of the environment. The eastern footway is wide, and runs along beside a supermarket. The western footway is narrower and bisected by multiple vehicle access points.

There is one zebra style crossing at the northern extent of the retail area car park, for use by both pedestrians and cyclists.

Barriers to walking and cycling

There is a general lack of crossing points for pedestrians along Hambledon Road. The zebra style crossing is not of sufficient width to be comfortable for use by both pedestrians and cyclists at the same time.

The geometry of the vehicle accesses along Hambledon Road are extremely wide, particularly for the DfS delivery access and the service station.

Potential options

Z5.5.1 Upgrade the pedestrian crossing on Hambledon Road to provide a better shared crossing for both pedestrians and cyclists.

Z5.5.2 Tighten the geometry of vehicle access points along Hambledon Road and review the potential to install raised crossing points to prioritise pedestrian movement along Hambledon Road. This may include surface dressing or changes in materials.

Z5.5.3 Remove the centre line and look at potential for Sustainable Urban Drainage System (SuDs) or central planted strip.

Z5.5.4 Install trees in the footway on the eastern side, this may be in the form of planters continuing the palette of materials in the pedestrian/cycle route through the retail area car park. Install seating as resting points on the western footway, down the side of the supermarket.

Z5.5.5 Reduce the geometry of the roundabout and plant the central island. Reduce the Aston Road eastern arm to a single lane entry and increase the footway width to 2m east of the roundabout. Formalise the crossing on the Aston Road arm, upgrading the courtesy crossing to a zebra crossing.

Z5.5.6 Plant the central strip along Aston Road and create a SuDS feature to soften the environment.

Z5.5.1 Pedestrian crossing on Hambledon Road


Z5.5.4 Footway along Hambledon Road


Z5.5.2 Hambledon Road vehicle access points


Z5.5.5 Aston Road roundabout


Z5.5.3 Hambledon Road


Z5.5.6 Aston Road

Z5.6 Aston Road industrial estate

Existing conditions

The industrial estate on Aston Road is a typical design which prioritises vehicle movements over all other users. Although most of the people using this area appeared to be in vehicles, there were a large number of pedestrians observed walking around the area.

Barriers to walking and cycling

The footways are inconsistent, patchy in material, and in many places used for parking.

There are few, crossing points for pedestrians and dropped kerbs are primarily in places to facilitate vehicle access across the footways. There is no tactile paving in the area.

There is a general lack of tree planting for shade or shelter, or planting for visual interest. There are no formal seating opportunities for resting.

Potential options

Z5.6.1 Tighten geometry of side roads where possible, install dropped kerbs and tactile paving at key crossing/ junction locations within the industrial estate.

Z5.6.2 Install trees and planting to break up the hard environment and provide visual interest for those working and using the area. Create areas of seating for workers to use and for people walking within the area to rest on.

Z5.6.1 Aston Road and side street

Z5.6.2 Aston Road industrial estate

Z5.7 B2150 Hambledon Road

Existing conditions

The B2150 connects the centre of Waterlooville with settlements to the north including Denmead and Hambledon.

The road is a dual carriageway with a grassed central reservation, and was observed to have high vehicle volumes and speeds.

Barriers to walking and cycling

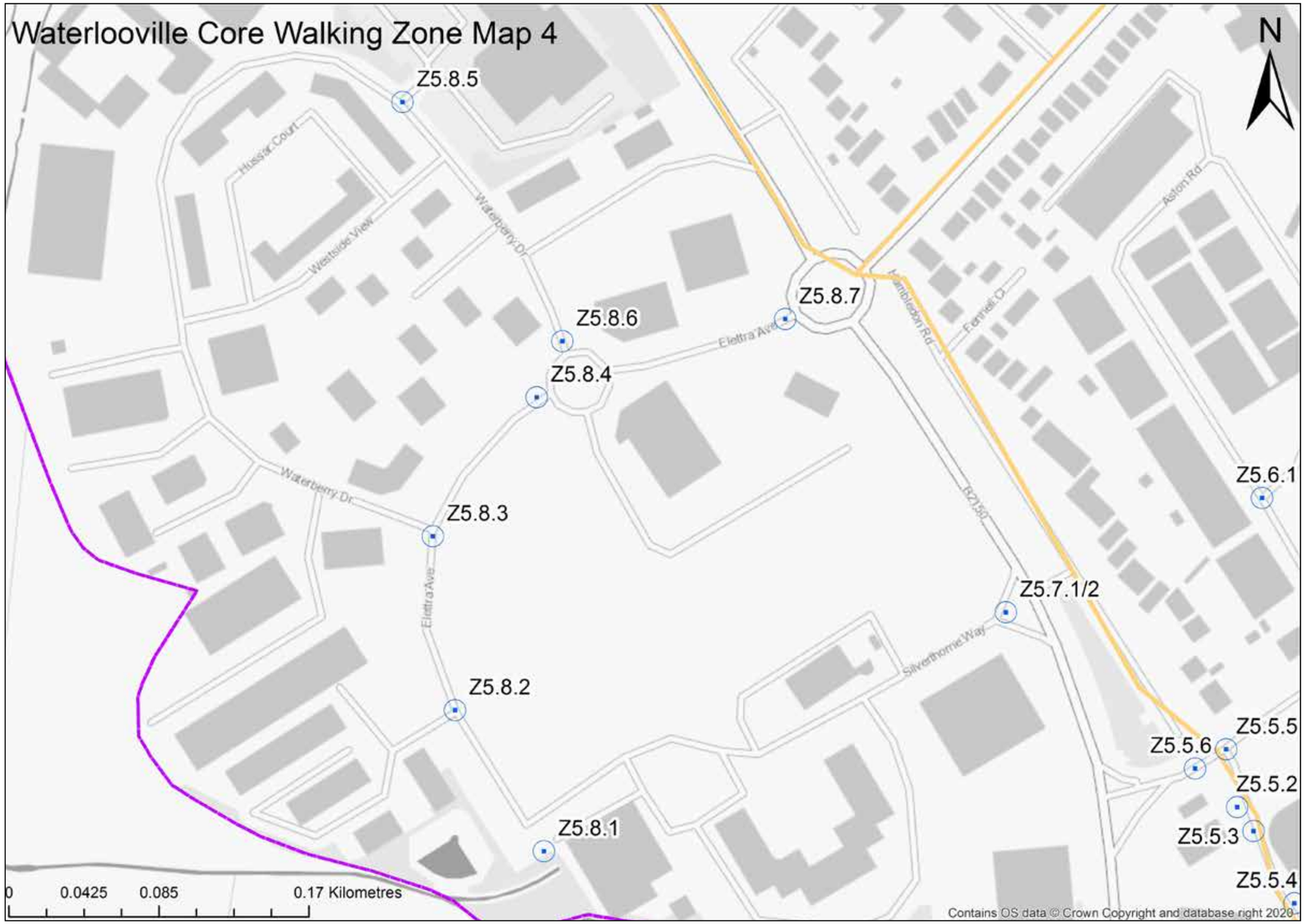
Pedestrian access around the B2150 is limited to a couple of signalised crossing points, and narrow shared paths for pedestrians and cyclists. There are a few key bus stops along the road, however crossing to use them is difficult. Pedestrians (including those with children) were observed running across the dual carriageway to access the southbound bus stop from the direction of Berewood housing estate, due to an absence of crossing facilities.

Potential options

Z5.7.1 Install a new crossing facility on B2150 aligning with the north bound bus stop and connecting onto the shared path into the Hambledon Road retail area, to facilitate safe pedestrian crossing. This will also provide a facility between Berewood housing estate and the retail/industrial estates and bus stops.

Z5.7.2 Install a new crossing facility at the junction with Silverthorne Way to facilitate safe crossing by pedestrians. Upgrade the shared footway alongside the B2150 to a minimum of 3m.

Z5.7.2 B2150/Silverthorne Way



Key:

- Primary cycle route
- Secondary cycle route
- Potential options

Z5.8 Industrial estate west of B2150

Existing conditions

This is a typical industrial estate which is predominantly accessed by motor vehicle. Footways are present, and there are areas of planting and trees which provide shade/shelter and visual interest.

Barriers to walking and cycling

The industrial estate feels generally comfortable to walk around, but there are areas that need improvement. Side road junction radii are wide, and there are some footways that terminate with no onward crossing provision (for example Westside Road). Generally, dropped kerbs and crossing provision are limited, as are tactile paving slabs on the existing dropped kerbs.

The pedestrian provision at the southern extent of Elettra Avenue is set back from the road, behind a grassed bund within an area of woodland, here the path feels unobserved and unlit.

There is a general lack of public seating opportunities for those using the area (including staff), although there is plenty of space.

Potential options

Z5.8.1 Upgrade pedestrian provision at the southern extent of Elettra Avenue, and install dropped kerbs and tactile paving at crossing points.

Z5.8.2 Install dropped kerbs and tactile paving at all crossing points such as across side roads, and at regular intervals across the primary roads through the industrial estate.

Z5.8.3 Install seating at regular intervals around the estate, providing resting opportunities for those using the industrial estate on foot.

Z5.8.4 Investigate opportunities for Sustainable Urban Drainage Systems.

Z5.8.5 Install zebra/controlled crossing outside the leisure centre and at other key locations which may be accessed by those on foot.

Z5.8.6 Reduce roundabout arms to single lane entry at Waterberry Drive roundabout, and enhance the shared pedestrian and cycle facility along the footways.

Z5.8.7 Upgrade all shared paths to a minimum of 3m and all footways to 2m. Install wayfinding signage to aid pedestrian movement around the industrial estate.

Z5.8.1 Elettra Avenue footpath

Z5.8.2 Industrial estate footpath

Z5.8.3 Green space in industrial estate

Z5.8.4 Green space in industrial estate

Z5.8.5 Waterberry Drive

Z5.8.6 Waterberry Drive/Elettra Avenue

Z5.8.7 Waterberry Drive

Proposed cycle networks:

Existing conditions, barriers to cycling and potential options

Key:

- Primary route
- Secondary route
- Potential options

Route 261 Staunton Avenue – Southwood Road

Route description

This is a secondary route connecting the National Cycle Network (NCN) 2 with West Beach, Westfield, Sea View, Eastoke and the southeast tip of Hayling Island. The route is approximately 4km long with a predominantly residential land-use. The route is popular as it provides access to Hayling Island's southern beaches, as well as other trip attractors including pubs, restaurants, hotels, and an amusement park.

The route is serviced by Stagecoach 30 and 31 (Havant-Hayling Island) at regular intervals throughout its extent. The majority of Route 261 is on-road cycling.

Background

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

261.1 Staunton Avenue – Eastoke

Existing conditions

Sea Front is a busy, fast flowing road with accesses adjacent to the highway.

Barriers to walking and cycling

There is no existing cycle infrastructure. The initial section is narrow with limited highway width and obscured residential and commercial accesses. The second section is much wider with ample highway space for segregation.

Potential options

261.1.1 Between Staunton Avenue and Beachlands Roundabout it is recommend for the existing verge is used to allow for advisory cycle lanes to be implemented. Alternatively, a 20mph zone could be implemented. Warning for bus stops should be provided.

261.1.2 The Beachlands Roundabout should be redesigned to incorporate current cycle infrastructure principles. Cyclists should be separated from other road users and afforded priority.

261.1.3 Fully segregated off-road cycle lanes should be implemented along this stretch of highway. The mouths of Chichester Avenue and Webb Lane's junctions on Sea Front should be tightened to reduce the maximum speeds. Existing crossing points on Sea Front should be assessed with parallel crossings installed where necessary.

261.1.4a The existing zebra crossing should be upgraded to a parallel crossing. The existing centre islands should be reviewed and potentially narrowed/ removed.

261.1.4b Sufficient space between existing on-street parking and the mandatory cycle lane suggested for Rails Lane should be provided. Retaining the on-street parking may require review. A raised table should be provided at the Rails Lane/Southwood Road junction to improve cycle connections.

261.1.1 Sea Front (1)

261.1.4a Sea Front (2)

261.1.2 Beachlands Roundabout

261.1.4b Sea Front (3)

261.1.3 Sea Front/Chichester Avenue

Key:

- Primary route
- Secondary route
- Potential options

261.2 Eastoke – Southwood Road

Existing conditions

The route section is a neighbourhood connector following Southwood Road along its full extent. There is on-road cycling only.

The route is residential with occasional hotel and car parking access.

Barriers to walking and cycling

The route is on-road, with residential parking spaces perpendicular to the highway. The road has consistently high traffic flow.

Potential options

261.2.1 Existing parking arrangements for shop fronts may require review.

261.2.2 A lower design speed should be considered.

261.2.3 Residential parking review required. Implementing reverse in parking to improve cycle safety is advised.

261.2.1 Southwood Road (1)

261.2.2 Southwood Road (2)

261.2.3 Southwood Road (3)

Key:

- Primary route
- Secondary route
- Potential options

Route 262 Hayling Billy Trail – Eastoke

Route description

This is a secondary route linking National Cycle Network (NCN) 2 (Hayling Billy Trail) in the west of Hayling Island to Gable Head, South Hayling, Mengham and Eastoke as it travels southeast. The majority of Route 262 is on residential and single carriageway roads, with short periods of off-road pathways.

The route is approximately 4km in length and consists of a majority of residential land-use with a short section of employment area as the route travels through South Hayling centre. There are regular bus stops along the route servicing Stagecoach 30 and 31 (Havant – Hayling Island).

There are multiple trip attractors along Route 262, including: The Hayling Island Holiday Park, Hayling College, Mengham Infant & Junior Schools, places of worship and local businesses (including shops and public houses) along Elm Grove and Mengham Road.

Background

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

262.1 Hayling Billy Trail – Church Road

Existing conditions

Section 262.1 is formed of sections of off-road footpaths, on-road quiet residential cycling and the link between two busier roads at West Lane and Manor Road.

Barriers to walking and cycling

The existing off-road pathways are narrow with limited space for cyclists, lack adequate lighting and security in places. The are no crossing facilities at either West Lane or Manor Road, two comparably busy and fast arterial routes in Hayling Island.

Potential options

262.1.1 The existing pathway links the Hayling Billy Trail with Denhill Close. It is recommended that the path be widened, surfaced, for existing barriers to be removed and adequate lighting introduced at sections concealed from view. A formalised entrance and wayfinding from the Hayling Billy would also be recommended to provide adequate notice, as the existing entrance has limited visibility.

262.1.2 The pathway joins Denhill Close adjacent to a gated driveway. This access, with coordination with the landowner, requires a redesign to allow cyclists on all types of cycle access and adequate passing space.

262.1.3 The existing Saltmarsh Lane junction with West Lane has limited visibility with no formal indication that cyclists may be present. It is recommended that a 20mph zone is introduced between Saltmarsh Lane, continuing onto West Lane and into the junction with Brights Lane.

262.1.4 A 20mph zone is suggested in this location.

262.1.5 Section 262.1 crosses Manor Road (A3023) at the Brights Lane/Higworth Lane intersection. A raised table with potential traffic calming measures and speed restrictions on Manor Road, leading up to the junction, should be implemented. Sight lines may require adjustment on Higworth Lane to ensure cyclists are visible.

262.1.6 The pathway leading from Higworth Lane requires widening and lighting. The existing modal filter should be removed or replaced with a more accessible solution to allow unobstructed trips.

262.1.7 The route should be formalised as it passes through the Hayling Island Holiday Park to provide adequate visibility.

262.1.8 The existing route crosses an open field. The ground is unsurfaced. A surfaced cycle pathway should be created to allow for all season use.

262.1.9 The existing section passes through St Mary's Church. Currently, 'riding on bicycles is prohibited' signs are present. Discussions with the church would be required to assess the potential introduction of the cycling route at least for disabled cyclists who cannot dismount. The route should be adequately surfaced and planned to avoid sensitive areas.

262.1.1 Hayling Billy Trail

262.1.4 West Lane

262.1.7 Hayling Island Holiday Park

262.1.2 Denhill Close

262.1.5 Brights Lane/Manor Road

262.1.8 St Mary's Church Path (1)

262.1.3 Saltmarsh Lane/West Lane

262.1.6 Higworth Lane

262.1.9 St Mary's Church Path (2)

Key:

- Primary route
- Secondary route
- Potential options

262.2 St Mary's Church – Eastoke

Existing conditions

The existing route section is primarily off-road shared-use pathways with sections of on-road cycling. The route follows the roads: Church Road, Elm Grove, Mengham Road, Mengham Lane, Selsmore Road and Rails Lane.

The route section is split between residential and commercial land-use and is characterised by busy, fast flowing traffic.

Barriers to walking and cycling

There is limited on-road cycling infrastructure and on-street parking which is a potential hazard. The existing shared-use pathways are narrow in places.

Potential options

262.2.1 It is recommended that a toucan crossing is considered at Hayling College. In addition, if space allows, on-road segregated cycle lanes should be implemented along Church Road and Elm Grove. On-road parking, off-road parking perpendicular to the highway, laybys and on-road bus stops should be reviewed to ensure the safety of those cycling on these segregated lanes. Priority should be given to the cycle lanes over side roads.

262.2.2 A toucan crossing should be implemented on Elm Grove to allow for all users to access either side of the shops. In addition, advanced stop lines should be in place at this location.

262.2.3 The junction between Elm Grove and Mengham Road requires updating, with priority movements given to cyclists.

262.2.4 The existing angled parking encourages 'reverse out' parking which is a hazard for people cycling. A different arrangement should be considered - at least to encourage 'reverse in' parking. Alternatively, off-road segregated cycle lanes could be implemented to provide the necessary separation.

262.2.5 Cycle movement priority at this junction as well as improved wayfinding may be required to provide motorists sufficient warning that cyclists can enter/exit from/to Mengham Road/Mengham Lane.

262.2.6 The Mengham Lane/Selsmore Road junction should be tightened to reduce speeds.

262.2.7 Due to the busy nature and lack of existing off-road provision on Selsmore Road and Rails Lane it is recommended to provide on-road mandatory cycle lanes. If there is insufficient space, a 20mph zone should be considered.

262.2.1 Church Road

262.2.4 Mengham Road

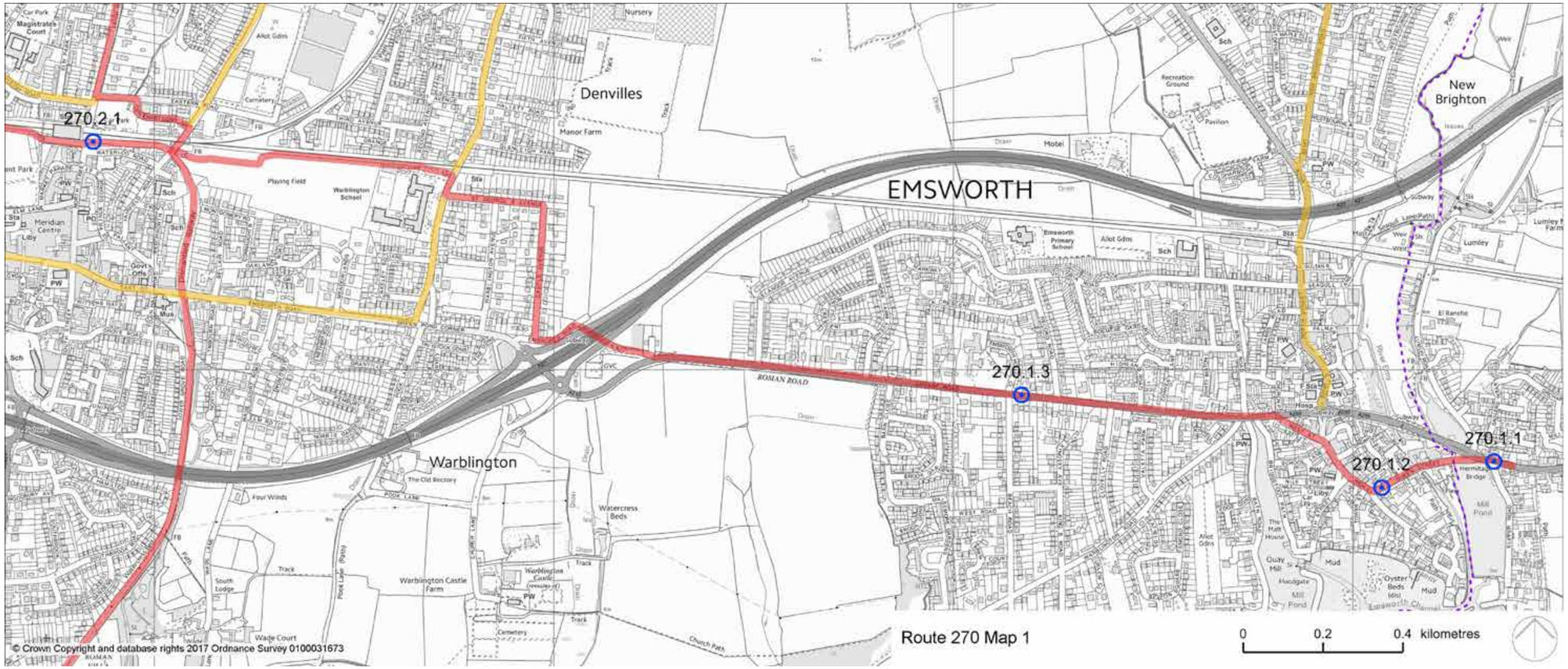
262.2.7 Rails Lane

262.2.2 Elm Grove

262.2.5 Mengham Road/Mengham Lane

262.2.3 Mengham Road/Elm Grove

262.2.6 Mengham Lane/Selsmore Road



Key:

- Primary route
- Secondary route
- Potential options

Route 270 Emsworth – Farlington

Route description

Route 270 follows Havant Road from the east until it reaches the A27. A good cycle and walking underpass under the A27 is already in place. From here the route continues to the rear of Warblington School on traffic free sections until it joins Havant railway station – 270.2.

The route is 8.1km long. As well as off some road sections, along the route, there are a variety of on-road cycle provisions and shared use paths.

Background

The route is supported by local stakeholders, and forms part of NCN 2.

270.1 Emsworth to Havant

Existing conditions

This section is a mixture of cycle lanes on the busy A259 Havant Road and quiet routes around schools.

Barriers to walking and cycling

High volumes of traffic travelling at high speeds due to the very straight road act as barriers. There is no controlled crossing of the main road.

Potential options

270.1.1 Very fast moving traffic was observed on the A259. A reduction in speed environment or segregated on-road cycle facilities are suggested.

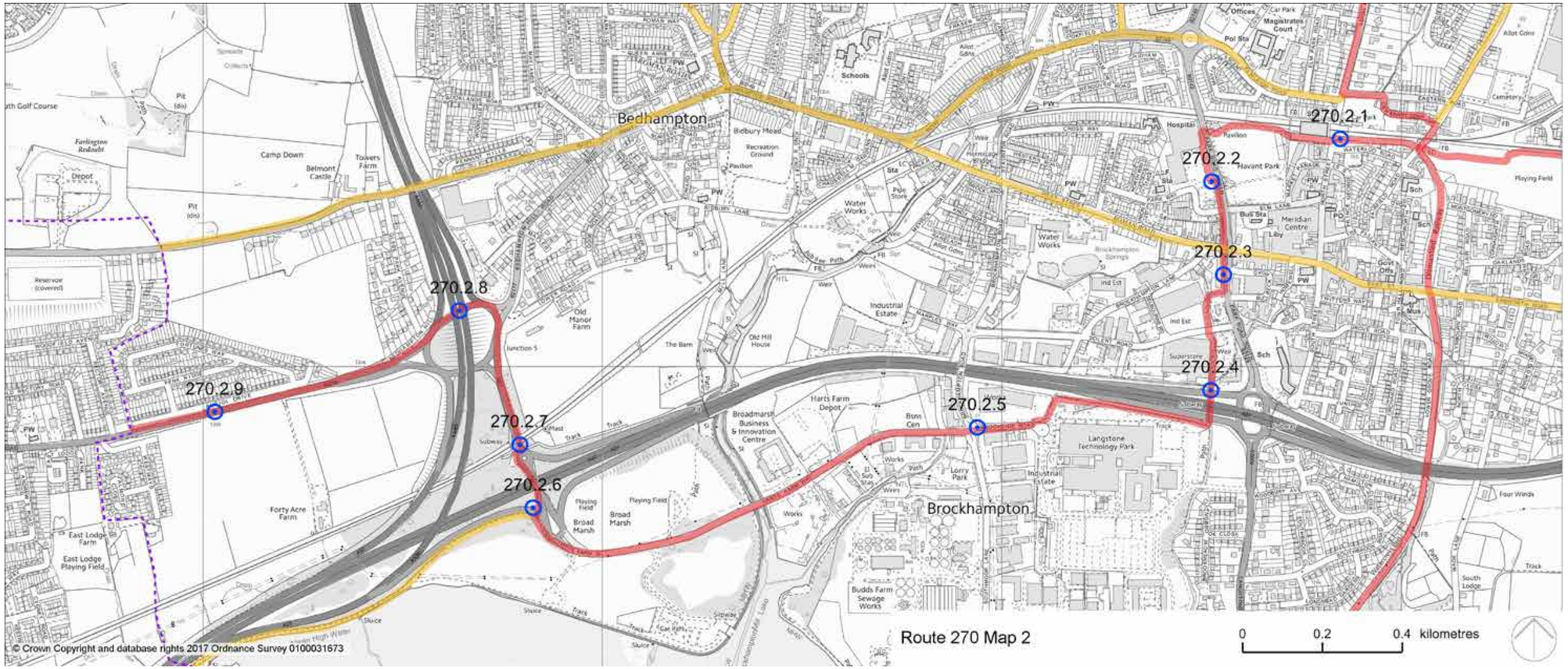
270.1.2 A lower speed environment or one-way street is suggested as the road is too narrow, in places, to pass another vehicle comfortably, due to on-street parking.

270.1.3 The A259 Havant Road has painted cycle lanes, which do not provide adequate protection. Consider hybrid lanes with kerb separation

270.1.1 A259 Main Road

270.1.3 A259 Havant Road

270.1.2 Queen Street



Key:

- Primary route
- Secondary route
- Potential options

270.2 Havant to Portsmouth border

Existing conditions

There are shared use paths all the way through the town, occasionally through car parks and play parks. Part of the route runs through an industrial estate, again on shared use paths.

Barriers to walking and cycling

There is a lot of pedestrian demand, and many crossings on the shared use paths, which means travel by cycle can be very slow. Some shared paths are very narrow. Some major roads only have uncontrolled crossings.

Potential options

270.2.1 It is suggested that the cycle route markings are extended past the station and through to Havant Park.

270.2.2 The existing NCN route uses Park Way, but could be improved by using shared footway on west side of Park Road South. Continuity at side road crossings and single stage toucan crossings of the main road are recommended. We recommend continuity at side road crossings and single stage Toucan crossings of the main road.

270.2.3 There is a busy wide pavement on Park Road South. Dedicated cycle lanes and a redesign of the Solent Road/Park Road South to current cycle principles are suggested.

270.2.4 The entrance to the subway is very narrow, so path widening is recommended. Lighting and NCN signing could be improved at subway under the A27.

270.2.5 Accessibility improvements could be considered at the roundabout where Brockhampton Road and Harts Farm Way meet, to provide route continuity through the junction. The shared footway along Harts Farm Way could be widened, with continuity over site accesses.

270.2.6 There is an uncontrolled crossing of A27 slip road. Investigate options for improvement, to include signal crossing.

270.2.7 There is an uncontrolled crossing of three traffic lanes on the link between A3 and A27. Investigate options for improvement, to include signal crossing.

270.2.8 The narrow footway under the A3(M) could be widened for shared use. This could be achieved by reducing the width of three traffic lanes on the roundabout. A shared use path would be provided around the south of the roundabout with signal crossings to provide a safe connection to the facilities provided on the B2177 Bedhampton Road and the A2030 Havant Road to the east and west of the roundabout respectively.

270.2.9 Fast busy road leading into Portsmouth city area. Suggest using the ample verges either side of road for cycle tracks.

270.2.1 Havant Station

270.2.4 A27 subway

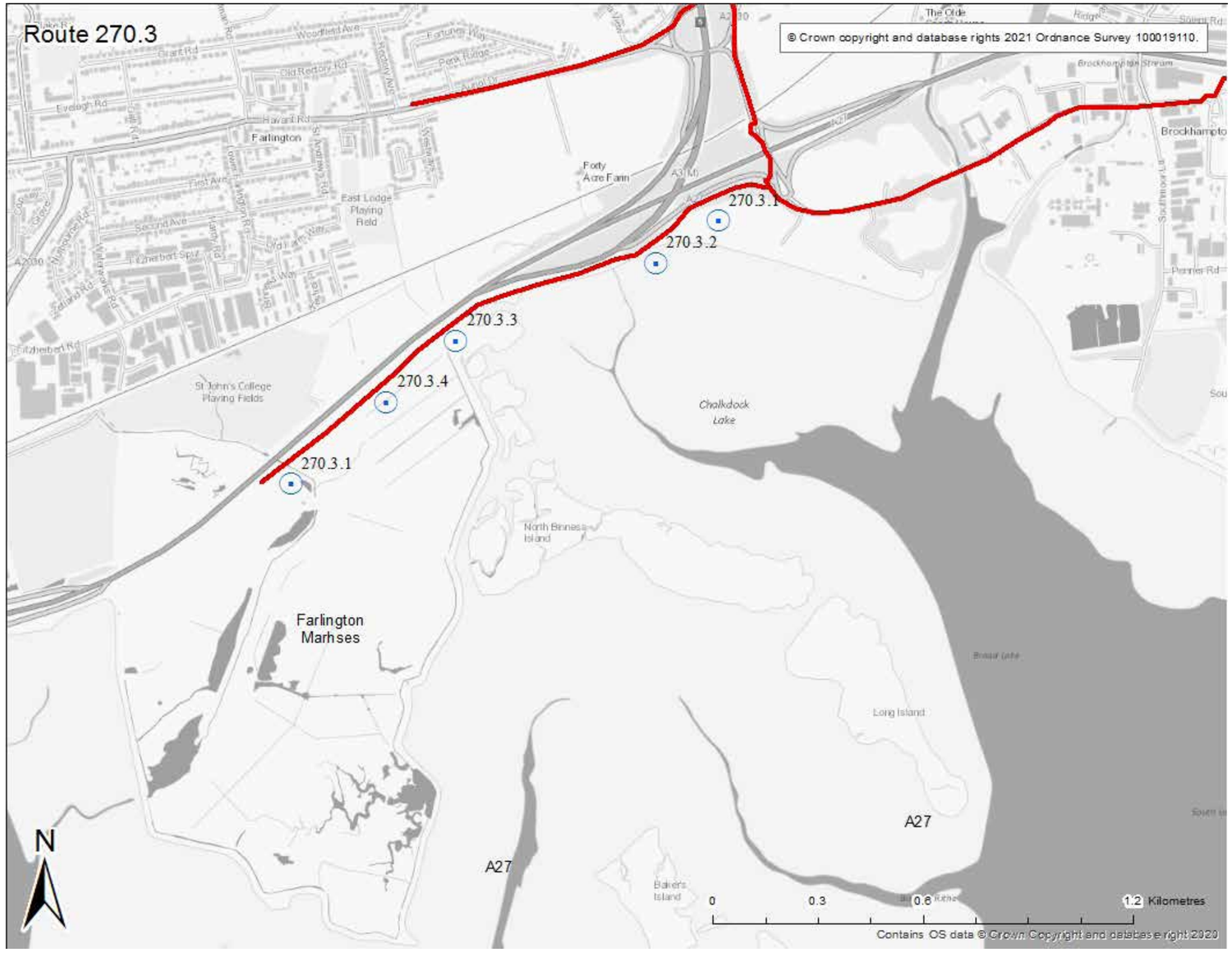
270.2.9 A2030 Havant Road

270.2.2 Park Road North/Aldi Car Park

270.2.5 Harts Farm Way/Brockhampton Road

270.2.3 Park Road South

270.2.8 Under the A3(M)



Key:

- Primary route
- Secondary route
- Potential options

270.3 Havant to Portsmouth via Farlington Marshes

Existing conditions

The existing route runs parallel with the A27 dual carriageway (managed by Highways England). The route is traffic free and set in the beautiful natural environment of the Farlington Marshes nature reserve, which is a Site of Special Scientific Interest. The existing route is approximately 3km long, shared between people walking and cycling and is lit only by the lighting from the A27.

The route is part of the National Cycle Network route 22 and in 2020 this route had an average daily flow of almost 600 cycle trips (two-way). In the five preceding years the average flow was 400 (two-way).

This route also forms part of the Solent Way; a long distance 60 mile Right of Way, linking Milford on Sea in the New Forest District with Emsworth Harbour.

Barriers to walking and cycling

This route is not segregated between people walking and cycling, and is, in parts uncomfortably narrow for the number of users of this popular route.

Potential options

270.3.1 Signposting is required at both ends of the route.

270.3.2 Light the route using suitable lighting for the environment.

270.3.3 Widen the route and separate people walking from people cycling if and where possible to accommodate the number of users and anticipate future growth.

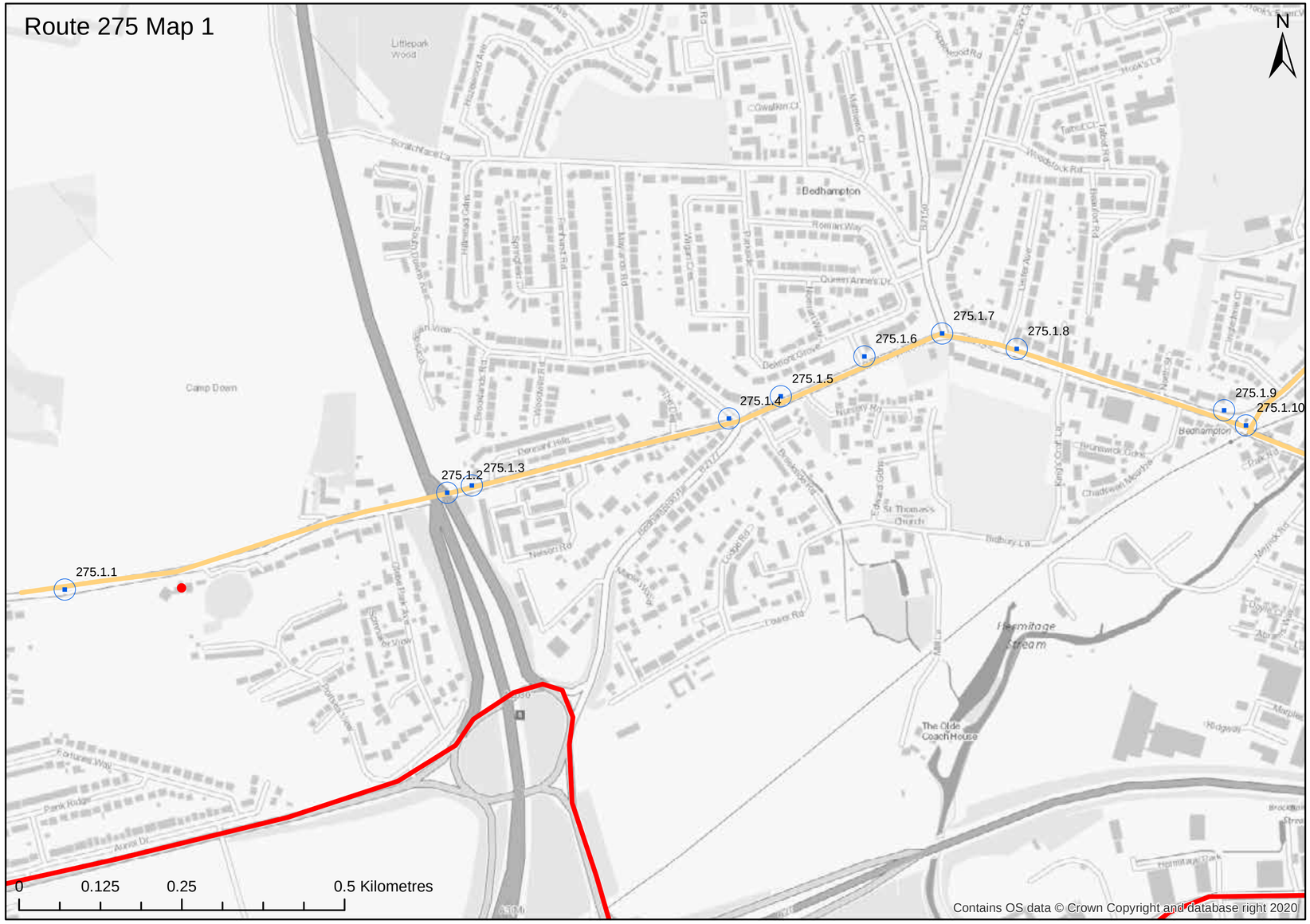
270.3.4 Improve materials in use at the bridge to reduce risk of slipping.

270.3.1 Farlington Marshes path (Solent Way)

270.3.4 Farlington Marshes path (Solent Way)

270.3.2 Farlington Marshes Path

270.3.3 Farlington Marshes path



Key:

- Primary route
- Secondary route
- Potential options

Route 275 Portsdown Hill Road – Warblington Station

Route description

Route 275 is a secondary route connecting residences adjacent to Portsdown Hill Road with Bedhampton, Bedhampton Station, Havant Town Centre and Warblington Station. The route is 4.3km long with a mix of fast, busy B-roads, quieter residential streets and a pedestrianised town centre. Cycle infrastructure is lacking along Route 275, but there is potential for it to be well used for commuting and shopping trips if improved.

The route has infrequent bus stops which are serviced by Stagecoach 21 (Portsmouth-Havant), 23 (Leigh Park-Southsea), 27 (Rowlands Castle-Havant-Emsworth) and Coastliner 700 (destinations along the South Coast).

Background

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

275.1 Beverly Grove – Bedhampton Station

Existing conditions

Route section 275.1 follows Portsdown Hill Road and Bedhampton Road as far as Bedhampton Station, where there is a level crossing. The route is all on-road cycling. There are footways on both sides of the road for most of the route, with occasional narrow sections.

Barriers to walking and cycling

The roads are fast and busy with no protection for cyclists. Portsdown Hill Road is steep with pinch points at centre islands and on the bridge over the A3.

Potential options

275.1.1 Portsdown Hill Road is a 40mph B-road. With sufficient vegetation cut back and use of verges, off-road segregated cycle paths could be implemented.

275.1.2 The bridge over the A3 creates a pinch point for road users. There may be potential for narrowing of the carriageway and implementation of shared-use paths, if not, on-road advisory cycle lanes. There should be traffic calming measures leading up to the bridge on both sides to support low speeds.

275.1.3 The Portsdown Hill Road junction with Penant Hills is very wide, allowing vehicles to travel at a higher speed whilst entering/exiting the road. The junction mouth should be tightened. It should be investigated from this point until the Bedhampton Road Roundabout for mandatory/advisory cycle lanes, depending on the available highway widths. As this stretch of road is straight and downhill, traffic calming measures should be installed. Cyclists should also be afforded priority over side roads.

275.1.4 The Bedhampton Road Roundabout has poorly maintained dropped kerb crossing points on all arms. These should be upgraded to provide better visibility for pedestrians. A new design at the roundabout, compliant with current cycle design principles, should be investigated.

275.1.5 It appears that there is enough space along Bedhampton Road to implement mandatory cycle lanes until Bedhampton Station, if verge space and central reservations are removed/reduced in width.

275.1.6 The junction mouth to the parade of shops should be tightened.

275.1.7 Advanced stop lines should be implemented at the Bedhampton Road/Hulbert Road junction traffic lights and subsequent traffic lights along Bedhampton Road. The crossings themselves could be reviewed and potentially changed to toucan crossings.

275.1.8 Review current on-street parking, provide sufficient space around these parking areas to prevent possible conflicts when drivers open their doors.

275.1.9 Upgrade the existing Bedhampton Road/ West Street junction to include sufficient safe cycle crossing facilities.

275.1.10 Provide advanced stop lines at the level crossing.

275.1.1 Portsdown Hill Road (1)

275.1.4 Bedhampton Road Roundabout

275.1.8 Bedhampton Road (3)

275.1.2 Portsdown Hill Road (2)

275.1.6 Bedhampton Road (2)

275.1.9 Bedhampton Road/West Street

275.1.3 Portsdown Hill Road (3)

275.1.7 Bedhampton Road/Hulbert Road

275.1.10 Bedhampton Station

Key:

- Primary route
- Secondary route
- Potential options

275.2 Bedhampton Station – St Faith's Church

Existing conditions

Section 275.2 follows West Street as far as its intersection with North Street. Up until Park Road North, West Street is a neighbourhood connector road, with on-street parking and cycling on road. Beyond this intersection, West Street is pedestrianised with no cycling allowed.

Barriers to walking and cycling

There is no provision for cycling in this section. In places, the highway is narrow with on-street permit parking. Cycling is not permitted through the pedestrianised area of West Street.

Potential options

275.2.1 Consider reducing the design speed by implementing a 20mph zone.

275.2.2 Introduce reverse-in parking spaces only. Provide a suitable facility for cyclists to change from on-road cycling to the off-road shared-use pathways and toucan crossing across Park Road North.

275.2.3 West Street beyond Park Road North is a pedestrian priority zone with no cycling. Cycling could be considered in this area, provided the environment is designed to give priority to pedestrians. This is achieved successfully in other similar locations around the country.

275.2.4 Beyond the pedestrianised zone lies a short section of access only/controlled access, which feels almost an extension of the pedestrianised area. Clear signage should be displayed to ensure those accessing the road are aware of on-road cyclists.

275.2.5 The West Street/North Street junction lies on a sharp, blind corner where North Street becomes East Street. Cyclists travelling from West Street to East Street should be given priority, with a raised table junction.

275.2.1 West Street (1)

275.2.2 West Street (2)

275.2.3 West Street (3)

Key:

- Primary route
- Secondary route
- Potential options

275.3 North Street – Warblington Station

Existing conditions

Section 275.3 follows East Street, Emsworth Road and Southleigh Road as far as Warblington Station. Initially the highway width is restricted by shop fronts and a bridge before widening as it becomes Emsorth Road. There are advisory cycle lanes and advance stop lines along the route.

Barriers to walking and cycling

The existing painted cycle infrastructure has faded. The road is fast flowing and busy, and requires a more consistent cycle network.

Potential options

275.3.1 Provide and improve existing advisory cycle lanes until Emsworth Road.

275.3.2 The bridge is a pinch point for traffic. It is suggested to investigate a give way chicane that means vehicles in one direction have to slow and give way to the other, thereby allowing cyclists to use a bypass lane.

275.3.3 Restrict the width of the White Ladies Close junction. At this point until the Southleigh Road intersection implement mandatory cycle lanes by widening the carriageway.

275.3.4 Reapply advance stop lines at the Emsworth Road/Southleigh Road intersection.

275.3.5 Provide advisory cycle lanes as far as Route 270, with potentially raised crossings over busy side accesses, such as Warblington School.

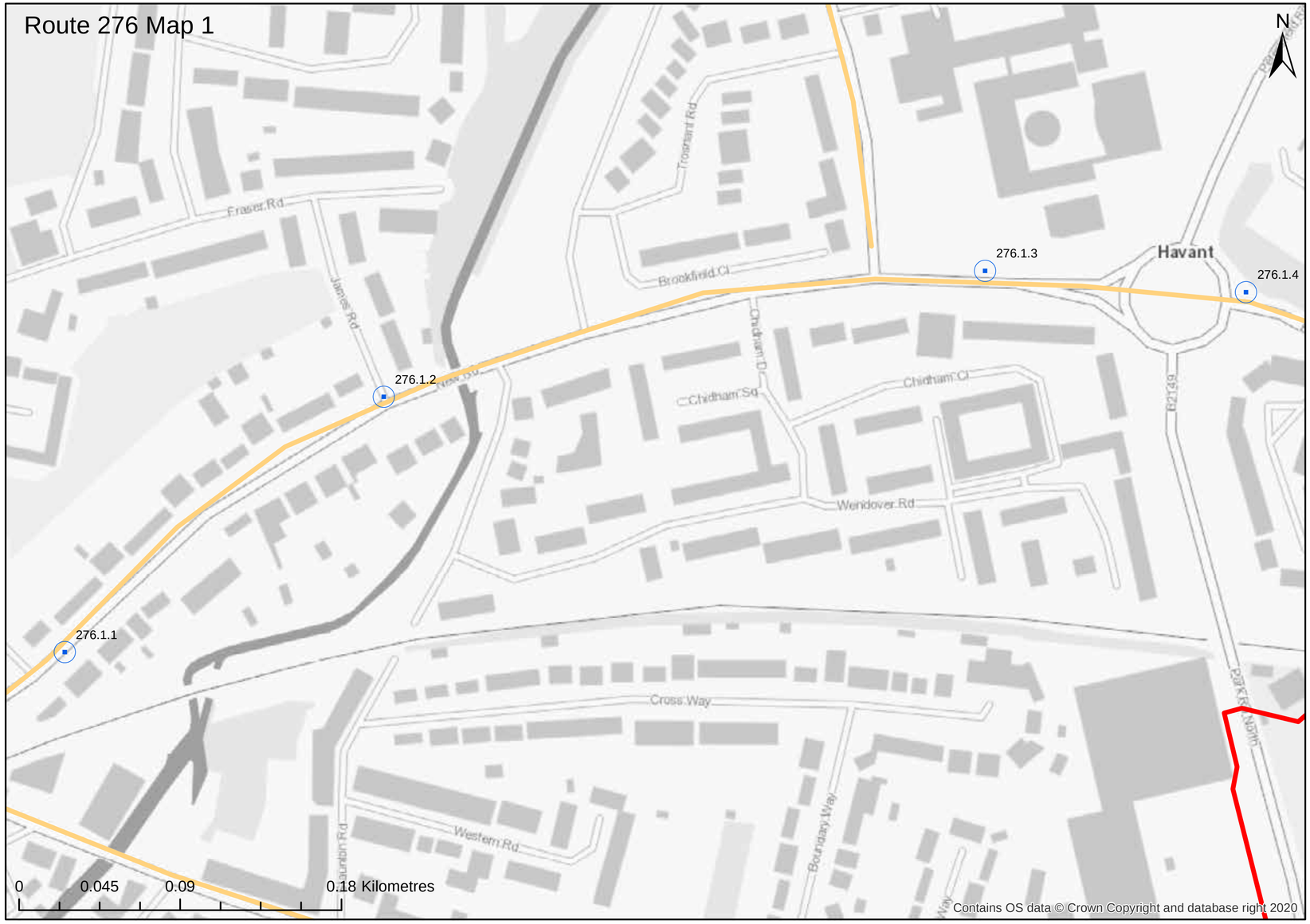
275.3.1 East Street (1)

275.3.4 Emsworth Road/Southleigh Road

275.3.2 East Street (2)

275.3.5 Southleigh Road

275.3.3 Emsworth Road



Key:

- Primary route
- Secondary route
- Potential options

Route 276 Bedhampton Station – Eastern Road

Route description

Route 276 is a secondary route connecting Bedhampton Station with Havant College, Havant Borough Council, Havant Police Station and Havant Station. The route is 1.2km and follows New Road, Elmleigh Road and Eastern Road. The route is on fast moving, busy roads with little cycle infrastructure. There are bus stops on New Road which are serviced by the Stagecoach 23 (Leigh Park-Southsea). A short section of Eastern Road forms part of the National Cycle Network's Route 22.

Background

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

276.1 Bedhampton Station – Eastern Road

Existing conditions

Route 276 is on-road cycling on wide roads. There is no formal cycle infrastructure except for an advisory cycle lane at the Barncroft Way junction.

Barriers to walking and cycling

The roads are fast and busy with little protection for cyclists. The New Road/Petersfield Road Roundabout is a significant hazard for cyclists due to its size, with fast vehicle speeds observed.

Potential options

276.1.1 New Road is a wide B-road with fast vehicle speeds and a busy flow. On-road segregated cycle lanes should be implemented along its extent.
The existing on-road residential parking should be redesigned to prevent potential clashes with road users.

276.1.2 Existing on-road parking feeds into the James Road junction, creating a very wide mouth and a layby allowing cars to obscure vision. This junction should be tightened.

276.1.3 Advance stop lines should be introduced at the New Road traffic lights.

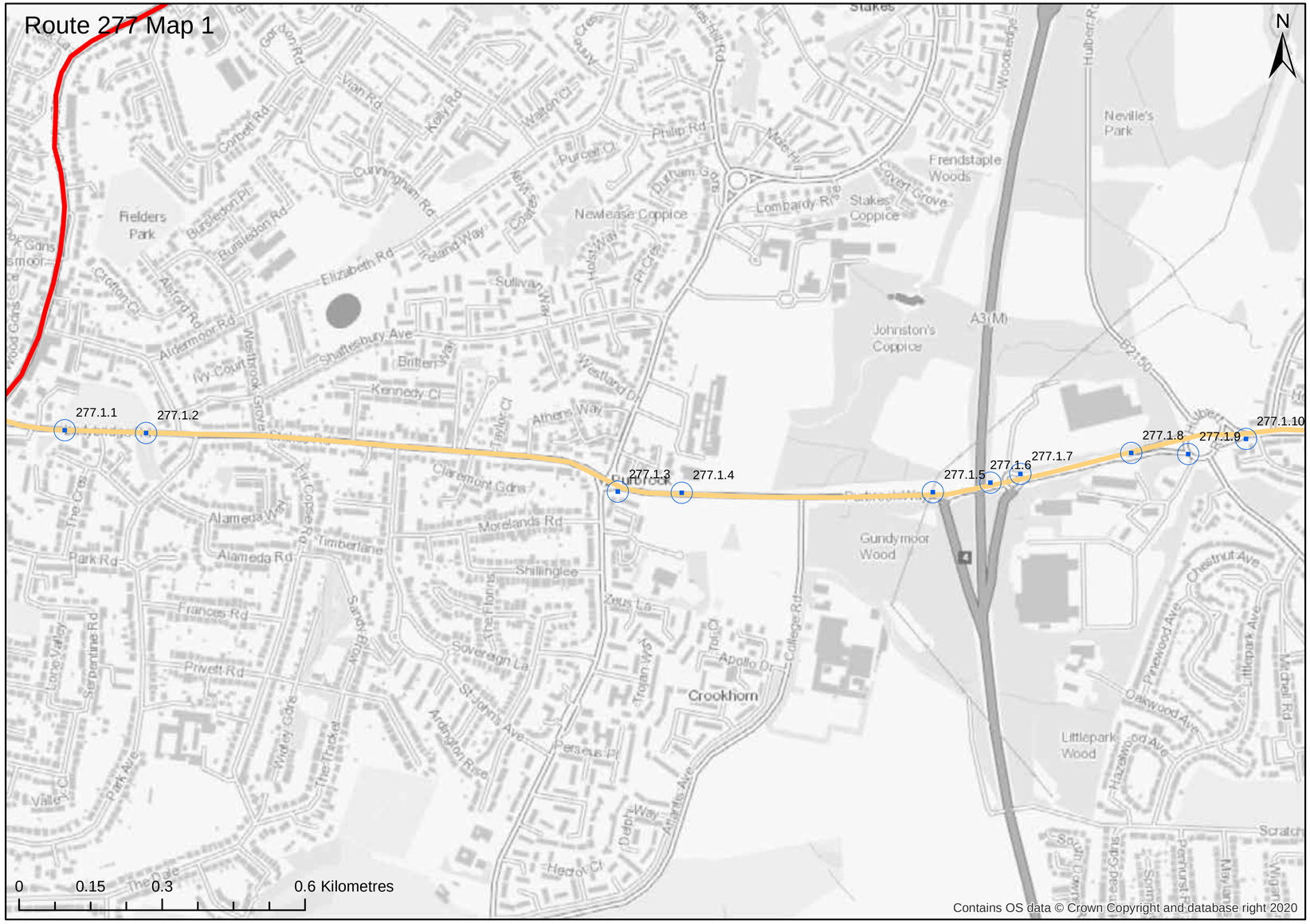
276.1.4 The New Road/Petersfield Road Roundabout is a busy intersection connecting large parts of Havant. The roundabout has two lanes and shared-use pathways on the southern and northern junctions. It is advised to provide segregated cycle lanes on the roundabout if possible. If not, the roundabout should be upgraded to incorporate modern cycle design principles.

276.1.5 Elmleigh Road is a busy road with multiple trip attractors along its extent including: Havant Borough Council, Hampshire Police Station, Havant Court and Tribunals Centre, Jobcentre, Havant Leisure Centre and Havant Station. On-road advisory cycle lanes should be implemented along the extent of Elmleigh Road.

276.1.1 New Road (B2149) (1)

276.1.4 New Road/Petersfield Road Roundabout

276.1.5 Elmleigh Road



Key:

- Primary route
- Secondary route
- Potential options

Route 277 Purbrook – Westbourne

Route description

This is a secondary route linking Havant west to east. The route passes through Purbrook, Leigh Park, New Brighton and Westbourne and is 8.9km long. There are multiple land uses along the route including residential, commercial and industrial.

The route crosses both National Cycle Network routes 222 and 22 at Purbrook and West Leigh respectively. There are multiple bus stops along the route, serviced by the 20, 31, 23, 27, 28A, 37, 39, 54 and 641.

Background

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

277.1 London Road (A3) – Hulbert Road

Existing conditions

Route section 277.1 follows a route through Purbrook along Ladybridge Road, Stakes Road and Purbrook Way. Although most of the section is fronted by residences, the roads are wide and fast flowing. Most of the route is on-road cycling, with a short section of shared-use pathway along Purbrook Way.

Barriers to walking and cycling

There is no provision for cycling at junctions, on-road cycling is expected for much of the route, and traffic feels fast.

Potential options

277.1.1 Fully segregated off-road cycle lanes should be implemented along this stretch of highway. Side roads with larger than necessary junction mouths should be reduced in size to prevent cornering at speed. This will include Stakes Road, Park Avenue, Jacqueline Avenue and St John's Avenue where there is insufficient space, 20mph zones could be investigated.

277.1.2 A formal crossing facility should be implemented at this location.

277.1.3 The Stakes Road/Purbrook Way roundabout should be upgraded to incorporate modern design principles aimed at increasing safety for cyclists.

277.1.4 The existing provision along Purbrook Way is a narrow shared-use pathway. The route is heavily trafficked with access to the A3(M). It is suggested to provide off-road segregated cycle lanes by drawing from the marked centre lines and verge from the southern extent where necessary.

277.1.5 As there are no right turn movements at this junction, it is suggested for the off-road segregated cycle lanes to continue on the northern extent of the highway, to bypass the roundabout.

277.1.6 Although the highway is pinched on the bridge over the A3(M), there is sufficient room for segregated lanes if the centre verge is removed. Failing this, a widened shared-use facility would be suggested.

277.1.7 Similarly to 277.1.5 junction, cycle movements are limited to left and forwards at this roundabout. It is suggested to provide off-road segregated cycle lanes with priority over the B&Q entrance.

277.1.8 Off-road segregated cycle lanes should be investigated between 277.1.7 and the Purbrook Way/ Hulbert Road roundabout.

277.1.9 The Purbrook Way/Hulbert Road roundabout is a large five road junction with shared-use pathways leading around through the roundabout. It is recommended to widen these pathways and provide light segregation. Priority could be afforded to cycle movements over minor arms of the roundabout.

277.1.10 There should be a clear and safe facility to allow for on-road cyclists to join the off-road shared-use pathways.

277.1.2 Ladybridge Road (2)

277.1.6 Purbrook Way (3)

277.1.9 Purbrook Way/Hulbert Road

277.1.3 Stakes Road/Purbrook Way

277.1.7 Purbrook Way (4)

277.1.10 Purbrook Way (6)

277.1.4 Purbrook Way (1)

277.1.8 Purbrook Way (5)

Key:

- Primary route
- Secondary route
- Potential options

277.2 Hulbert Road – Petersfield Road (B2149)

Existing conditions

Route 277.2 follows Purbrook Way and Stockheath Road as far as the crossing point at Petersfield Road (B2149). The route is residential with on-road cycling. There are sections with on-road advisory lanes and a roundabout with segregated cycle lanes. This route benefits from plenty of space alongside the carriageway for the majority of the route which could be used to provide quality walking and cycling facilities, and improved planting.

Barriers to walking and cycling

There is little provision for cycling and junctions, on-road cycling is expected for much of the route, and traffic feels fast.

Potential options

277.2.1 Investigate fully segregating cycle lanes from motor traffic. If unachievable on-road mandatory/ advisory cycle lanes could be considered. Existing lanes are in disrepair, look to improve these to modern specifications. Implement toucan crossing facility at existing signalised crossing facility. It may be worth exploring the opportunity of bypasses on on-road bus stops with off-road cycle lanes/shared-use pathways in places.

277.2.2 Upgrade existing segregated roundabout. The surface quality is in poor disrepair. Investigate to ensure that the roundabout follows modern guidance principles, especially widening cycle lanes where possible as some of the access/egress points are uncomfortable. The existing roundabout layout could lend itself to conversion to a dutch style roundabout, which would also improve the junction for people walking.

277.2.3 Avoid metalworks in cycle lanes and improve existing surface treatment.

277.2.4 Assess side road junction widths. This one in particular between Barncroft Way/Purbrook Way could be reduced to help reduce entrance/egress speeds.

277.2.5 Investigate alternative options for bus stops where on-road cycling is necessary.

277.2.6 Redesign roundabout to modern cycle design principles.

277.2.7 It is recommended to provide fully segregated facilities.

277.2.8 The Purbrook Way/Dunsbury Way Roundabout appears to be designed to older design standards where wide visibility splays were used to support free flowing traffic. These designs are known to be very poor for cycle safety. The existing junction has no cycle infrastructure and below adequate crossing facilities.

277.2.9 Provide cycle lanes which give priority to cyclists along route 277 and require side roads to give way.

227.2.10 There is currently no safe connection between the existing on-road cycling and the routes on Petersfield Road. Safe transitions between the routes should be implemented.

277.2.1 Purbrook Way (7)

277.2.4 Purbrook Way/Barncroft Way

277.2.7 Purbrook Way (10)

277.2.10 Stockheath Road

277.2.2 Purbrook Way/Middle Park Way

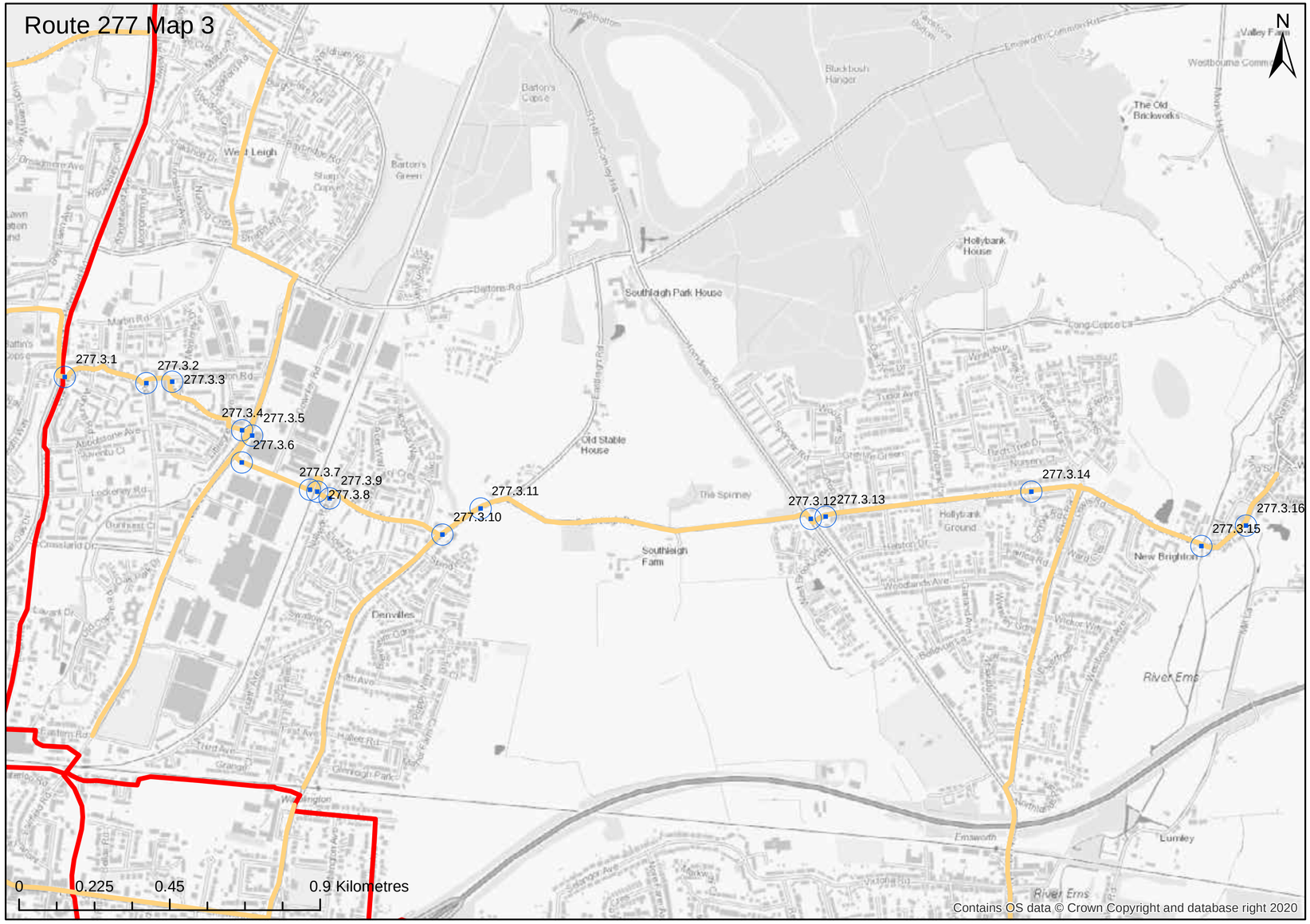
277.2.5 Purbrook Way (9)

277.2.8 Purbrook Way/Dunsbury Way

277.2.3 Purbrook Way (8)

277.2.6 Purbrook Road/Botley Drive

277.2.9 Stockheath Road/Somborne Drive



Key:

- Primary route
- Secondary route
- Potential options

277.3 Petersfield Road (B2149) – Westbourne

Existing conditions

Route 277.3 follows various residential roads until Southleigh Road and finally Westbourne Road. The route is a mix of industrial, residential and rural in nature. There is a mix of on-road cycling and off-road shared use pathways.

Barriers to walking and cycling

Fast flowing and high-speed traffic in areas. There is a railway crossing and areas with little surveillance. There are busy intersections where on-road cycling is expected.

Potential options

277.3.1 Improve the crossing facility over Petersfield Road with signage and markings to ensure cycle visibility.

277.3.2 Reduce the wide junction mouths to reduce potential speeds into and out of the junctions.

277.3.3 Provide adequate markings and signage to ensure visibility to cyclists.

277.3.4 Potentially investigate alternative route as the existing pathway is narrow and without natural surveillance. There are also currently no cycling signs observed. These could be reconsidered, at least for disabled cyclists who cannot dismount.

277.3.5 Provide a clear indication for motorists on this road that this is a cycle route. Improve existing access to/from the route. Provide a cycle crossing facility over New Lane for cyclists to access Stanbridge Road.

277.3.6 This is an industrial site with frequent HGV access. There should be a fully segregated cycle facility here to reduce the risk of vehicle/cycle conflict. This may require conversion of one of the two footways to a cycle way.

277.3.7 Investigate widening and improved vegetation cutback to allow pedestrians and cyclists to pass unobstructed.

277.3.8 Replace bridge with a foot and cycle bridge that is accessible to all.

277.3.9 Improve visibility and prevent vehicles parking in front of the route access/egress. A dropped kerb is also required.

277.3.10 Provide adequate crossing facilities for cyclists to access the shared-use pathway on the south-eastern extent of Southleigh Road.

277.3.11 Investigate widening the exiting shared-use pathway for segregation.

277.3.12/13 Upgrade the existing crossing facilities of these busy roads to modern design principles, where active travel is prioritised.

277.3.14 Upgrade existing on-road advisory lanes to mandatory or fully segregated if possible. Improve existing surface quality and move ironworks from the lanes.

277.3.15 Provide advisory lanes at the constrained highway on the bridge. Or consider traffic calming ahead of the bridge in both directions, and cycle symbols to encourage use of primary position.

277.3.16 Investigate improved visibility here for cyclists. There is a narrow highway width and physical barriers on both sides.

277.3.1 Braishfield Road

277.3.2 Farringdon Road

277.3.3 Wilverley Avenue

277.3.4 New Lane path

277.3.5 New Lane

277.3.8 Railway crossing

277.3.11 Southleigh Road (1)

277.3.14 Southleigh Road (2)

277.3.6 Stanbridge Road

277.3.9 Nutwick Road

277.3.12 Southleigh Road/Horndean Road

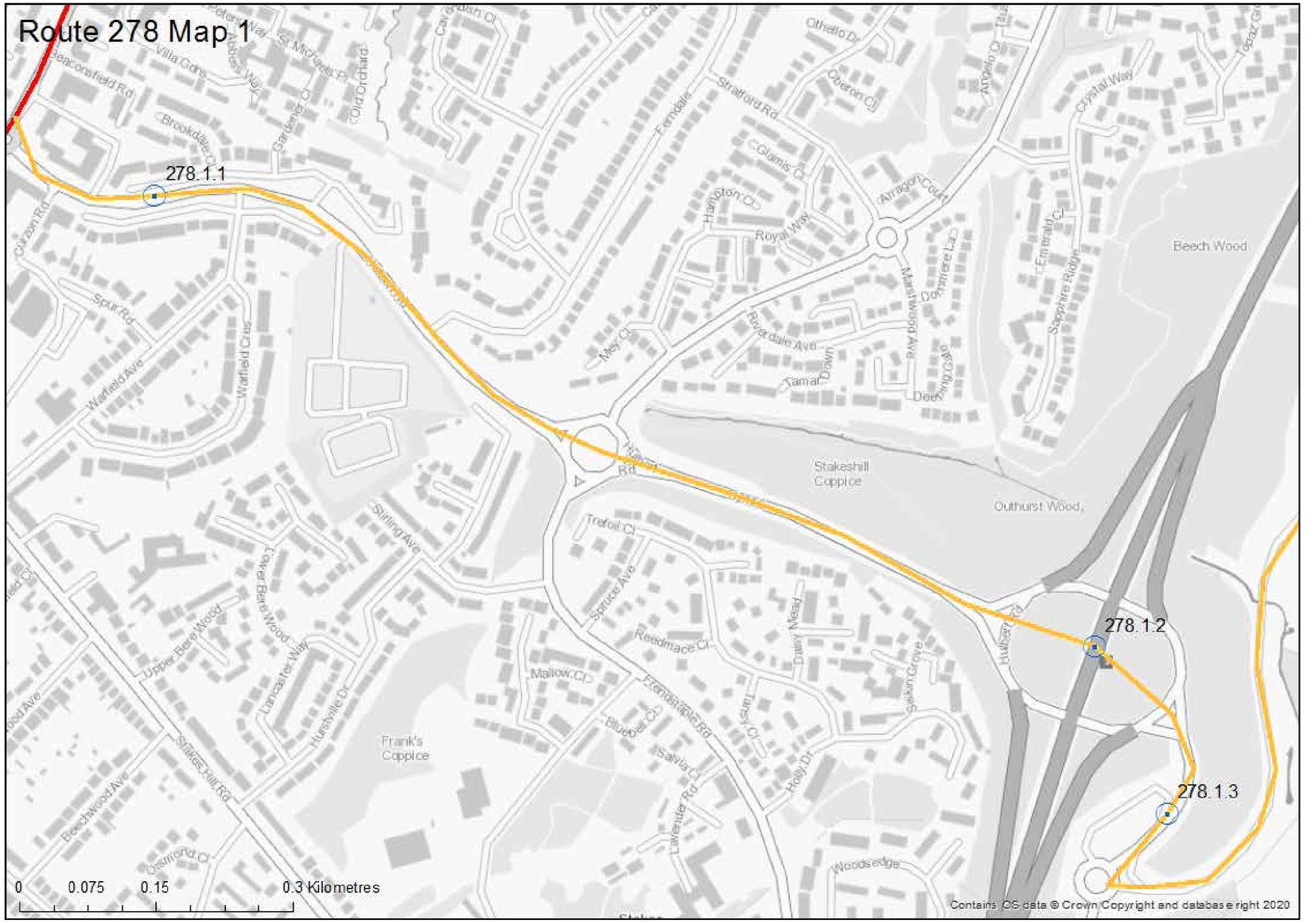
277.3.15 Westbourne Road (1)

277.3.7 Railway path

277.3.10 Southleigh Road/Rowan Road

277.3.13 Southleigh Road/Horndean Road

277.3.16 Westbourne Road (2)



Key:

- Primary route
- Secondary route
- Potential options

Route 278 Waterlooville – Staunton Farm Route

Route description

This is a secondary route connecting Waterlooville town centre (Hambledon Road/Maurepas Way Roundabout) with Staunton Farm, north of Leigh Park, Havant. The route follows the A3 (Maurepas Way, Hulbert Road and Middle Park Way). The route does not follow a National Cycle Route but Route 222 cuts across it at Hulbert Road. Route 222 connects Petersfield with Portsmouth. Route 278 is approximately 5.4km in length and is formed of on-road cycling and shared-use pathways. The route provides access to various commercial and employment sites to the west in Waterlooville with residential and leisure facilities to the east.

The route is serviced by the bus routes: 37, 637, 20, 21, 27, 28A, 621 and 641. These connect with Clanfield, Petersfield, Havant, Emsworth and Rowlands Castle.

Background

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

278.1 Hambledon Road Roundabout – Woolston Road Roundabout

Existing conditions

The route connnects Waterlooville centre with residential land-use, via the A3(M) roundabout. The route is on-road cycling on a fast and busy road with high volumes of HGV traffic. From Fitzwygram Way there is a shared-use pathway.

Barriers to walking and cycling

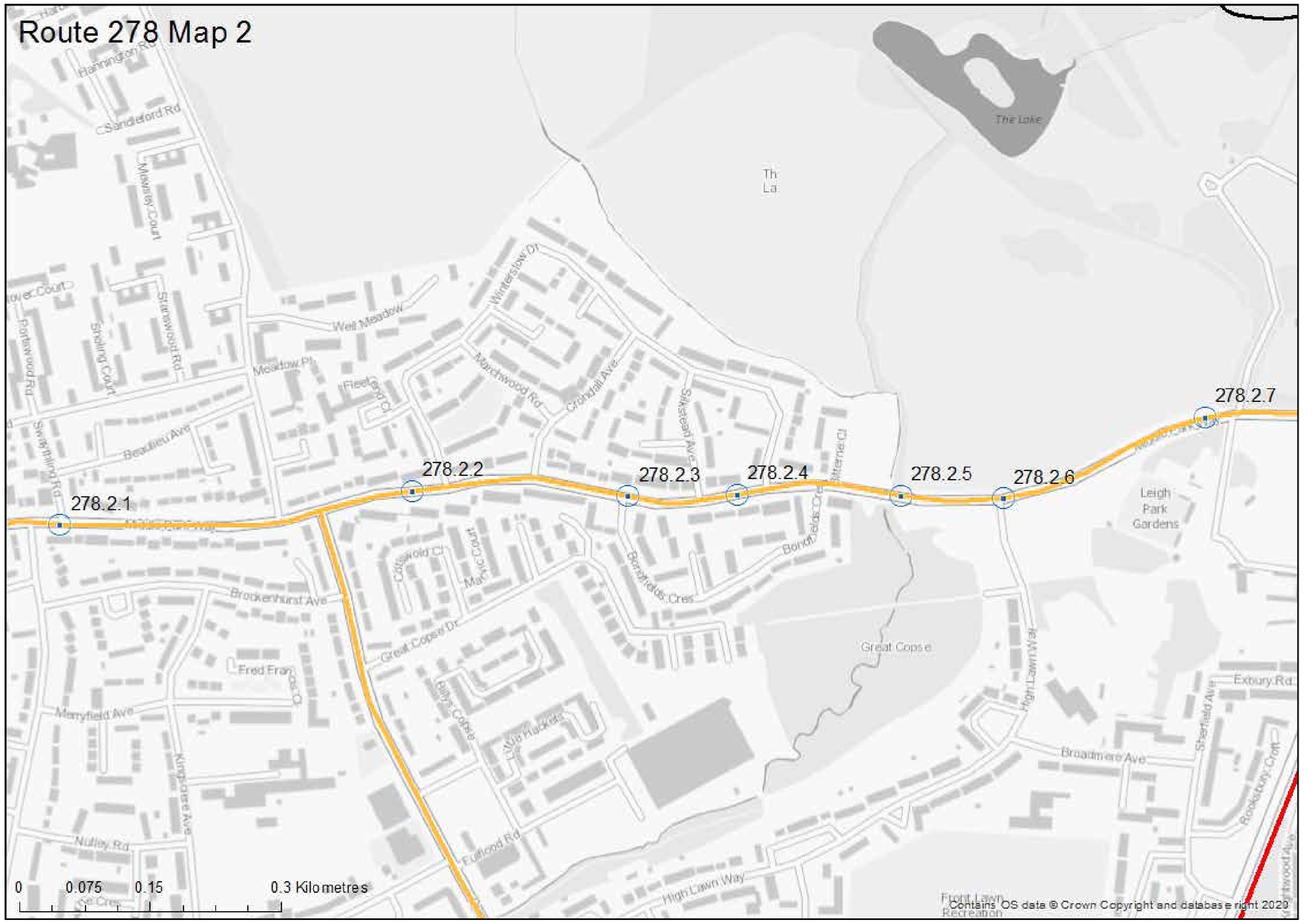
Maurepas Way and Hulbert Road have no cycling infrastructure. The speed of the road is high (40mph) with close passing vehicles. There are multiple roundabouts with no cycle infrastructure.

Potential options

278.1.1 Provide fully segregated cycling lanes throughout the A3 and Hulbert Road sections of the route. These should provide a safe environment away from the main carriageways.

278.1.2 Upgrade all roundabouts along the route to include fully segregated cycling infrastructure and crossing facilities. This is especially important at the A3(M) roundabout where motorway traffic merges with non-motorway traffic.

278.1.3 Provide a segregated cycleway along Hulbert Road, as far as Fitzwygram Way, where the route becomes a shared-use pathway. Provide adequate connections.



Key:

- Primary route
- Secondary route
- Potential options

278.2 Woolston Road – Middle Park Way

Existing conditions

The route connects residences with Havant Academy and Staunton Farm. The route is on-road cycling along a traffic calmed and slow moving (20mph) road. The route then becomes off-road shared-use pathways.

Barriers to walking and cycling

Conflicts with cyclists and traffic, both parked and moving.

Potential options

278.2.1 Consider cycle symbols along this route.

278.2.2 Formalise parking arrangements to reduce potential dooring and reverse-out conflicts.

278.2.3 Resurface the route in sections where obvious wear is visible.

278.2.4 Improve crossing facilities for cyclists, with parallel crossings and toucan crossings where appropriate.

278.2.5 Ensure vegetation is sufficiently cut back to allow cyclists to use shared-use pathways without incumbrance.

278.2.6 Provide priority for on-road cycle lanes and off-road shared-use pathways over side roads and driveways.

278.2.7 Put measures e.g. bollards in place to restrict verge parking, especially around attractions such as Staunton Farm. In this location, where there is no traffic calming, there is potential to convert the verges to segregated cycle tracks.

Key:

- Primary route
- Secondary route
- Potential options

Route 359 Portsmouth Road (A3) – Hambledon Road (B2150)

Route description

This is a secondary route connecting Horndean with NCN 222, Wecock Farm, Cowplain and Waterlooville. The route is approximately 3km in length with a mixture of enterprise and residential land uses. The route could particularly support leisure shopping and educational trips with highstreets, parks and schools found along its extent.

There are various bus stops along the route, serviced by the 28A, 7 The Star and 39. Route 359 is all on-road cycling except for a short section of shared-use pathways along Catherington Lane.

Background

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

359.1 Portsmouth Road (A3) – Milton Road

Existing conditions

Route section 359.1 consists of four neighbourhood connector roads, Catherington Lane, Stonechat Road, Frogmore Lane and Lovedean Lane. There is limited existing cycling infrastructure, with advisory lanes and off-road shared-use pathways along Catherington Lane. There is some traffic calming in place along Stonechat Road with humps and build-outs. This section is residential.

Barriers to walking and cycling

Occasional on-road parking, limited cycle lanes, narrow sections and little priority for cyclists act as barriers to cycling.

Potential options

359.1.1 This section is a recommended on-road cycle route. At this point the road feels very narrow. Cycle symbols are recommended for both sides of the road, not just the northern extent. Consider 20mph zone for the whole of route 359 as there is unlikely to be sufficient space to implement segregated cycle facilities.

359.1.2 Seek to reduce risk of “dooring” from parallel parking bays adjacent to highway.

359.1.3 At this point the on-road cycling changes to off-road shared-use pathways. The existing crossing facility should be upgraded to a toucan and advanced stop lines provided.

359.1.4 The existing Catherington Lane/Stonechat Road roundabout is very wide for the type of traffic and amount of use. A redesigned junction to modern cycle design principles should be considered.

359.1.5 Consider cycle symbols and removal of guard railing where appropriate. Additional planting could be considered for the large area of green space.

359.1.6 Access to parking arrangements outside of shops should be assessed to reduce risk to cyclists of vehicles turning across their path.

359.1.7 See above.

359.1.8 Lovedean Lane is a surprisingly busy and fast flowing road. It is suggested to reduce the width of the junction to prevent motorists pulling in/out of the Frogmore Lane/Lovedean Lane junction at the same time as cyclists. Alternatively, there is ample verge to provide an off-road facility to allow cyclists to bypass the junction completely and enter Lovedean Lane further along. It is recommended to provide a section of advisory lanes to link Frogmore Lane to Milton Road.

359.1.1 Catherington Lane (1)

359.1.4 Catherington Lane/Stonechat Road roundabout

359.1.7 Frogmore Lane (2)

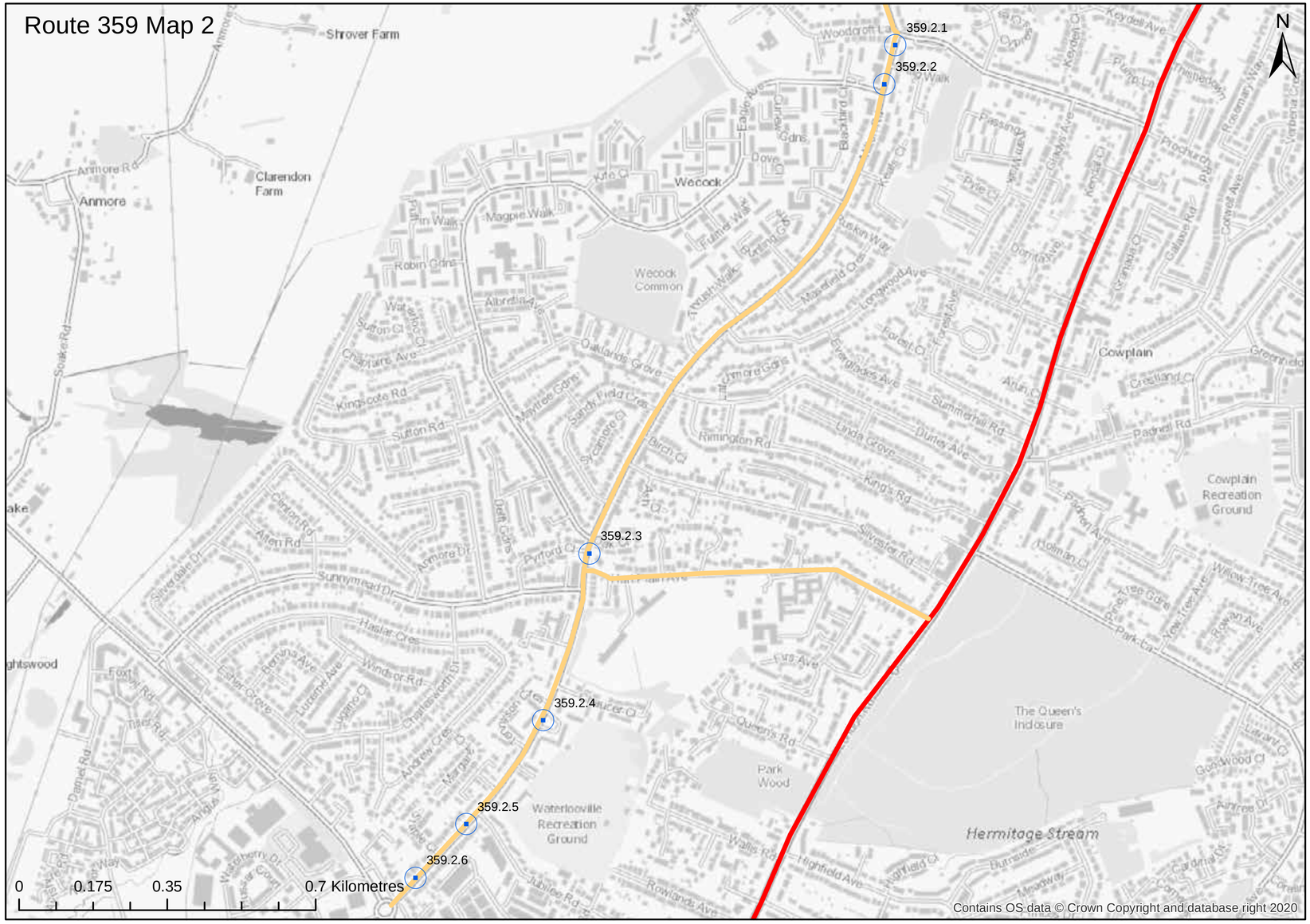
359.1.2 Catherington Lane (2)

359.1.5 Stonechat Road

359.1.8 Frogmore Lane/Lovedean Lane

359.1.3 Catherington Lane (3)

359.1.6 Frogmore Lane (1)



Key:

- Primary route
- Secondary route
- Potential options

359.2 Lovedean Lane – Hambledon Road (B2150)

Existing conditions

The route section is a neighbourhood connector following Milton Road along its full extent. There is on-road cycling and off-road shared use pathways.

The route is residential with occasional shop fronts.

Barriers to walking and cycling

There are sections of on-road cycling on a busy, fast flowing road and disjointed connections with off-road shared-use pathways.

Potential options

359.2.1 Where there are no off-road shared-use pathways along Milton Road, it is suggested to implement advisory cycle lanes. Parking areas at this location should be reviewed with reverse-in only parking suggested or parallel parking.

359.2.2 It is suggested to remove a portion of the verge and create a segregated bypass for cycle journeys along this mini roundabout.

359.2.3 Improve the visibility and connections between the proposed on-road advisory cycle lanes and the off-road shared-use pathways at this location. Provide advance stop lines at the traffic lights. Improve surface quality of off-road shared-use pathways and linage.

359.2.4 Widen the existing off-road shared-use pathway to allow for light segregation. Introduce raised table crossings over side roads to better prioritise cycle movements along the remaining section of Milton Road.

359.2.5 Provide a formal crossing point at this location to allow for cyclists to safely cross. This may be in the form of a formal parallel crossing, or a raised table. If existing highway width allows, provide a step between the two types of pathways.

359.2.6 Review street furniture to ensure there are no obstructions for shared-use pathway users.

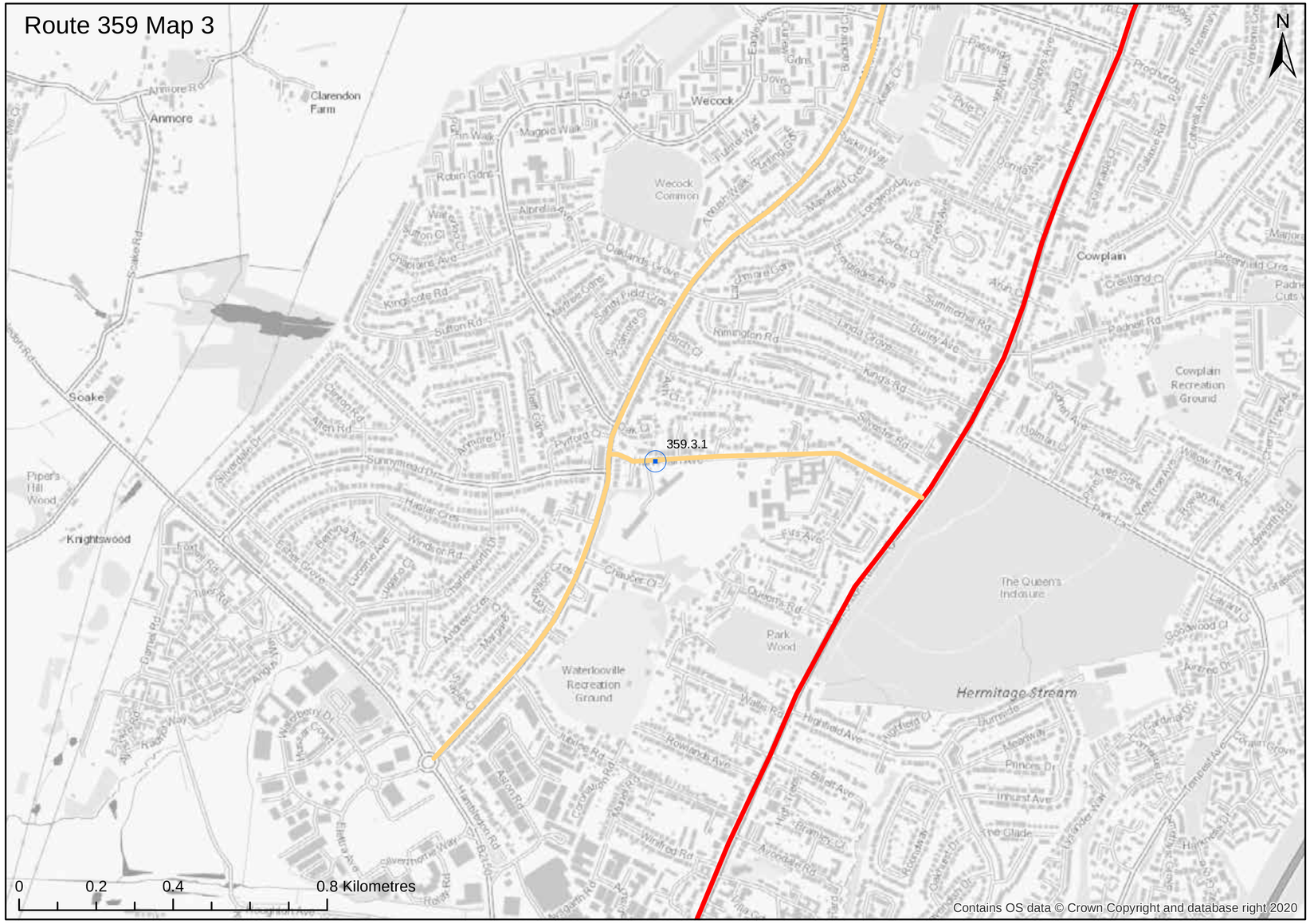
359.2.1 Milton Road (1)

359.2.4 Milton Road (3)

359.2.2 Milton Road/Eagle Avenue roundabout

359.2.6 Milton Road (5)

359.2.3 Milton Road (2)



Key:

- Primary route
- Secondary route
- Potential options

359.3 Milton Road – London Road (A3)

Existing conditions

The route section follows Hart Plain Avenue and is residential. There are multiple schools along this road, including Hart Plain Junior, Hart Plain Infant and Cowplain Community School. The route section is on-road cycling.

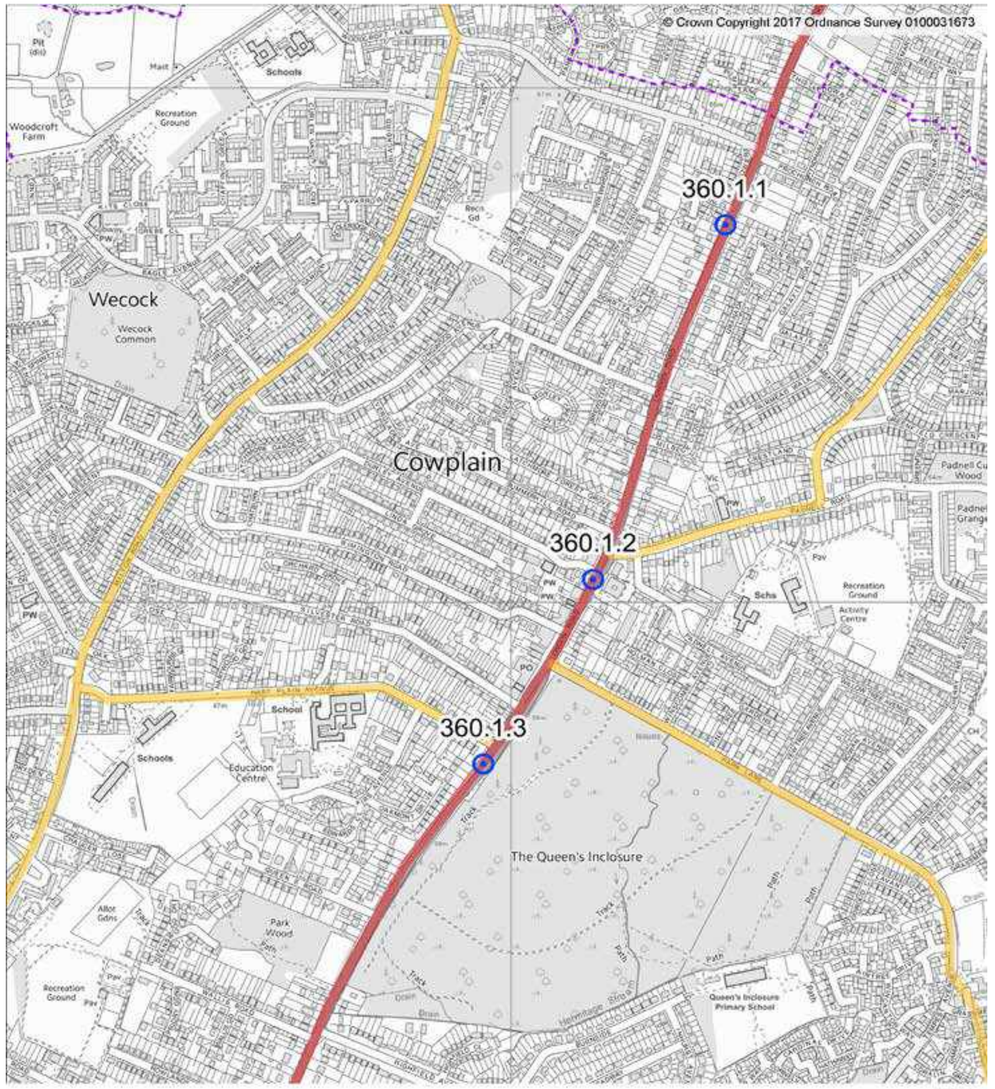
359.3.1 Hart Plain Avenue

Barriers to walking and cycling

On-road cycling along a road with busy peak hours.

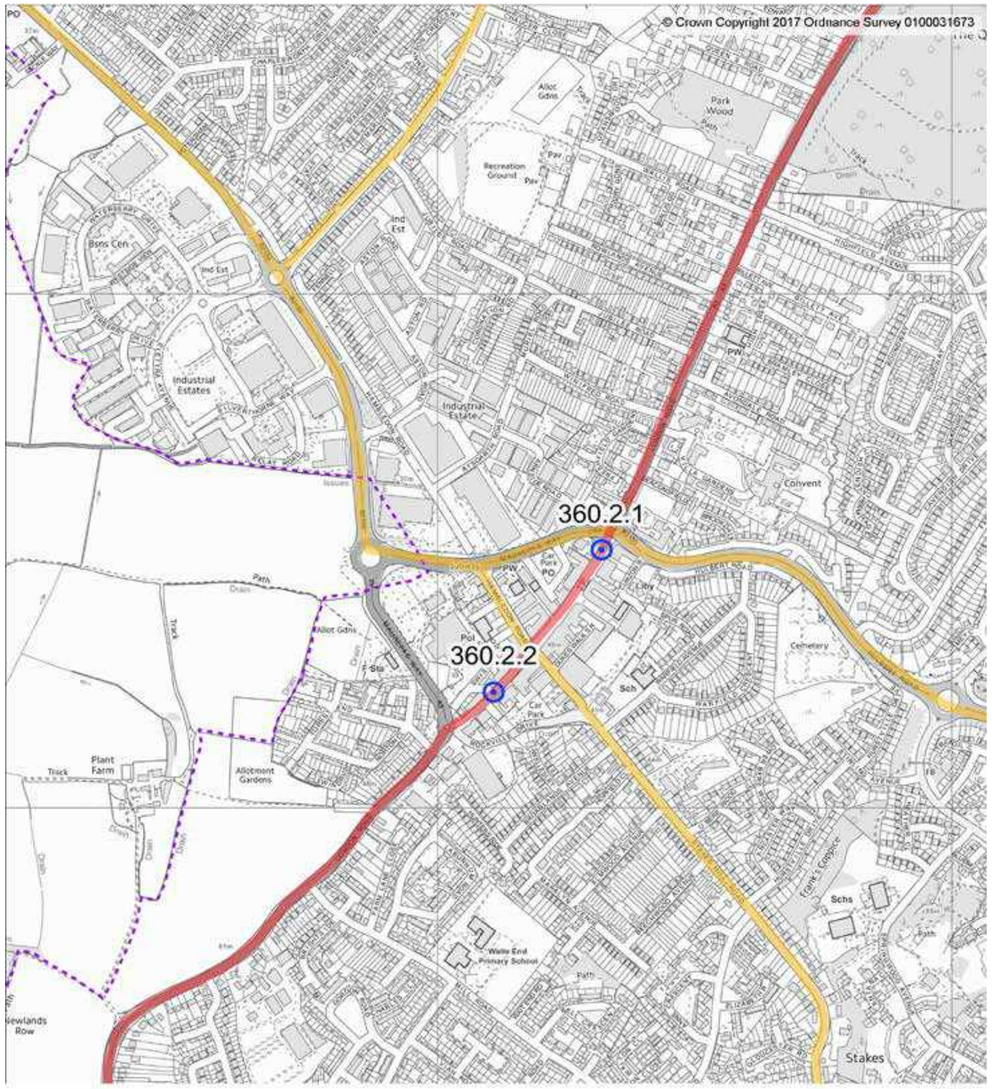
Potential options

359.3.1 Hart Plain Avenue has a 20mph speed limit. Consider further measures to the support the low speed environment. Consider cycle symbols on the carriageway.



Route 360 Map 1

0 0.2 0.4 kilometres



Route 360 Map 2

0 0.2 0.4 kilometres

Key:

- Primary route
- Secondary route
- Potential options

Route 360 Cowplain – Cosham

Route description

Providing a link from Cowplain to north Cosham, route 360 runs along the A3 London Road corridor. Linking Widley, Purbrook, Waterlooville with Cowplain the route is 8.4km long.

Background

The route is supported by local stakeholders. Route forms part of the NCN 222.

This is a very busy route crossing major A-roads, with a mix of good and poor cycle provisions. A large portion of residential areas with fast traffic, with towns and local centres along the route.

360.1 Cowplain to Precinct

Existing conditions

This is a very busy route with fairly fast moving traffic, and bus lanes. The Shared-use path is narrow in places.

Barriers to walking and cycling

The footpaths appear good, but there are too many transitions for cycling, between shared-use and on-road. There is limited continuity of provision over side roads.

Potential options

360.1.1 The shared use path is narrow. Suggest cutting back foliage to allow for accessibility. We suggest continuity over all side roads like Kendal Close, and bringing the crossing points closer to the junction.

360.1.2 Cycle path ends when road narrows. It is suggested that the cycle lane is continued by using the very wide pavement.

360.1.3 More clarity is needed on cycle provision. Investigate options for protected cycle lanes or widening of shared footway, including removal of central hatching and right-turn lanes. In the short term suggest more signage to clarify transfer from shared path to cycle on road and back on to shared path.

360.2 Waterlooville Precinct

Existing conditions

There is a very wide pedestrian only precinct, closed to traffic in the 1980s. The precinct features historical monuments, limited planting and plenty of space for the levels of pedestrian use.

Barriers to walking and cycling

Issues for walking are covered in the Waterlooville Core Walking Zone. The Maurepas Way/Hulbert Road junction is a signficant barrier to cycling. The underpass is not accessible to disabled cyclists. Cycling is not permitted in the pedestrian zone.

Potential options

360.2.1 Crossing Maurepas Way/Hulbert Road junction require cyclists to dismount and use a pedestrian subway. Consider redesigning the junction to modern cycle design principles to better accomodate north south movements. Consider allowing cycling through the pedestrian precinct. This could be in the form of a stepped track or different surface to deliniate the space.

360.2.2 Accessibility measures to improve conditions for cycling and sharing space with buses, these could include accessibility improvements at the petrol station on London Road.

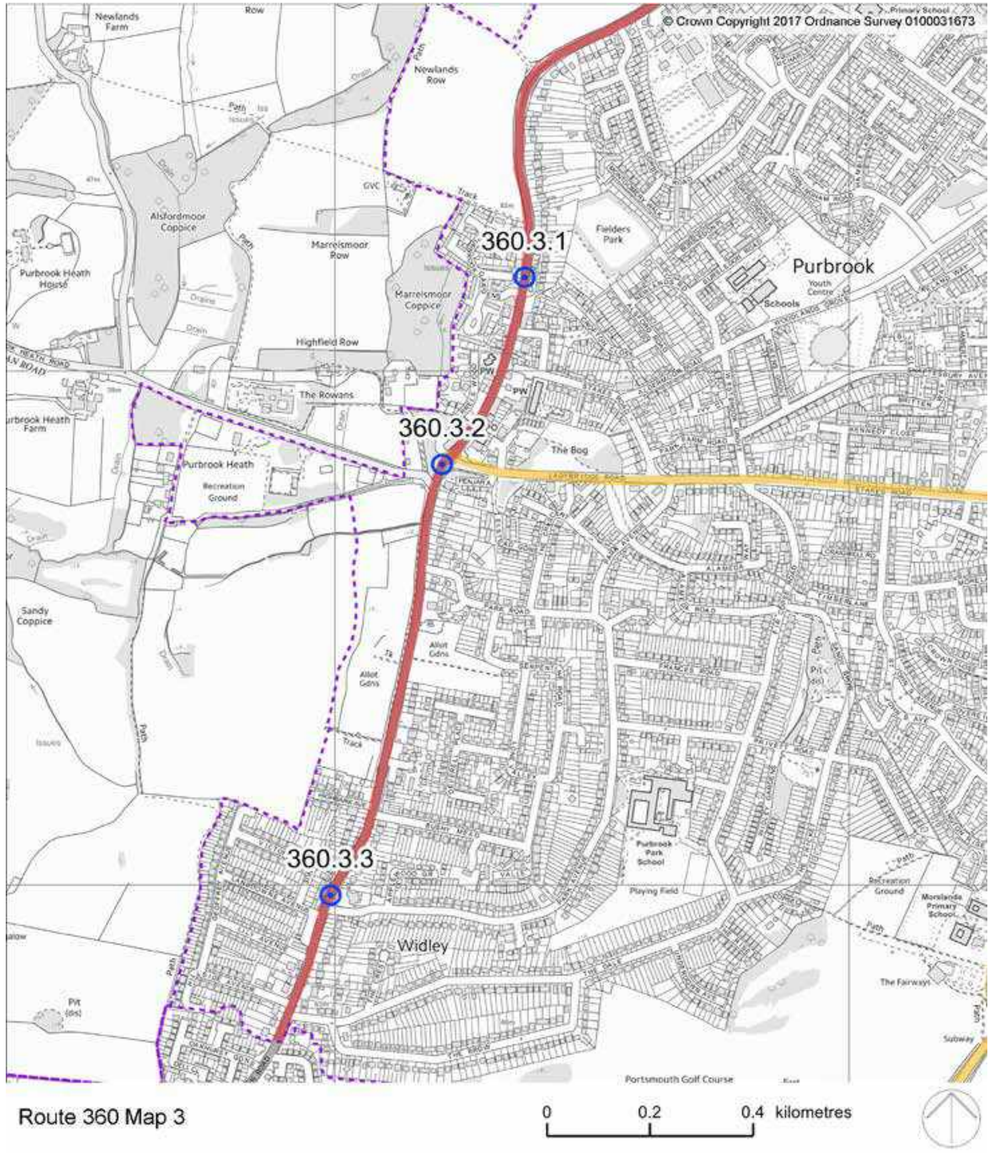
360.1.1 A3 London Road/Kendal Close

360.2.1 Waterlooville Precinct

360.1.2 A3 London Road/Durley Avenue

360.2.2 Bus only access to Precinct

360.1.3 A3 London Road/Hart Plain Avenue



Key:

- Primary route
- Secondary route
- Potential options

360.3 Precinct – Portsmouth border

Existing conditions

This is the A3 London Road, a main route from Waterlooville to Cosham, passing through residential and conservation areas.

Barriers to walking and cycling

High volumes of traffic. Cycling provisions change regularly from on road to shared path with several pinch points. For most of the route, cycling is within wide bus lanes. This may be comfortable for most users, but not for all e.g. children.

Potential options

360.3.1 Investigate options for protected cycle lanes or widening of shared footway, including reduction in carriageway width.

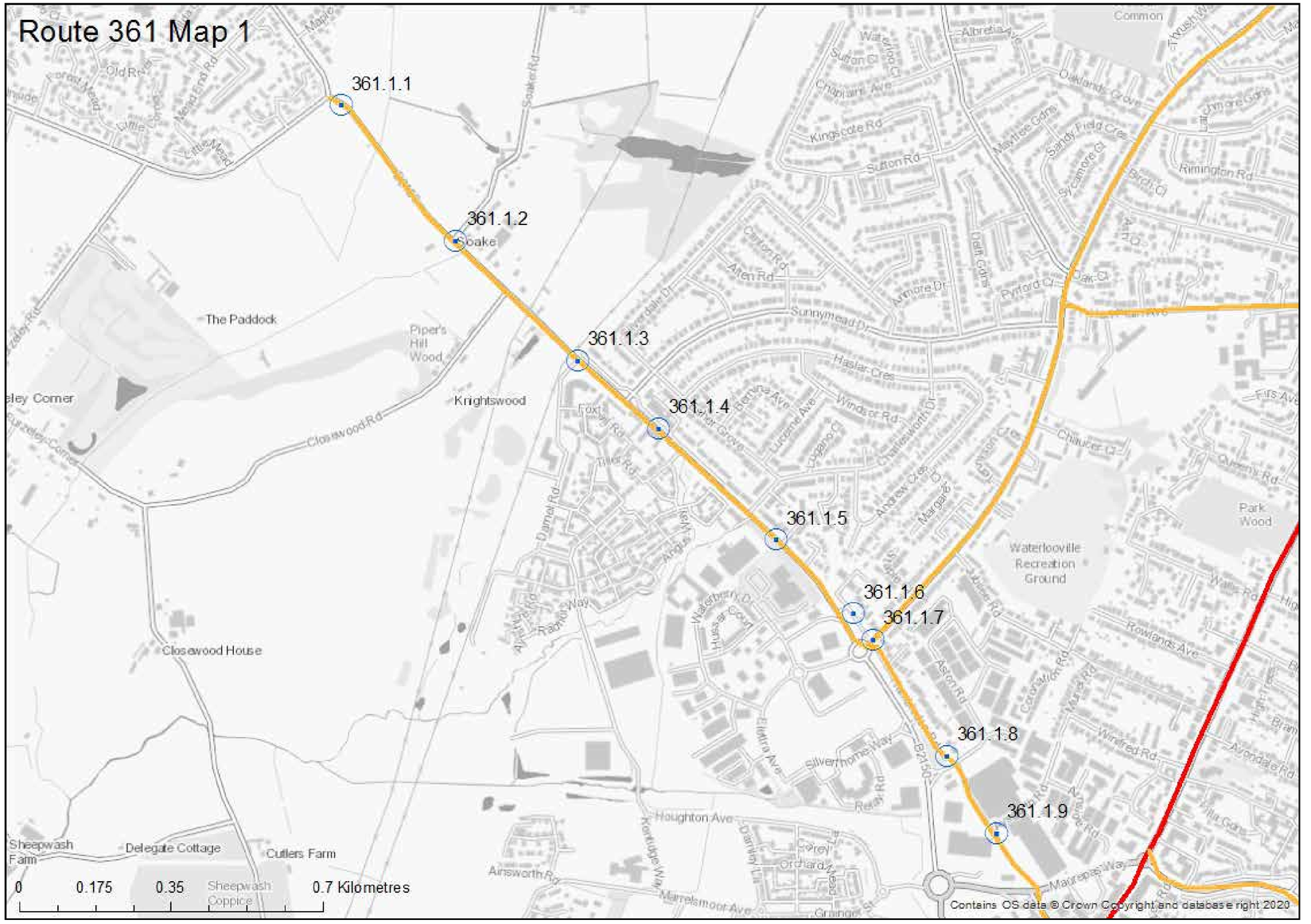
360.3.2 On road cycle lane ends. Suggest continuation of cycle lanes across roundabout, and swapping the locations of the cycle lane and bay parking on the eastern side to avoid collisions.

360.3.3 Consider replacing centre island with zebra crossing to increase width available for protected cycle lane.

360.3.1 A3 London Road/Campbell Crescent

360.3.2 Ladybridge Roundabout

360.3.3 A3 London Road/Park Avenue



Key:

- Primary route
- Secondary route
- Potential options

Route 361 Denmead – Portsdown Hill Road

Route description

This is a secondary route connecting Denmead with Waterlooville, Stakes and Portsdown Hill Road via Hambledon Road and Stakes Hill Road. The route follows a section of National Cycle Route 222 which connects Petersfield with Portsmouth. The route is approximately 5.3km in length and a mixture of on-road and shared-use cycling. The route provides access to various commercial, leisure and educational facilities.

The route is serviced by the bus routes: D1, D2, 7 theStar, 37, 630, 641 and 20. These connect with Guildhall-Portsmouth, Havant, Petersfield, Wecock amongst many others.

Background

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

363.1 Denmead – Wellington Retail Park

Existing conditions

The route is popular with cyclists and pedestrians connecting Denmead with Waterlooville. The route is a mix of a shared-use pathway and quiet on-road cycling through residential side roads.

Barriers to walking and cycling

Hambledon Road is a busy B road with high volumes of traffic, with HGVs passing close to the shared-use pathway. Pathway widths could be increased, and street clutter removed to provide a safer route for all.

Potential options

361.1.1 Increase the width of existing shared-use pathways to allow for a more comfortable experience for both walkers and cyclists. Look to resurface the paths and increase vegetation cutback. Both the outer edges of the paths are worn and uneven and hedges overgrowing, reducing the usable pathway space.

361.1.2 The shared-use pathway should be provided priority over side roads, such as Soake Road. The existing visibility here for cyclists crossing the side road could be improved.

361.1.3 Street clutter should be reduced with signage and lighting positioned away from the usable pathway space.

361.1.4 This is a shared-use pathway. The connections here are fairly disjointed and could be redesigned to help cyclists navigate the route. Street clutter is again an issue.

361.1.5 The highway narrows here with no formal cycling provision afforded. Segregated facilities would be encouraged with priority for cyclists over side roads and driveways. If there is insufficient width, consider lower speed environment.

361.1.6 The existing route along the side road would benefit from resurfacing, dropped kerbs and suitable wayfinding/markings.

361.1.7 A formal crossing point for cyclists should be considered across Milton Road, with the guard rails/ gates being removed.

361.1.8 There is no provision after Sainsbury's. It is recommended for this pathway to be extended until it meets with existing facilities at the A3. Cyclists should be afforded priority where possible.

361.1.9 This is a continuation of 361.1.8.

361.1.1 Hambledon Road (1)

361.1.4 Hambledon Road (4)

361.1.7 Hambledon Road/Milton Road

361.1.2 Hambledon Road (2)

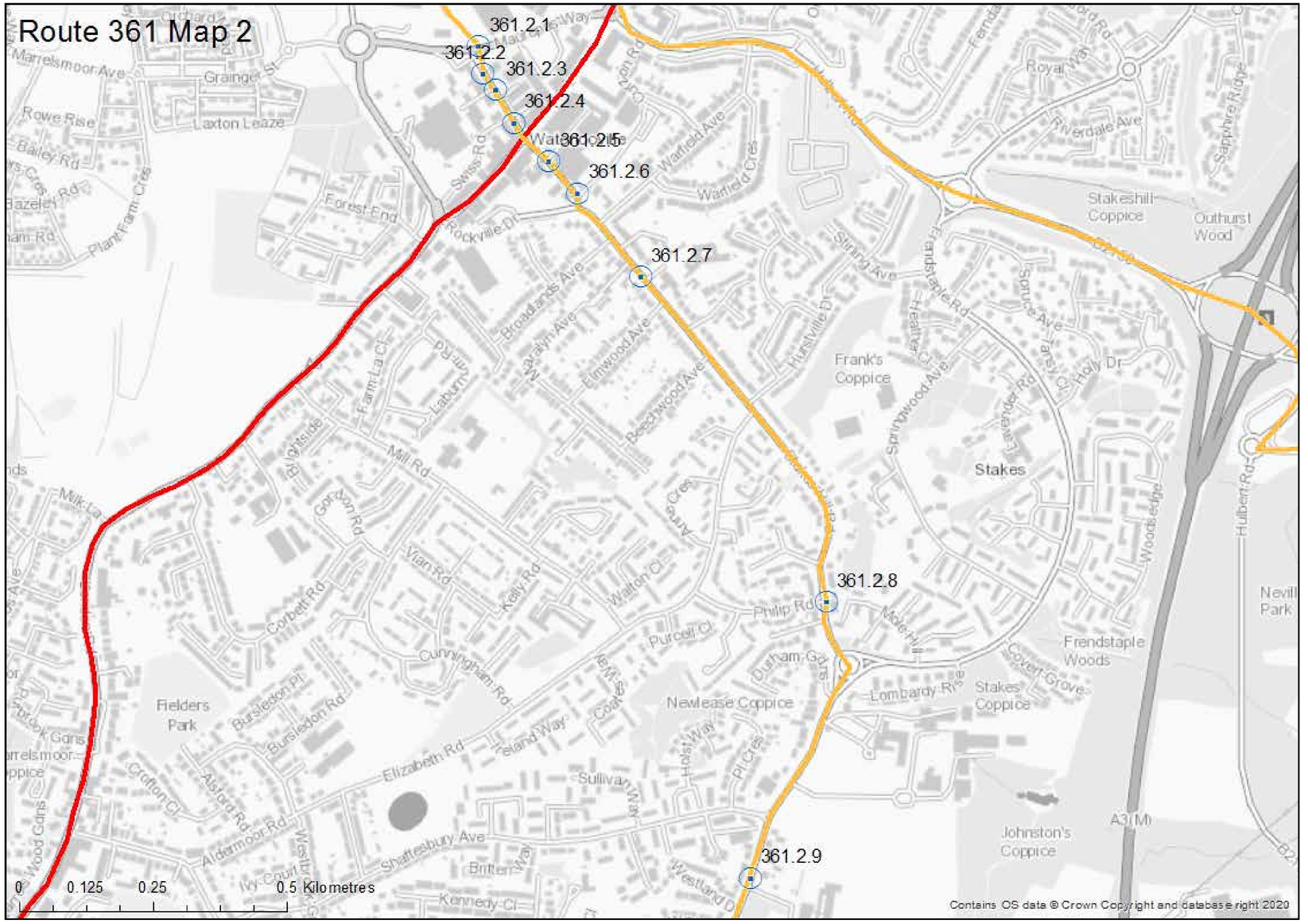
361.1.5 Hambledon Road (5)

361.1.8 Hambledon Road (7)

361.1.3 Hambledon Road (3)

361.1.6 Hambledon Road (6)

361.1.9 Hambledon Road (8)



Key:

- Primary route
- Secondary route
- Potential options

361.2 Wellington Retail Park – Purbrook Way

Existing conditions

The route connects the retail park to the north with the town centre. The route is a mix of a shared-use pathway and on-road cycling.

Barriers to walking and cycling

Cyclists are expected to cross the A3 and cycle on the highway without protection alongside HGVs and buses.

Potential options

361.2.1 Improve surface quality and wayfinding.

361.2.2 Provided segregated cycling facilities to provide adequate protection through the high-street bus route.

361.2.3 Redesign parking provision to reduce potential conflict between cyclists and motor vehicles.

361.2.4 Provide Advanced Stop Lines.

361.2.5 Consider lower speed environment.

361.2.6 As there is very limited width in parts, consider 20mph zone for this section. Where space allows, consider segregated cycle facilities.

361.2.7 As above.

361.2.8 Increase visibility of existing off-road shared-use cycle facility. Consider a parallel crossing to enable crossing the Stakes Hill Road/Frendstaple Road roundabout.

361.2.9 Increase the widths and prioritise the existing shared-use pathway over side roads and driveways.

361.2.1 A3

361.2.4 Stakes Hill Road (1)

361.2.7 Stakes Hill Road (4)

361.2.2 Hambledon Road (9)

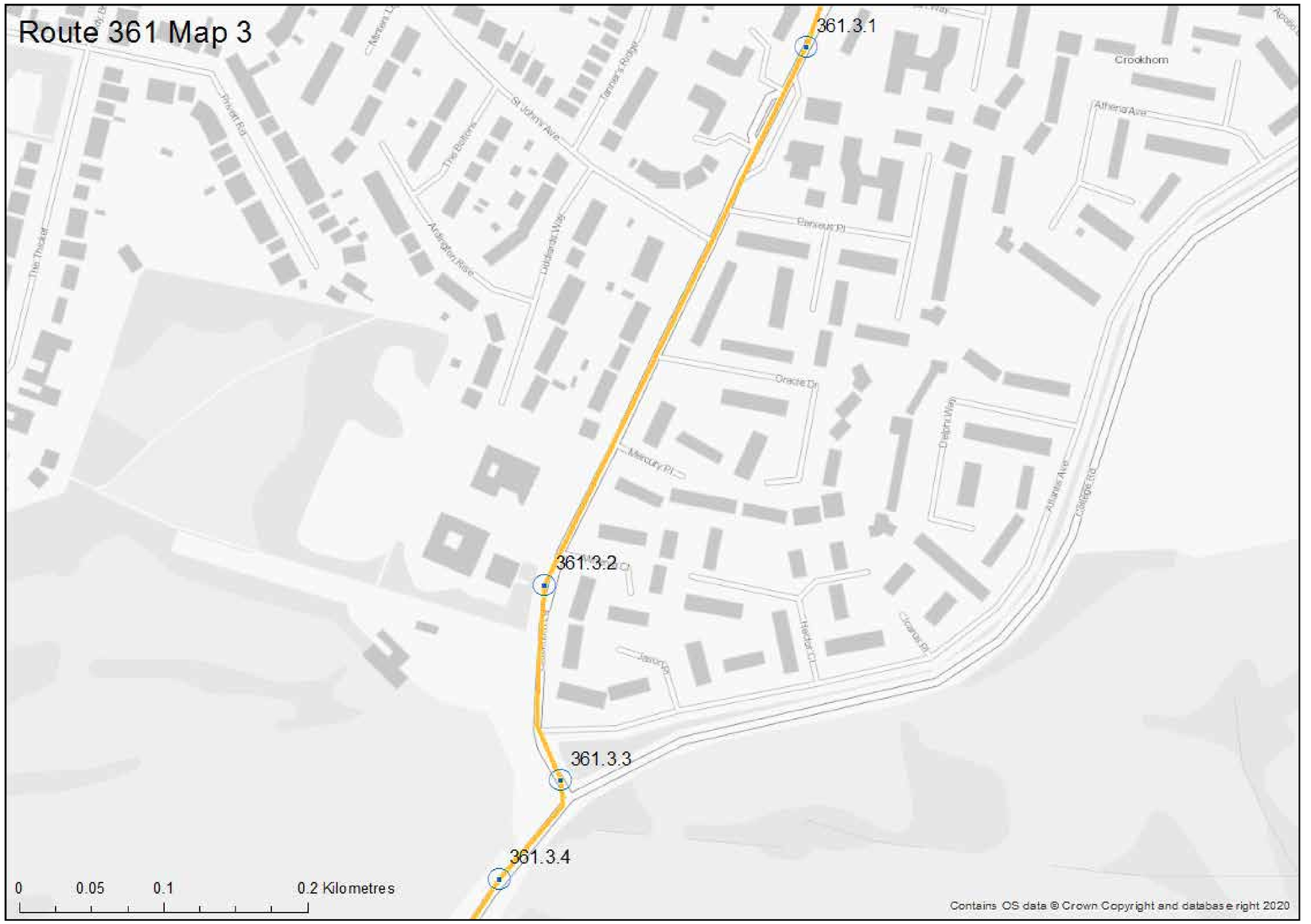
361.2.5 Stakes Hill Road (2)

361.2.8 Stakes Hill Road (5)

361.2.3 Hambledon Road (10)

361.2.6 Stakes Hill Road (3)

361.2.9 Stakes Hill Road (6)



Key:

- Primary route
- Secondary route
- Potential options

361.3 Purbrook Way – Portsdown Hill Road

Existing conditions

The route connects the Purbrook Way roundabout with Portsdown Hill Road. The route is a mix of on-road cycling and a shared-use pathway.

Barriers to walking and cycling

Cyclists are expected to cycle on the carriageway for the majority of the route. Sections of shared-use pathway are narrow along a busy road.

Potential options

361.3.1 Where width allows provide a segregated cycle facility along the full extent of Crookhorn Lane.

361.3.2 Tighten side road junction mouths to reduce incoming and departing vehicle speeds.

361.3.3 Improve the cycle crossing facility at the Crookhorn Lane/College Road junction.

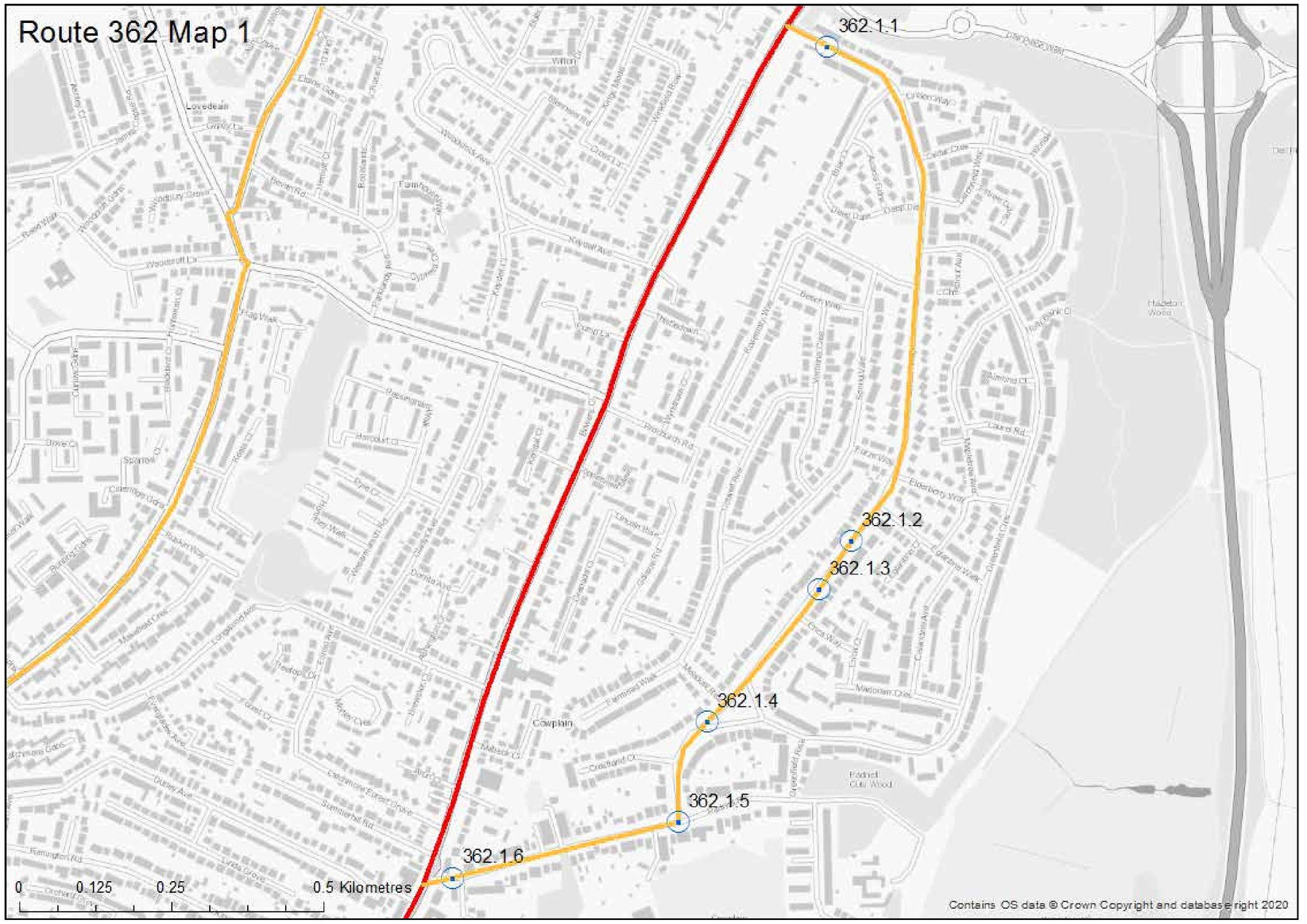
361.3.4 Provide segregated cycle facilities or at least increase the widths of existing shared-use pathways to better accommodate walking and cycling.

361.3.1 Crookhorn Lane (1)

361.3.2 Crookhorn Lane (2)

361.3.3 Crookhorn Lane/College Road

361.3.4 Crookhorn Lane (3)



Key:

- Primary route
- Secondary route
- Potential options

Route 362 Horndean – Bedhampton

Route description

This is a secondary route connecting Horndean with Bedhampton via Middle Park Way, Park Lane and Hazleton Way. The route links with the National Cycle Network Route 222 at London Road. Route 222 connects Petersfield with Portsmouth. The route is approximately 7.1km in length and is a mixture of on-road, shared-use and off-road pathways. The route provides a good level of access to businesses, educational facilities and leisure destinations.

Background

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

362.1 Hazleton Way – London Road

Existing conditions

The route is an on-road designated cycle route through a quiet residential complex.

Barriers to walking and cycling

Cycling is unsegregated and on-road, with conflict areas where vehicles are parked on the street as well as bus stops.

Potential options

362.1.1 There should be a better connection between the on-road recommended cycling and the off-road shared-use pathways. It is recommended for advisory cycle paths to be considered.

362.1.2 Reverse-in parking only should be implemented at the parade of shops with on-road parking kept to a minimum.

362.1.3 On-road parking should be redesigned to avoid unnecessary conflict zones for cyclists.

362.1.4 Wide junction mouths, such as the one at Greenfield Crescent, should be reduced to prevent unnecessary speeds for vehicles entering/exiting the routes. In this section, there appears to be sufficient width for segregated cycle routes but consistency across the whole route should be considered, a 20mph design speed may be preferable.

362.1.5 Improved junction facilities for cyclists should be implemented here, with better wayfinding and markings.

362.1.6 Easy transitions between the on-road cycling and the off-road facility on London Road should be implemented, such as a dropped kerb with plenty of warning for motorists.

362.1.1 Hazleton Way (1)

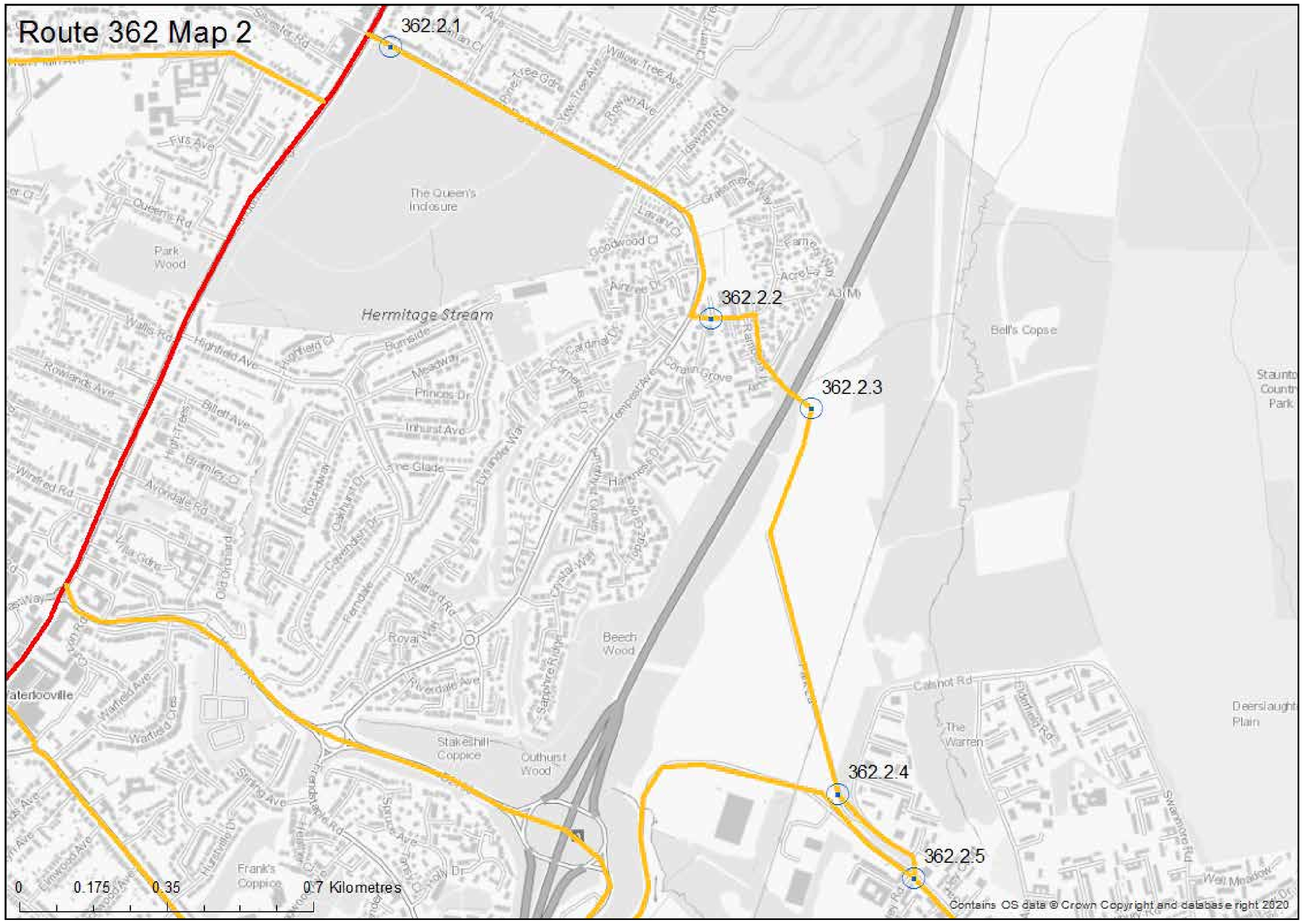
362.1.4 Hazleton Way (4)

362.1.2 Hazleton Way (2)

362.1.5 Hazleton Way (5)

362.1.3 Hazleton Way (3)

362.1.6 Padnell Road



Key:

- Primary route
- Secondary route
- Potential options

362.2 Park Lane – Middle Park Way

Existing conditions

The route connects London Road to the north with Leigh Park to the south. The route is a mixture of off-road trails, on-road cycling and shared-use.

Barriers to walking and cycling

Poor connections with unpaved and secluded sections.

Potential options

362.2.1 The existing 90 degree turn from on-road to off-road shared-use pathway is insufficient. More space should be provided for this manoeuvre. There is an obvious desire line along Park Lane. A shared use path should be considered.

362.2.2 Redesign the entrance to the cycle path off Grassmere Way. The existing provision could be improved, and wayfinding is needed.

362.2.3 Pave this pathway to provide a smooth surface for walkers and cyclists. Removing or redesigning these bollards would also increase the attractiveness for disabled users. Increased lighting may increase safety, with sections of this pathway far from natural surveillance.

362.2.4 Ensure that vegetation along the pathway is cut back sufficiently to allow for plenty of clear visibility and reduction of blind spots.

362.2.5 Redesign roundabout to meet modern cycle design principles.

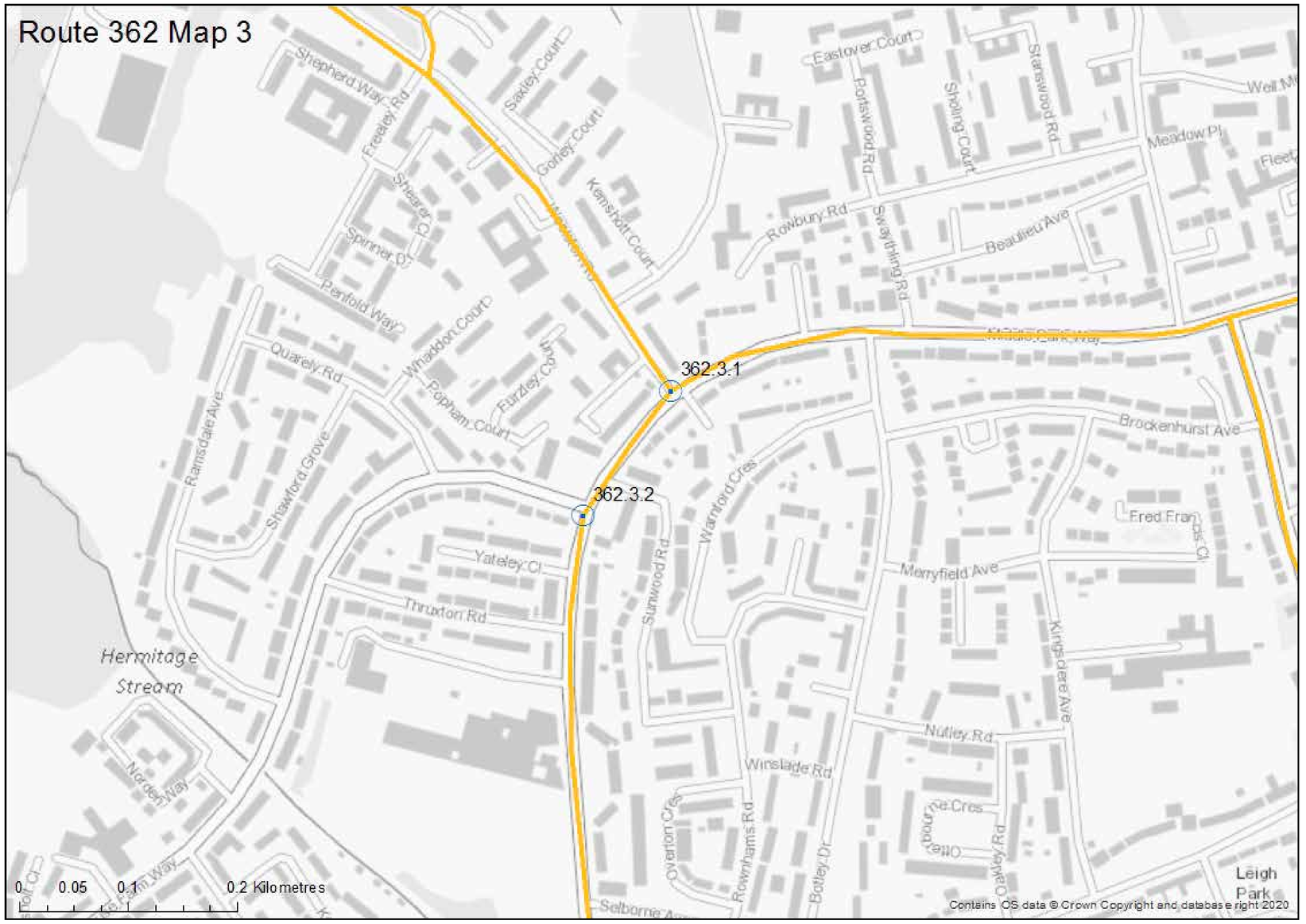
362.2.1 Park Lane (1)

362.2.4 Park Lane (2)

362.2.2 Grassmere Way

362.2.5 Woolston Road

362.2.3 Bridge over A3(M)



Key:

- Primary route
- Secondary route
- Potential options

362.3 Woolston Road – Hulbert Road

Existing conditions

The route connects Dunsbury Park with Bedhampton. The route is on-road cycling and a shared-use pathway.

Barriers to walking and cycling

Vehicle parking currently obstruct some of the shared-use pathways which are narrow in sections. Crossing facilities could be improved with priority afforded to cyclists.

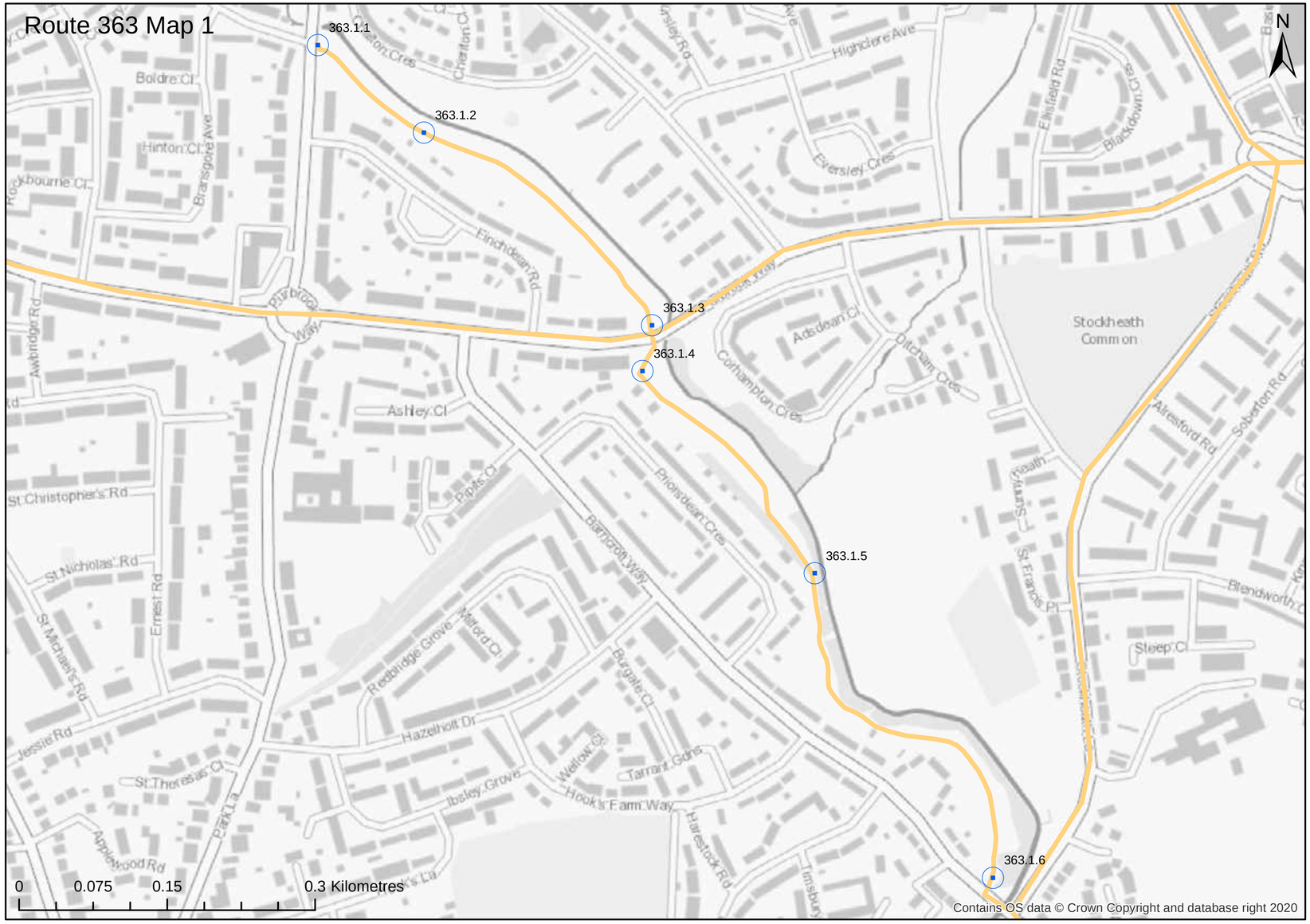
Potential options

362.3.1 Provide either segregated on-road cycling facilities or increase the existing widths of shared-use pathways to allow both walkers and cyclists a more comfortable environment.

362.3.2 Provide cyclists priority over side roads and driveways. Remove street clutter including bollards and reposition other clutter such as signs and lighting.

362.3.1 Middle Park Way (1)

362.3.2 Middle Park Way (2)


Route 363 Map 1
363.1.1
363.1.2
363.1.3
363.1.4
363.1.5
363.1.6
N
Key:
Primary route
Secondary route
Potential options
Stockheath Common
Ashley Cl
Bartons Way
Priorsdean Cres
Corhampton Cres
Ditcham Cres
Adsdean Cl
Finchdean Rd
Eversley Cres
Highclere Ave
Blackdown Cl
Ellisfield Rd
Alresford Rd
Soberton Rd
Blendworth Cl
Steep Cl
St Francis Pl
Redbridge Grove
Milford Cl
Burgate Cl
Hazelholt Dr
Ibsley Grove
Tarrant Gdns
Hook's Farm Way
Harestock Rd
Jessie Rd
St Theresas Cl
Applewood Rd
Park La
St Christopher's Rd
St Nicholas' Rd
St Michael's Rd
Ernest Rd
Awbridge Rd
Rockbourne Cl
Hinton Cl
Bramsgore Ave
Boldre Cl
Charlton Cl
0
0.075
0.15
0.3 Kilometres
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Route 363 Leigh Park – Havant College

Route description

This is a secondary route connecting Middle Park Way with Havant College, Barncroft Way via Leigh Park (the park itself). The route does not follow a National Cycle Route and is approximately 1.5km long with a mixture of shared-use pathways and on-road cycling. The route provides access to Havant College to the south and residences to the north.

Barncroft Way is serviced by the bus routes 23, 27, 28A and 37 which access Leigh Park, Southsea, Emsworth, Southbourne and Havant. The majority of the route is through the park and therefore off-road and shared-use.

Background

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

363.1 Leigh Park – Havant College

Existing conditions

The route is popular with cyclists and pedestrians through the park. Barncroft Way is a residential street with 30mph traffic and on-street parking. There are very wide planted verges at some on-road sections of this route.

Barriers to walking and cycling

Surfacing of the shared-use pathway could be improved. Sections without any cycling infrastructure should be investigated.

Potential options

363.1.1 Consider a redesign of the entrance to Leigh Park to allow better flow for cyclists. This may include changing the angle of entrance/exit. Consider widening the path to make it more comfortable for all users.

363.1.2 Upgrade surface quality. There were sections of poorly maintained surface and iron works on the paths.

363.1.3 Redesign suggested to allow better flows for cyclists across Purbrook Way. This may include raised table crossing facilities and/or a parallel crossing or other traffic calming measures to give priority to active mode users.

363.1.4 Alternative gating to be explored here. This presents a barrier for path users, which only allows single file access. Mobility aids and wider cycles may also struggle to access the park using this gate.

363.1.5 Suggested vegetation management to increase visibility. This is especially important in the more secluded sections of the park where users may feel unsafe.

363.1.6 Redesign of the access/egress from Leigh Park onto Barncroft Way. This should include visible markings which allow cyclists to smoothly transition from off-road shared-use to on-road mandatory cycle lanes rather than the existing shared-use pathways. Mandatory cycle lanes are proposed for Barncroft Way due to the amount of use to Havant College.

363.1.1 Leigh Park (1)

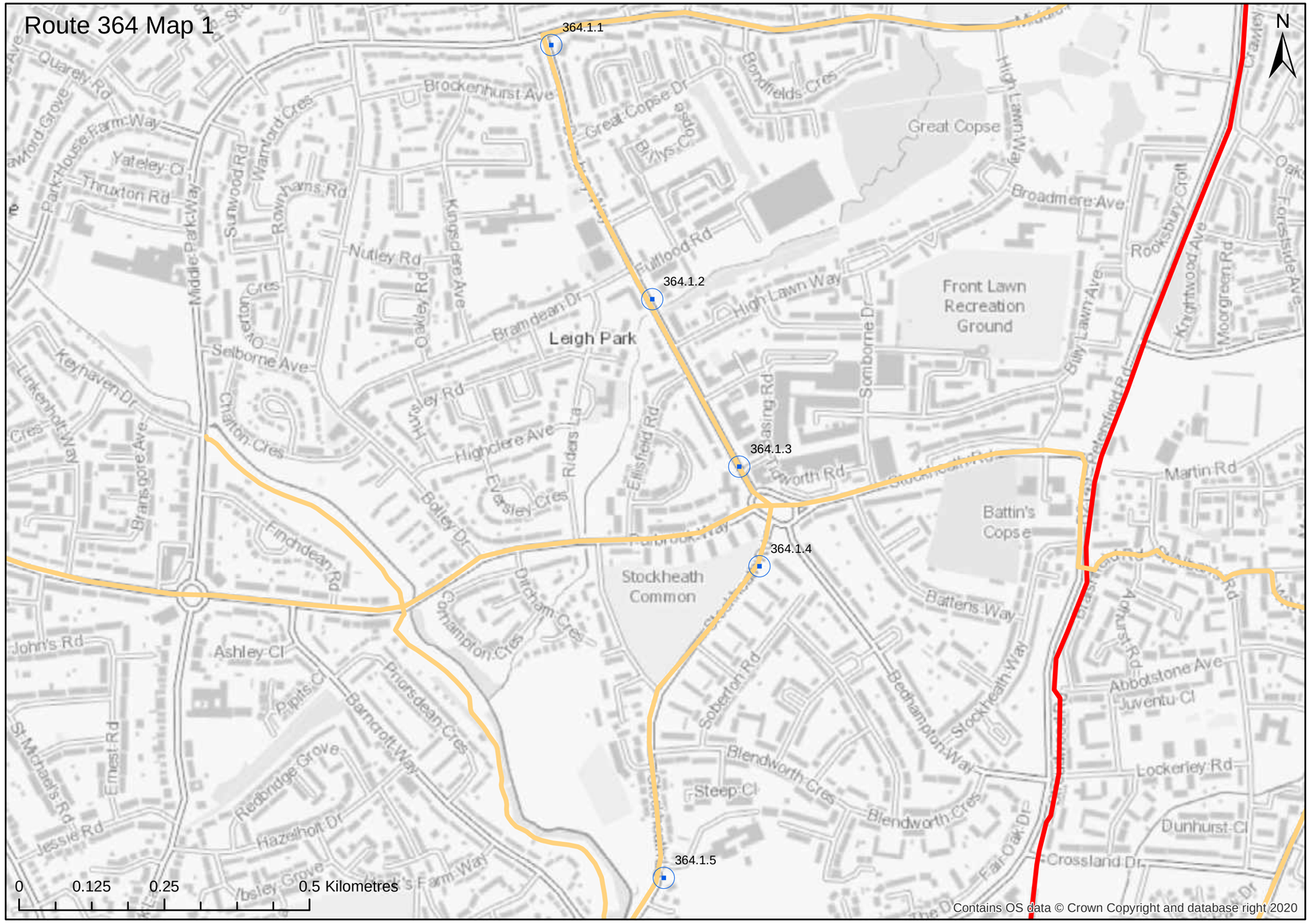
363.1.4 Leigh Park (3)

363.1.2 Leigh Park (2)

363.1.5 Leigh Park (4)

363.1.3 Leigh Park/Purbrook Way

363.1.6 Leigh Park/Barncroft Way



Key:

- Primary route
- Secondary route
- Potential options

Route 364 Middle Park Way – Barncroft Way

Route description

This is a secondary route connecting Middle Park Way with Leigh Park and Havant College. The route is approximately 1.8km long with a mix of residential and commercial land use. The route links multiple residencies with employment sites, recreational areas and educational facilities.

Dunsbury Way and Barncroft Way are both serviced by a wide array of bus services from multiple stops. These include: 20, 21, 23, 27, 28A and 37.

Background

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

364.1 Middle Park Way – Barncroft Way

Existing conditions

The route is mainly residential in character, except for Leigh Park centre. On-road cycling is expected with limited traffic calming measures and advisory lanes over junctions. Barncroft Way has shared-use pathways.

Barriers to walking and cycling

On-road cycling with on-road parking can cause conflict. Traffic calming causes pinch points at crossings which could be adapted to improve protection for cyclists.

Potential options

364.1.1 Where space allows it is advised to provide advisory cycle lanes throughout the extent of Dunsbury Way. Although the road has a 20mph limit, it is busy with high levels of bus use and on-road parking. Extra visibility for cyclists would be welcomed.

364.1.2 Speed cushions mean that some cyclists may take a secondary position where a primary position should be maintained. Raised tables may be preferable.

364.1.3 Provide advanced stop lines at the traffic lights.

364.1.4 Stockheath Lane is a quiet residential lane with access to a park and Trosnant Infant School. Although not required throughout its extent, it is suggested to implement advisory cycle lanes and/or continuous footways over side roads.

364.1.5 It is also recommended to provide increased visibility and parking restrictions around the school's entrance.

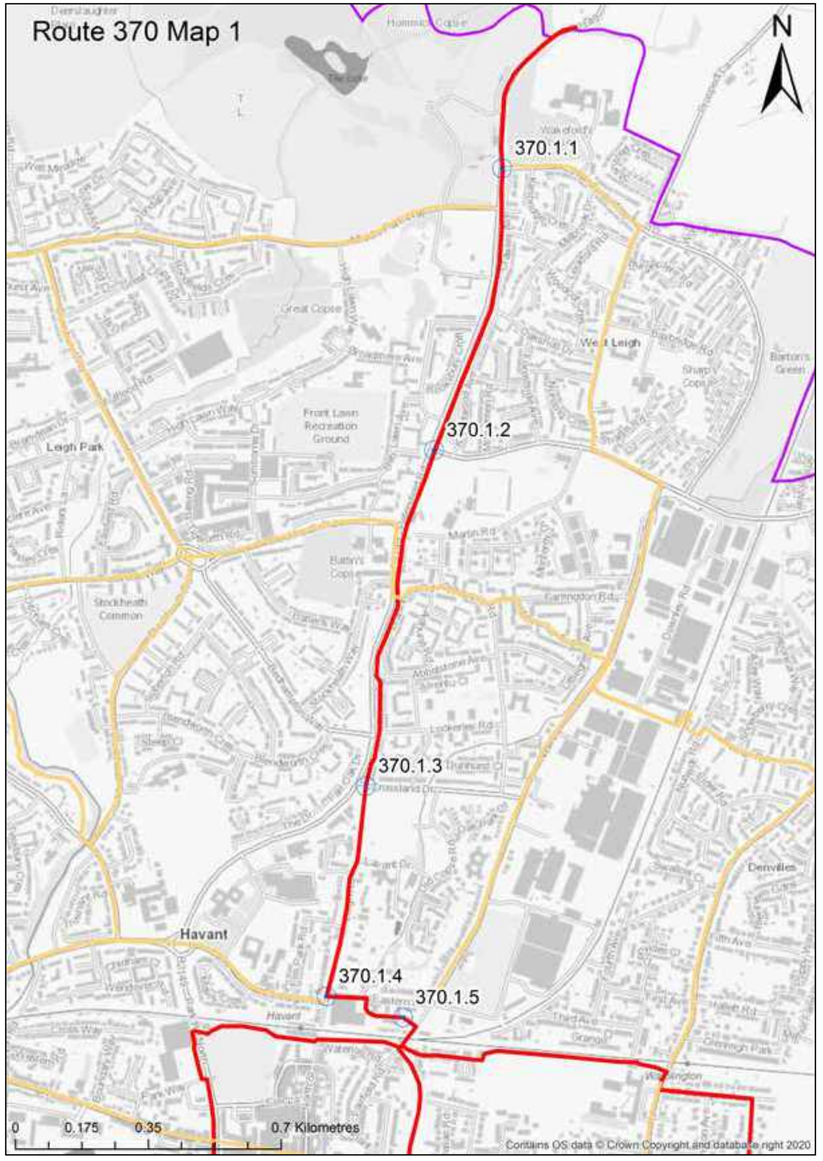
364.1.1 Dunsbury Way (1)

364.1.2 Dunsbury Way (2)

364.1.3 Dunsbury Way (3)

364.1.4 Stockheath Lane

364.1.5 Trosnant Infant School



Key:

- Primary route
- Secondary route
- Potential options

Route 370 Havant Academy – Hayling Ferry

Route description

This part of the route has many good cycling provisions. Greenways and cyclepaths cover a large part of the route. Havant Academy is a destination for many people, so cycling and walking should be the prioritised means of transport.

The Hayling Billy Coastal Path follows the former railway route between Havant and Hayling Island, which was used by a train known as the ‘Hayling Billy’.

Background

This route combines NCN Routes 22 and 2 through the centre of Havant and the Billy Trail on Hayling Island. The route is 14.4km long.

370.1 Havant Academy to Havant Station

Existing conditions

Through residential areas including running alongside a busy dual carriageway. Havant Academy can accommodate 700 students, and therefore needs the safest routes to travel to school sustainably.

Barriers to walking and cycling

Roads crossing cycle paths at junctions. Lack of lighting on parts of cycle path, too reliant on road street lighting.

Potential options

370.1.1 Reconfigure junction to give priority to cyclists and walkers at Wakefords Way. Suggest continued cycle path across junction, traffic to give way.

370.1.2 At busy junction with Bartons Road, the addition of a pedestrian and cycle phase of the signals is recommended.

370.1.3 At Crossland Drive the existing zebra crossing is 45 metres from the desire line and it could be replaced with a toucan crossing closer to the junction. If the zebra is retained, it could be converted to a parallel crossing to provide for cycling too.

370.1.4 Improvements on Leigh Road and Eastern Road are recommended to reduce traffic speeds and increase cycling comfort.

370.1.5 Move lamp column and trim back evergreen hedge to within property boundary to maximise path width. Modify barriers to allow access for all, could be replaced with bollards.

370.1.1 Petersfield Road/Wakefords Way

370.1.4 Leigh Road/Eastern Road

370.1.2 Petersfield Road/Bartons Road

370.1.5 Centenary Gardens link

370.1.3 Crossland Drive

370.2 Havant Station to Langstone Bridge

Existing conditions

Great cycling provisions along this entire section on the traffic-free Billy Trail.

Barriers to walking and cycling

Greenways can feel secluded, particularly in the dark.

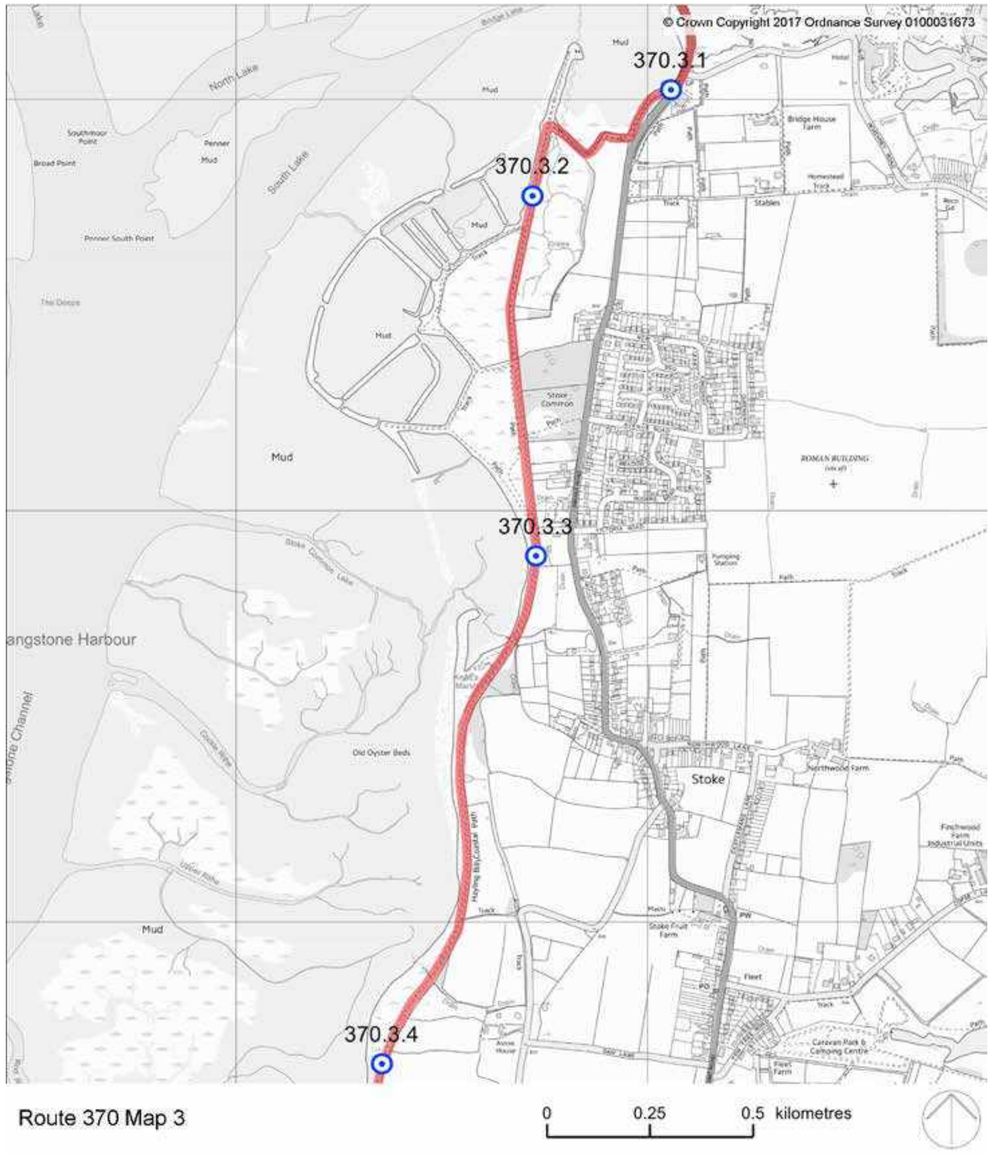
Potential options

370.2.1 Underpass under the A27 needs lighting and public realm improvements. Consideration could be given to lighting the whole route from Fairfield Road, subject to ecological considerations.

370.2.2 Shared footway across Langstone Harbour is very narrow. A separate foot/cycle bridge has been investigated in the past and would be the ideal solution.

370.2.1 A27 underpass

370.2.2 Langstone Bridge



Key:

- Primary route
- Secondary route
- Potential options

370.3 Langstone Bridge to Saltmarsh Lane

Existing conditions

Generally good provision along this entire section, particularly on the traffic-free Hayling Billy Trail.

Barriers to walking and cycling

Shared use paths are narrow at points, particularly over the Langstone Bridge. Surfacing on the Billy Trail could be improved. This section of path is reached through a small car park at the top of Hayling Island. This section has an unbound rolled stone surface which holds water and can become quite muddy during wet weather and high tides.

Potential options

370.3.1 The route entrance is very close to the car park entrance from Havant Road. There are bollards in place to protect walkers and cyclists. Add additional signage to make it clearer that this is the route entrance.

370.3.2 Widen to a minimum of 2.5 metres where space is limited and 3.0 metres where ample space. Improve surface of the path as the current surface can become quite muddy – using a hard, well drained surface. Install lighting.

370.3.3 Replace gates to the Oyster Beds car park for a more permeable solution, such as removable bollards. Provide surfaced path through the car park.

370.3.4 This section of path was flooded for a long period and is now filled with loose gravel. Resurface to 3.0 metres wide with a bound, well-drained surface with additional signage about flooding hazard if risks remain. Install lighting.

370.3.5 Consistent signage and separation of bridleway. Widen path to 3.0 metres, using a bound, well drained surface. Install lighting.

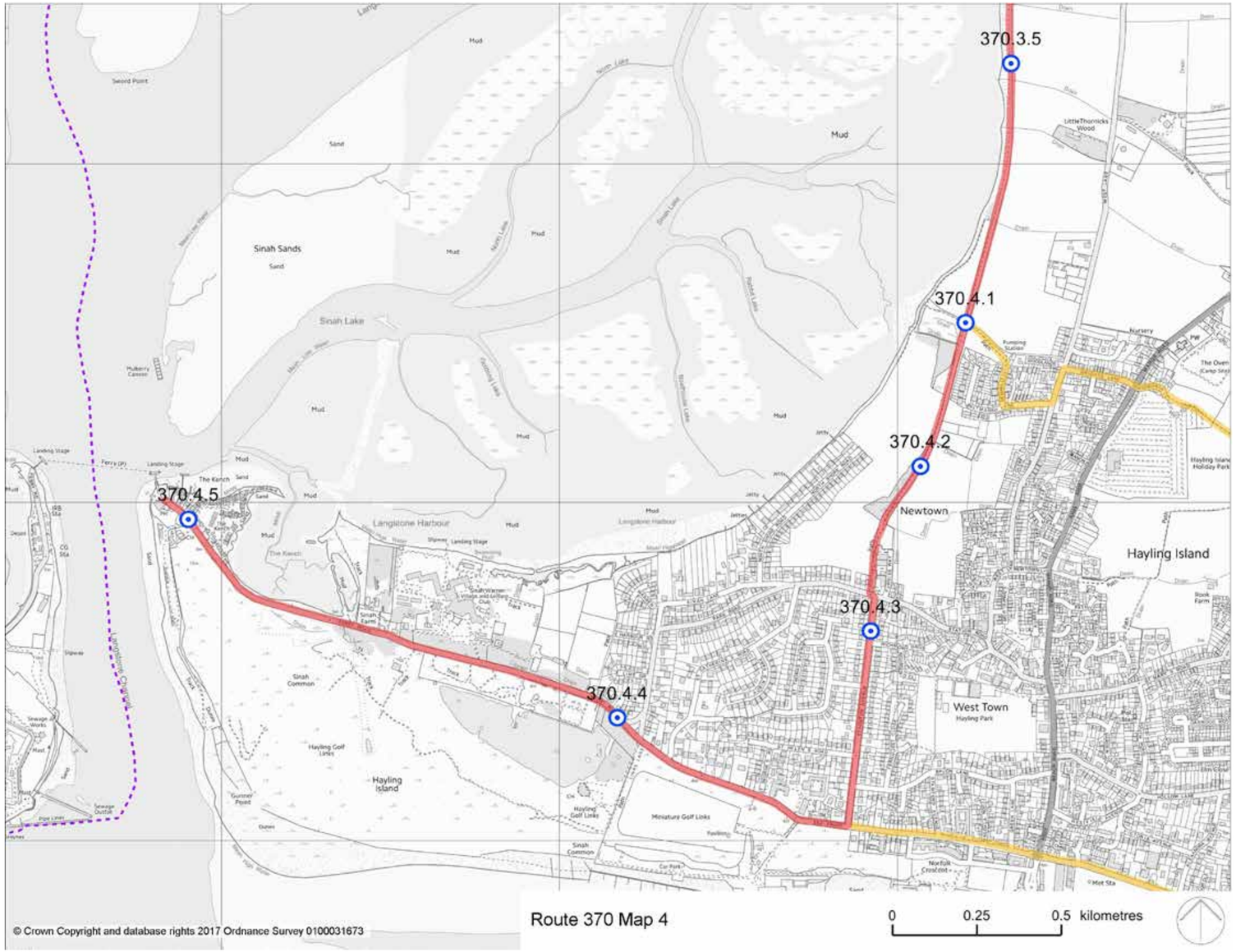
370.3.1 Billy Trail/Havant Road

370.3.4 Billy Trail/Victoria Road

370.3.2 Billy Trail

370.3.5 Billy Trail/Daw Lane

370.3.3 Oyster Beds car park



Key:

- Primary route
- Secondary route
- Potential options

370.4 Saltmarsh Lane to Hayling Ferry

Existing conditions

A traffic free shared use path which starts to deviate slightly from the coast and more into residential areas. Many back gardens in Saltmarsh Lane back on to the path and this section is often busier due to its proximity to local settlements.

Barriers to walking and cycling

The muddy surface is the primary barrier, especially in this area as it becomes much busier with local walking, cycling and horse-riding due to its proximity to local housing. In some areas, the path has been widened by people choosing to walk across grass edging to avoid the muddiest parts. Some light spills through from local residential areas.

Potential options

370.4.1 Improve access to Saltmarsh Lane with a 3.0 metre wide bound surface, with signage and lighting.

370.4.2 Consistent signage and separation of bridleway. Widen path to 3.0 metres, using a bound, well drained surface. Install lighting.

370.4.3 This road has good walking facilities and ample verges which could be reduced to install segregated cycling infrastructure.

370.4.4 Widen existing southern footway into verge to 3.0 metres for shared use.

370.4.5 Widen existing southern footway into verge to 3.0 metres for shared use. Build new sections where there currently is no path, creating a continuous path from Staunton Avenue to the Hayling Ferry.

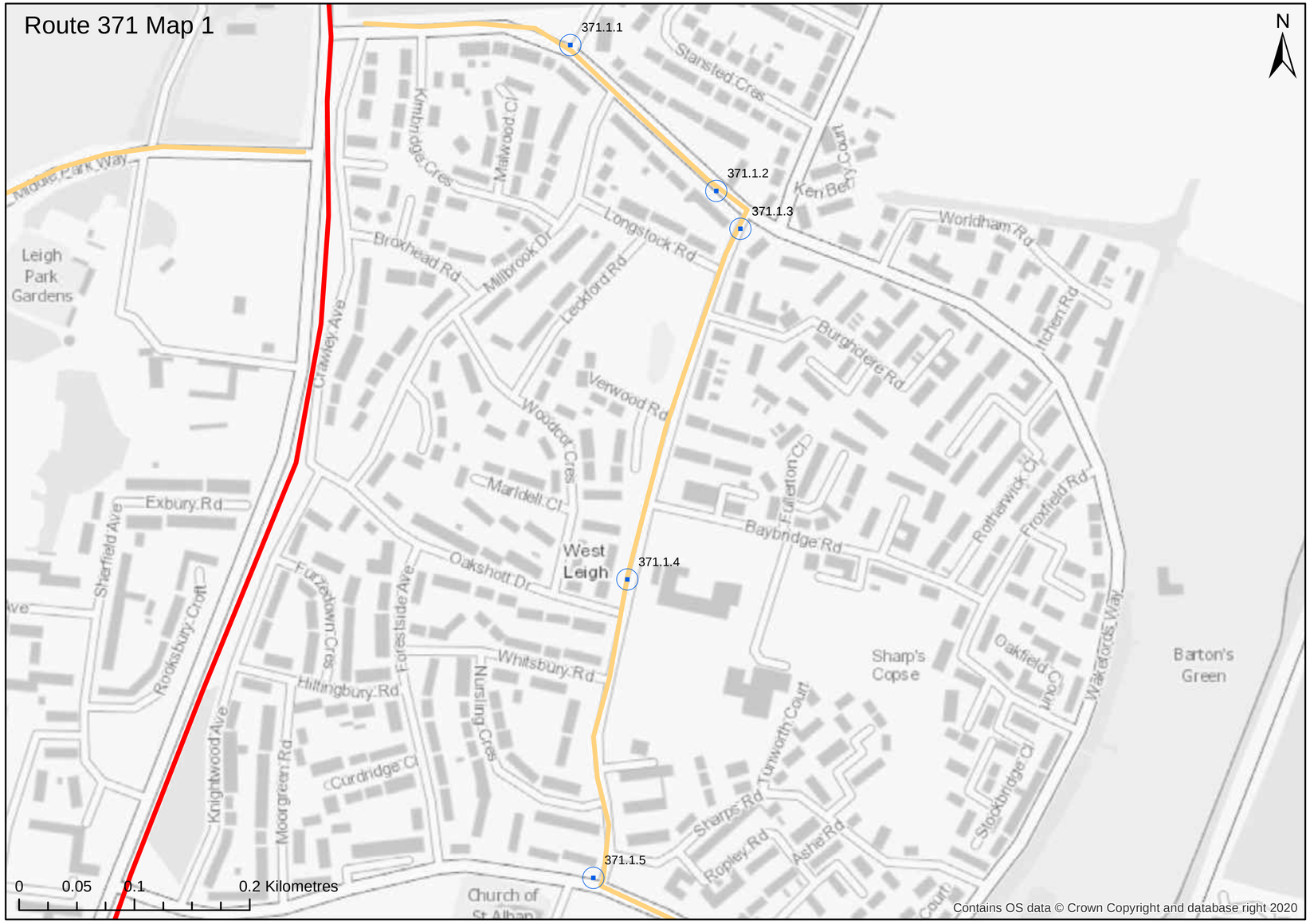
370.4.1 Billy Trail/Saltmarsh Lane

370.4.4 Ferry Road/Sinah Lane

370.4.2 Billy Trail

370.4.5 Ferry Road

370.4.3 Staunton Avenue



Key:

- Primary route
- Secondary route
- Potential options

Route 371 Havant Academy – Eastern Road

Route description

This is a secondary route connecting Havant Academy secondary school to the north with housing, an industrial park and Havant Station to the south. The route is approximately 2.8km in length and is split between neighbourhood residential streets and neighbourhood connector roads. The route may be used for educational, leisure and employment trips.

The route is serviced by the Stagecoach 20 and 21, and the 641.

Background

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

371.1 Petersfield Road (B2149) – New Lane

Existing conditions

The route is residential with limited cycle infrastructure. There is an off-road lightly segregated cycle path along part of Wakefords Way. Prospect Lane and Bartons Road are both on-road cycling.

Barriers to walking and cycling

On-road cycling with on-road parking can cause conflict. Shared use path ends with no transition to on-road cycling.

Potential options

371.1.1 It is suggested to provide a better transition between off-road segregated and on-road cycling at this junction. More visibility is needed and priority over other road users afforded. A raised table may be required.

371.1.2 Further along Wakefords Way are residential parking spaces perpendicular to the highway. It is recommended to make these reverse-in parking spaces only. In addition, advisory cycle lanes should be implemented.

371.1.3 Prospect Lane's junction with Wakefords Way, as well as other junctions along this route, are very wide allowing vehicles to maintain speeds when entering/exiting. These should be addressed, with tightening implemented.

371.1.4 Prospect Lane is a straight, fast moving road. Light traffic calming and mandatory cycle lanes should be investigated. Calming may include a reduced speed zone or humps but should not adversely affect cyclists.

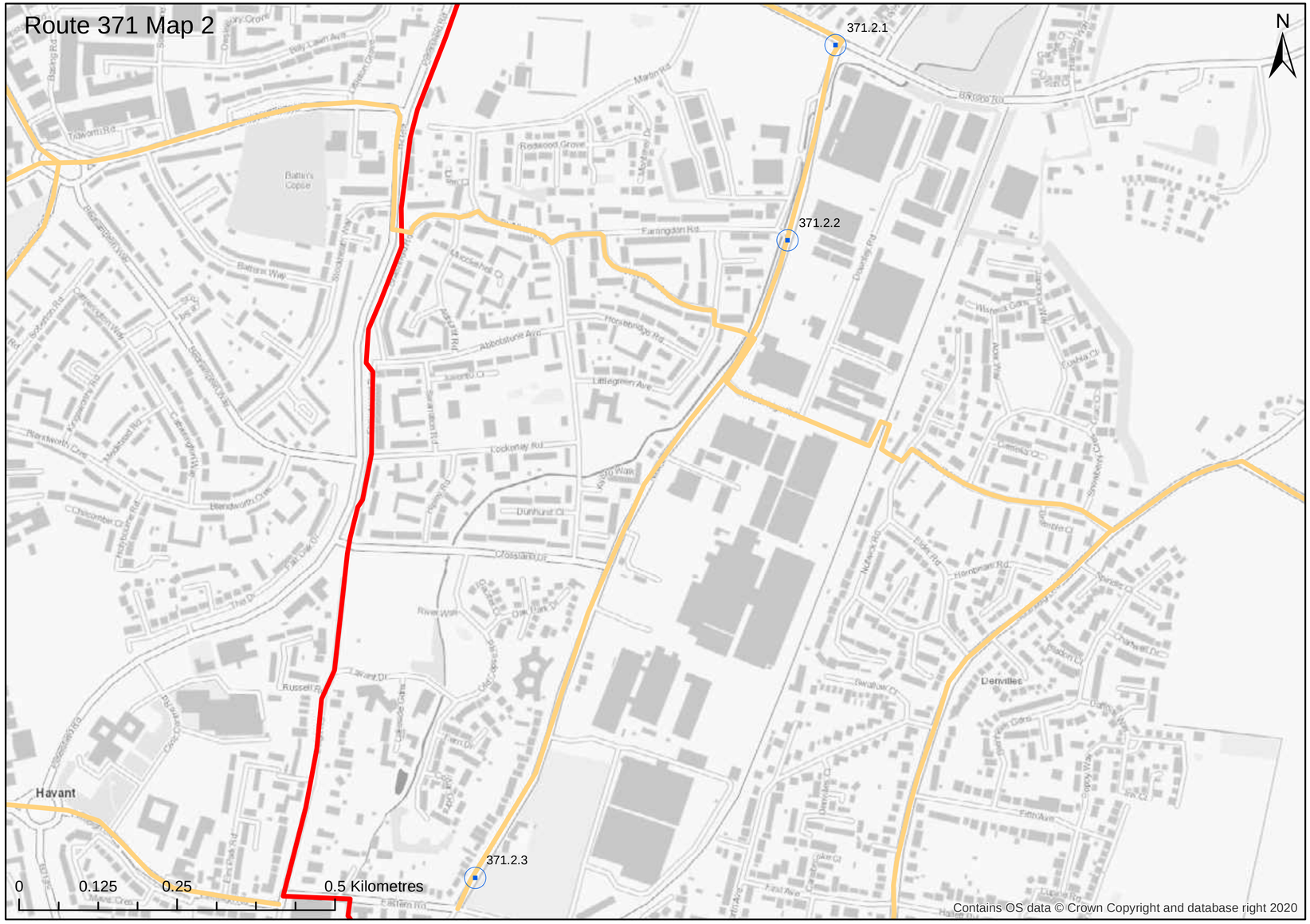
371.1.5 Visibility improvements should be implemented at the Prospect Lane/Bartons Road junction to ensure that motorists are aware cyclists may enter/exit. Segregated cycle lanes should be implemented along Bartons Road.

371.1.2 Wakefords Way

371.1.5 Prospect Lane/Bartons Road

371.1.3 Wakefords Way/Prospect Lane

371.1.4 Prospect Lane



Key:

- Primary route
- Secondary route
- Potential options

371.2 New Lane – Eastern Road

Existing conditions

The section of route is a neighbourhood connector road. The road is fast flowing, with industrial uses adjacent. There are currently advisory on-road cycle lanes present.

Barriers to walking and cycling

Busy, fast flowing roads with high volumes of HGV traffic. Narrowing highway towards the south of the section creates a pinch point.

Potential options

371.2.1 The existing New Lane/Bartons Road junction requires tightening. An easy crossing facility should be implemented to allow for cyclists to transfer from cycle lanes on Barton Road to lanes on New Lane.

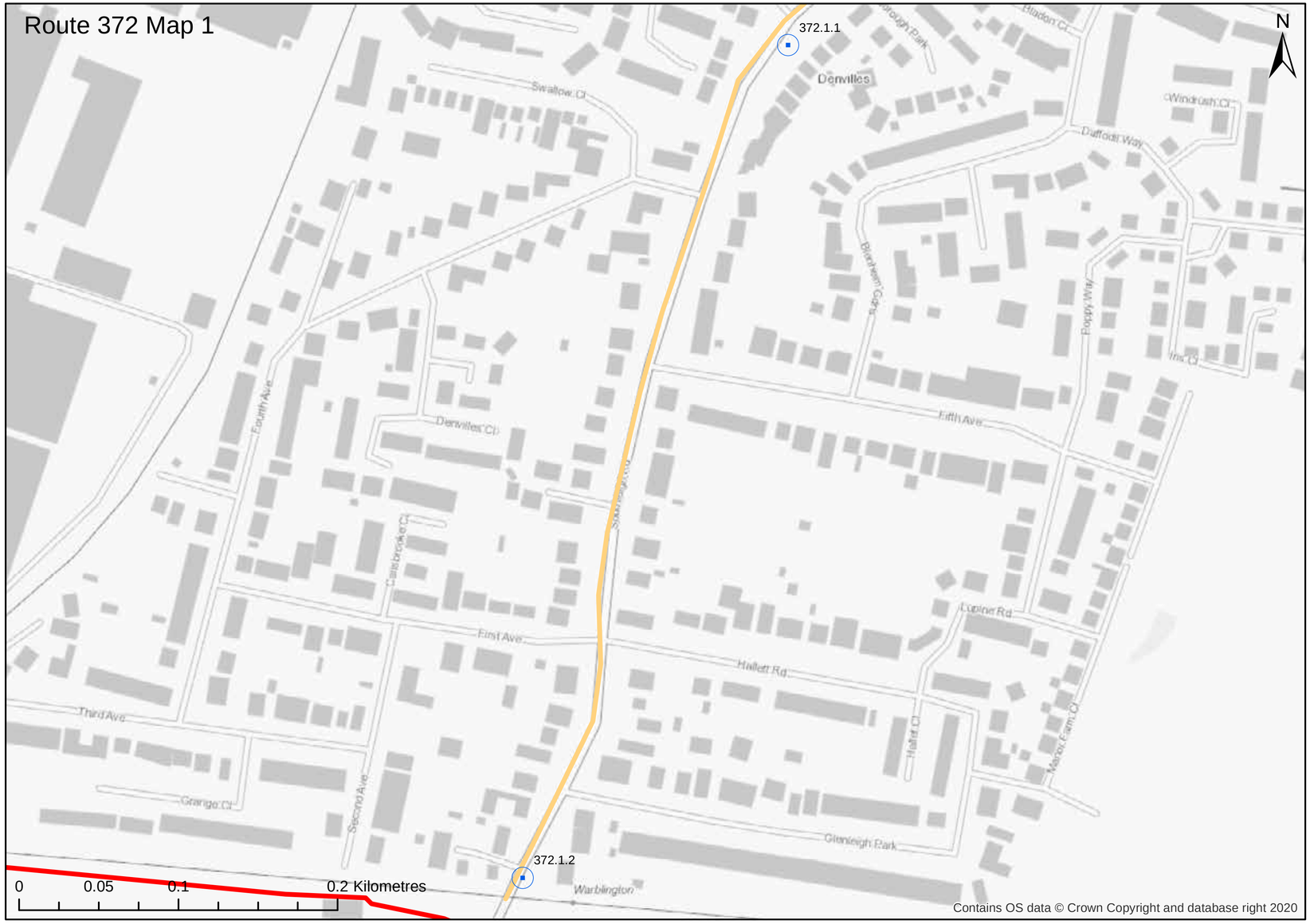
371.2.2 Due to the character of the road, it is recommended that existing advisory cycle lanes be replaced with segregated cycle lanes. There is enough existing highway to facilitate these up until point 364.1.3.

371.2.3 At this point the existing highway narrows. Segregated cycle lanes should transition to existing advisory lanes.

371.2.1 Bartons Road/New Lane

371.2.2 New Lane (1)

371.2.3 New Lane (2)



Key:

- Primary route
- Secondary route
- Potential options

Route 372 Southleigh Road – Warblington Station

Route description

This is a secondary route which runs along Southleigh Road from its junction with Rowan Road as far as Warblington Station. The route is on-road and forms part of the National Cycle Network as a link for Route 2. The section is 0.9km in length and connects residential areas to the north with the station to the south. There are bus stops at regular intervals, serviced by First Group 27 (Rowlands Castle-Havant-Emsworth).

Background

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

372.1 Southleigh Road – Warblington Station

Existing conditions

The route is on-road cycling along a neighbourhood connector road. There are pathways along its extent with verges. The road is straight which could encourage higher speeds. At the south of the route is a level crossing, adjacent to Warblington Station.

Barriers to walking and cycling

On-road cycling with limited segregation and fast-moving vehicles will only be comfortable to some people who wish to cycle. The level crossing does not afford priority to cyclists.

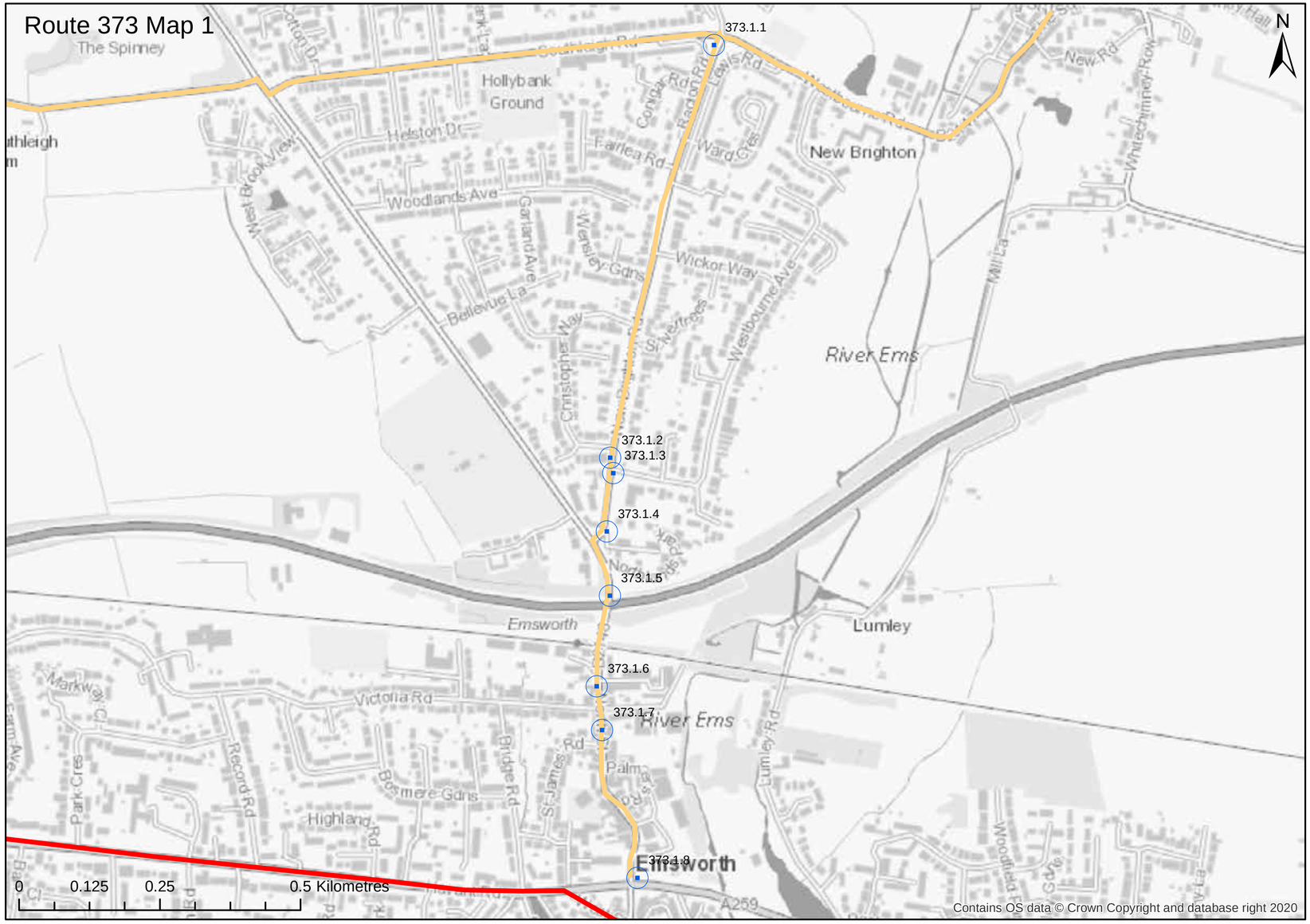
Potential options

372.1.1 At multiple junctions along Southleigh Road, namely: Rowan Road, Marlborough Park and Nutwick Road the junction mouths are incredibly wide to the extent that cars can use them as laybys. These should be tightened. Mandatory cycle lanes should be implemented along Southleigh Road for the extent of Route 372. Where the highway lacks width, advisory lanes should be used. Verges will need to be reduced in size to allow for these. Alternatively, a 20mph design speed could be considered.

372.1.2 Implement advanced stop lines at Warblington Station's level crossing.

327.1.1 Southleigh Road

372.1.2 Warblington Train Station Level Crossing (Southleigh Road)



Key:

- Primary route
- Secondary route
- Potential options

Route 373 Southleigh Roundabout – Emsworth

Route description

This is a secondary route connecting the area around Hampshire Farm Meadows with New Brighton, Emsworth Station and Emsworth Highstreet. The route is 1.5km in length and a mix of residential land use to the north and commercial to the south.

The route is serviced by First Group 27 (Rowlands Castle-Havant-Emsworth) at regular intervals throughout its extent. Route 373 is a mixture of on-road cycling and off-road shared-use pathways.

Background

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

373.1 Southleigh Roundabout – Emsworth

Existing conditions

The existing route is split between on-road cycling with limited cycle demarcation on New Brighton Road and sections of off-road shared-use paths along North Street (B2148). New Brighton Road is a fast-flowing neighbourhood connector whilst North Street is a narrow neighbourhood high street.

Barriers to walking and cycling

Existing infrastructure is limited with on-road cycling. There are two bridges and limited highway widths along North Street which constrict flow.

Potential options

373.1.1 Southleigh Roundabout currently has shared-use pathways. The roundabout is very wide and has ample space to incorporate modern cycling infrastructure design. Segregation of cyclists from other highway users with priority at junctions is optimal.

373.1.2 New Brighton Road is a straight road with high flow. The route is on-road cycling with limited segregation in the form of advisory lanes over side roads. Mandatory cycle lanes may not be possible due to restricted width; traffic calming should be considered to reduce the design speed. On-street parking and laybys may require review to ensure cyclist safety. In the example the layby could obscure the view of motorists leaving Christopher Way.

373.1.3 The transition between on-road cycling and off-road shared-use pathways is located very close to the Westbourne Avenue junction and very sharp. It is suggested to widen and reposition this away from the junction, with a shallower angle to avoid wheels slipping on the kerb.

373.1.4 There is an unnecessary pinch point at this junction on the shared-use pathway. It is advised to widen the existing shared-use pathway by removing a section of the verge. Light segregation of pathway users may be advised should enough width be found in the highway.

373.1.5 Similarly, at the A27 underpass there is potentially enough highway to increase the width of the shared-use pathways to allow for light segregation.

373.1.6 The shared-use pathway stops before the railway underpass and does not resume. The underpass is a pinch point for traffic. It is suggested to investigate a give way chicane that means vehicles in one direction have to slow and give way to the other, thereby allowing cyclists to use a bypass lane or for the existing pathway to be widened and made shared-use.

373.1.7 North Street is very narrow and busy. It is suggested to implement traffic calming measures, advisory cycle lanes and consider the removal of on-street parking.

373.1.8 Provide an adequate facility for cyclists to transition from the carriageway to the pathway to access the subway entrance. The verge is wide enough to segregate users.

373.1.1 Southleigh Roundabout

373.1.6 Emsworth Station/railway underpass

373.1.2 New Brighton Road (1)

373.1.8 North Street (2)

373.1.4 New Brighton Road/North Street

Access to bus stops

Description

As above, this LCWIP was developed alongside proposals for a South East Hampshire mass transit network (SEHRT). Some of the proposals have received funding from the Transforming Cities Fund (TCF). In support of the proposed bus improvements this plan includes assessments and suggested improvements for access to bus stops by foot and cycle.

Many of the stops already exist and will be served by the local footpaths. However, it is recognised that improvements could be made to improve access to the stops, facilities at the stops, and awareness of their locations e.g. through signing.

There are over 100 stops proposed for the mass transit routes, and 48 sets (often pairs) of stops proposed for Havant borough. To demonstrate the types of measures that could be introduced and understand the associated costs three pairs of stops have been identified to reflect the range of possible improvements as follows:

1. Easy to improve with minor infrastructure e.g. wayfinding signage and dropped kerbs. It is estimated that 60% of stops will be in this category. The bus stops at the Middle Park Way close to the junction with Woolston Road.
2. Medium level of infrastructure required e.g. the above, plus informal crossing points, tactile paving. It is estimated that 30% of stops will be in this category. The bus stops at Dunsbury Way/Park Parade reflect this situation.
3. Higher level of infrastructure required e.g. the above, plus controlled crossing points, conversion of subways to at grade crossings, bike service stations etc. It is estimated that 10% of stops will be in this category. The stops at Crookhorn Lane/Scratchface Lane reflect this situation.

The costs put forward have been assessed at a very high-level, as elsewhere in this report.

The government's Walking Route Assessment Tool has been used to assess the routes from a pedestrian perspective. These assessments are included in the appendix to this report. The SEHRT routes in Havant coincide with route 260 (in its entirety) and point 370.1.2 of the primary cycle network described, and costed, in this report.

National guidance suggests that the proposed level of bus service would attract pedestrians from a 400m radius (as walked, rather than crow fly).

These costs are based on access to the stops, rather than the stops themselves, as these measures are included within the main bid.

All routes to stops would benefit from wayfinding signage.

Feasibility and detailed design would be required for any future schemes.

Situation	Max. walking distance
Core bus corridor with two or more high frequency services	500m
Single high-frequency routes (every 12 minutes or better)	400m
Less frequent routes	300m
Town/city centres	250m

References:

CIHT's Bus stops in urban developments **https://www.ciht.org.uk/media/4459/buses_ua_tp_full_version_v5.pdf**

Woolston Road/Middle Park Way

Existing conditions

This area already has a good level of pedestrian provision with crossing points, pavements set back by wide verges, traffic calming and a 20mph zone sections.

Barriers to walking

No obvious major barriers. Existing uncontrolled crossing points are available but could be improved.

Potential options

The walking route assessment in the appendix makes some suggestions for improvements that include:

- provide missing tactile paving;
- continuous footways could be considered but are not essential.

Cost estimate

The cost for these improvement measures is estimated to be around £20,000 (excluding continuous footways) Approximately 60% of the 48 sets of bus stops (29) along the route could be expected to benefit from similar measures, therefore, the total cost estimate for access to “easy to improve” bus stops is £576,000.

Dunsbury Way at Park Parade

Existing conditions

This area already has a good level of pedestrian provision with crossing points, pavements set back by wide verges, traffic calming and a 20mph limit in sections. Guard railing is prevalent.

Barriers to walking

Few. Perceived safety in alleyways could be addressed.

Potential options

The assessment in the appendix makes a number of suggestions including:

- consider continuous footways over minor side roads;
- widen crossing points and consider zebra crossing provision;
- consider using roundabout to improve pedestrian setting (e.g. routes through the roundabout to shorten pedestrian walking times);
- install missing tactiles;
- remove excessive guard railing.

Cost estimate

The cost for these improvement measures is estimated to be around £100,000 (without route through the roundabout). Approximately 30% (14, rounding down) of the 48 sets of bus stops along the route could be expected to benefit from similar measures, therefore, the total cost estimate for access to “medium level infrastructure required” bus stops is £1.4m.

Crookhorn Lane/Scratchface Lane

Existing conditions

Walking routes to the existing bus stops are alongside a 30mph road with verges. Reasonably high traffic flow. Crossing at the Crookhorn Lane/Stakes Hill Road Roundabout could be improved. This 400m audit has been extended through park land to reach the major trip attractor at Havant and South Downs College (approx. 500m). The route through the park is narrow, poorly signed and has low surveillance.

Barriers to walking

Narrow crossings of main roads, route through park could be improved.

Potential options

The walking route assessment in the appendix makes a number of suggested improvements including:

- improve pedestrian environment at the roundabout – widen crossings and enhance public realm;
- introduce pedestrian priority over side roads;
- enhance route through park; widen, light, sign and install missing section of footway. Replace gates at College Road to support access for wheelchair users;
- install missing tactile paving at junctions and generally improve patched surfacing.

Cost estimate

The cost for these improvement measures is estimated to be over £250,000. As Approximately 10% (5, rounding up) of the 48 sets of bus stops along the route could be expected to benefit from similar measures, therefore the total cost estimate for access to “high level infrastructure required” bus stops is £1.25m.

Factoring

The measures and costs associated with identified improvements for the three assessed sets of stops and a 400m radius around them have been extrapolated as follows:

Level	No. stops	Extrapolated cost
1	29	£576,000
2	7	£1.4m
3	5	£1.25m
	Subtotal	**£3.23m**

In recognition that many of these bus stop catchments overlap, a reduction factor has been calculated using the simplest possible scenario as follows:

- two bus stops (A and B) with the same level of infrastructure improvements overlap by exactly 50%;
- the overlap of these study areas reduces the total area for stops A and B by 25%;
- the cost improvements for each stop will therefore be reduced by 25%;
- the resulting reduction factor is 0.75.

With this reduction factor applied to the subtotal of £3.23m, the resulting projected cost of measures is £2.42m. An additional £100,000 should be allowed for wayfinding signage.

Although cycling is less likely to be used as a mode to access bus stops, a bike rack could be included at all stops, with increased facilities such as repair stations and pumps at bigger stops in town centres. Measures to access the stops would correlate with the proposed improvements on route 260, and point 370.1.2 which are summarised below.

Table of potential options

The tables below summarise all the recommended interventions which are itemised in the descriptions of each route. A brief description of each item is provided, along with a very broad assessment of cost.

More work is needed to provide detailed cost estimates, which is beyond the scope of this report.

Potential option	Brief Description	Cost
Route 270 Emsworth to Farlington – 8.1km		
270.1.1	Reduce speed and remarked/resurfaced dedicated cycle lane	Low
270.1.2	Modify parking	Low
270.1.3	Hybrid cycle lanes with kerb separation	High
270.2.1	Extend cycle route markings	Low
270.2.2	Footway widening and continuity. Toucan crossings	High
270.2.3	Dedicated cycle lane	High
270.2.4	Path widening, lighting and NCN signing could be improved	Medium
270.2.5	Accessibility improvements and widen shared footway	High
270.2.6	Uncontrolled crossing. Investigate options for improvement, including signal crossing	Medium
270.2.7	Uncontrolled crossing of three traffic lanes. Investigate improvement options including signal crossing.	Medium
270.2.8	Widen footway for shared use potentially by redesigning roundabout	Medium
270.2.9	Cycle tracks	Medium
Route 360 Cowplain to Cosham – 8.4km		
360.1.1	Maintenance of foliage. Continuity of shared use path and moving crossing points	Low
360.1.2	Cycle lane	Medium
360.1.3	Cycle lanes or widening of shared footway and signage	High
360.2.1	Permit cycling through precinct and signal crossing	Medium
360.2.2	Accessibility measures	Medium
360.3.1	Cycle lanes or widening of shared footway	Medium
360.3.2	Cycle lane across roundabout and widening road	Medium
360.3.3	Removal of centre island and pedestrian crossing	Medium
Route 370 Havant Academy to Hayling Ferry – 14.4km		
370.1.1	Reconfigure junction for cycle priority	Medium
370.1.2	Pedestrian/cycle phase to the traffic signals	Medium
370.1.3	Replace zebra crossing with a toucan	Medium
370.1.4	Improvements to reduce traffic speeds.	Low
370.1.5	Move lamp column and maintain hedge. Modify barriers	Medium
370.2.1	Underpass lighting and public realm improvements. Lighting of whole section	High
370.2.2	Separate foot/cycle bridge	High
370.3.1	Signage	Low
370.3.2	Widen path, resurface and lighting	Medium
370.3.3	Replace gates to car park and provide surfaced path	Medium

Potential option	Brief Description	Cost
370.3.4	Resurface with additional signage and lighting	Medium
370.3.5	Signage, separation of bridleway, widen path and install lighting	Medium
370.4.1	Resurface, signage and lighting	Medium
370.4.2	Consistent signage, separation of bridleway, and install lighting	Medium
370.4.3	Segregated cycle ways	Medium
370.4.4	Widen existing footway for shared use	High
370.4.5	Widen footway for shared use and new sections	Medium
Portsmouth Road (A3) – Hambledon Road (B2150) 3km		
359.1.1	20mph zone.	Low
359.1.2	Seek to reduce risk of “dooring” from parallel parking bays adjacent to highway.	Low
359.1.3	Existing crossing facility upgraded to a toucan and advanced stop lines provided.	High
359.1.4	A redesigned junction to modern cycle design principles should be considered.	Medium
359.1.5	Consider cycle symbols and removal of guard railing where appropriate.	Low
359.1.6	Access to parking arrangements outside of shops should be assessed to reduce risk to cyclists of vehicles turning across their path.	Low
359.1.7	See above	Low
359.1.8	Reduce the width of the junction or alternatively provide an off-road facility. Section of advisory lanes.	Medium
359.2.1	Implement advisory cycle lanes. Removed parking areas with reverse only parking suggested or parallel parking.	Low
359.2.2	Create a segregated bypass.	Low
359.2.3	Provide advance stop lines and improve surface quality.	Low
359.2.4	Widen shared-use pathway. Raised table crossings over side roads.	High
359.2.5	Provide a formal crossing point. Tiger crossing or a raised table. Provide a step between the two types of pathways.	Medium
359.2.6	Review street furniture.	Low
359.3.1	Consider further measures to the support the low speed environment. Consider cycle symbols on the carriageway.	Low
Route 261 Staunton Avenue – Southwood Road 4km		
261.1.1	Existing verge reduced to allow for advisory cycle lanes and warning for bus stops.	Medium
261.1.2	Roundabout should be redesigned to incorporate current cycle infrastructure principles.	High
261.1.3	Fully segregated off-road cycle lanes. Mouths of junctions tightened. Parallel crossings installed where necessary.	High
261.1.4a	Zebra crossing upgraded to a tiger crossing. Centre islands potentially narrowed/removed.	High
261.1.4b	Sufficient space between existing on-street parking and mandatory cycle lane should be provided. Review the on-street parking. Raised table provided.	Medium
261.2.1	Existing parking arrangements review and potential removal.	Low
261.2.2	Lower design speed.	Low
261.2.3	Residential parking review. Implement reverse-in parking.	Low
Route 262 Hayling Billy Trail – Eastoke 4km		
262.1.1	Path widened, surfaced, existing barriers removed and adequate lighting introduced. Formalise entrance and wayfinding.	Medium
262.1.2	Access requires redesign.	Medium
262.1.3	Lower design speed.	Medium
262.1.4	Lower design speed.	Medium
262.1.5	Raised table with potential traffic calming measures and speed restrictions. Sight lines may require adjustment.	Medium
262.1.6	Pathway widening and lighting. Existing modal filter should be removed.	Medium

Potential option	Brief Description	Cost
262.1.7	The route should be formalised as it passes through the Hayling Island Holiday Park to provide adequate visibility.	Low
262.1.8	The existing route routes through an open field. The ground is unsurfaced. A surfaced cycle pathway should be created to allow for all season use.	Medium
262.1.9	Assess the potential introduction of the cycling route. Route should be adequately surfaced and sensitively planned.	Medium
262.2.1	Install a toucan crossing . On-road segregated cycle lanes. On/off-road parking, laybys and bus stops to be reviewed. Bus stops need to be redesigned and parking reconsidered.	High
262.2.2	A toucan crossing implemented and advanced stop lines.	High
262.2.3	Junction requires updating.	Medium
262.2.4	Realign on-road parking. Alternatively, off-road segregated cycle lanes.	Medium
262.2.5	Cycle movement priority at junction and improved wayfinding.	Medium
262.2.6	Junction tightened to reduce speeds.	Medium
262.2.7	Provide on-road mandatory cycle lanes.	Low
Route 275 Portsdown Hill Road – Warblington Station 4.3km		
275.1.1	Vegetation cut back and verge removal, off-road segregated cycle paths.	Medium
275.1.2	Narrowing of carriageway and implementation of shared-use paths or on-road advisory cycle lanes. Traffic calming measures.	Medium
275.1.3	Junction mouth tightened. Mandatory/advisory cycle lanes. Traffic calming measures. Cyclists priority over side roads and residential off-road parking.	High
275.1.4	Upgrade dropped kerbs, implement cycles lanes.	Low
275.1.5	Mandatory cycle lanes, verge space and central reservations removed/ reduced in width.	Medium
275.1.6	The junction mouth tightened.	Medium
275.1.7	Advanced stop lines and upgrade to toucan crossings.	High
275.1.8	Review current on-street parking layout.	Low
275.1.9	Upgrade junction to include sufficient safe cycle crossing facilities.	High
275.1.10	Provide advanced stop lines. Upgrade existing bridge crossing to be accessible to all.	High
275.2.1	Reduce design speed.	Low
275.2.2	Introduce reverse-in parking spaces only. Facility for cyclists to change from on-road cycling to the off-road shared-use pathways and toucan crossing.	Medium
275.2.3	Invesitgate cycling through the precinct.	Low
275.2.4	Clear signage should be displayed.	Low
275.2.5	Cyclists should be given priority, with a raised table junction.	Medium
275.3.1	Provide and improve existing advisory cycle lanes until Emsworth Road.	Low
275.3.2	Investigate a give way chicane.	Medium
275.3.3	Restrict the width of junction, implement mandatory cycle lanes by widening the carriageway.	High
275.3.4	Reapply advance stop lines.	Low
275.3.5	Provide advisory cycle lanes, with potentially raised crossings.	Medium
Route 276 Bedhampton Station – Eastern Road 1.2km		
276.1.1	On-road segregated cycle lanes. Parking should be redesigned.	High
276.1.2	Junction mouth should be tightened.	Medium
276.1.3	Advance stop lines should be introduced at the New Road traffic lights.	Low
276.1.4	Provide segregated cycle lanes on the roundabout if possible. If not, roundabout should be upgraded to incorporate modern cycle design principles.	High
276.1.5	On-road advisory cycle lanes should be implemented.	Low

Potential option	Brief Description	Cost
Route 277 Purbrook – Westbourne 8.9km		
277.1.1	Fully segregated off-road cycle lanes. Side road junction mouths reduced.	High
277.1.2	A formal crossing facility should be implemented at this location	High
277.1.3	Roundabout upgraded to incorporate modern design principles aimed at increasing safety for cyclists.	High
277.1.4	Provide off-road segregated cycle lanes by drawing from the marked centre lines and verge.	High
277.1.5	Off-road segregated cycle lanes continue to bypass the roundabout.	High
277.1.6	Segregated lanes if centre verge is removed or widened shared-use facility.	Medium
277.1.7	Provide off-road segregated cycle lanes with priority over the B&Q entrance.	Medium
277.1.8	Off-road segregated cycle lanes.	High
277.1.9	Widen pathways and provide light segregation. Priority to cycle movements over minor arms of the roundabout.	Medium
277.1.10	Clear and safe facility to allow for on-road cyclists to mount the off-road shared-use pathways.	Low
Route 364 Middle Park Way – Barncroft Way 1.8km		
364.1.1	Advisory cycle lanes and extra visibility for cyclists.	Low
364.1.2	Raised tables.	Low
364.1.3	Provide advanced stop lines at the traffic lights.	Low
364.1.4	Advisory cycle lanes over side roads.	Low
364.1.5	Provide increased visibility and parking restrictions around the school's entrance.	Low
Route 371 Havant Academy – Eastern Road 2.8km		
371.1.1	More visibility and priority over other road users and a raised table may be required.	Medium
371.1.2	Recommended to make these reverse-in parking spaces only and advisory cycle lanes should be implemented.	Low
371.1.3	Junction tightening implemented.	High
371.1.4	Light traffic calming and mandatory cycle lanes.	Medium
371.1.5	Visibility improvements and segregated cycle lanes.	High
371.2.1	Junction tightening and easy crossing facility.	Medium
371.2.2	Existing advisory cycle lanes replaced with segregated cycle lanes.	Medium
371.2.3	Transition required.	Low
Route 372 Southleigh Road – Warblington Station		
372.1.1	Junction mouths tightened. Mandatory and advisory lanes. Verges will need to be reduced in size.	High
372.1.2	Implement advanced stop lines at Warblington Station's level crossing.	Low
Route 373 Southleigh Roundabout – Emsworth 1.5km		
373.1.1	Roundabout to incorporate segregation of cyclists from other highway users with priority at junctions.	High
373.1.2	Mandatory cycle lanes and traffic calming. On-street parking and laybys may require review.	Medium
373.1.3	Widen and reposition the transition between on-road cycling and off-road shared-use pathways, with a shallower angle.	Low
373.1.4	Widen existing shared-use pathway. Light segregation of pathway users.	Medium
373.1.5	Increase width of the shared-use pathways to allow for light segregation.	Medium
373.1.6	Implement a give way chicane.	Medium
373.1.7	Implement traffic calming measures, advisory cycle lanes and consider removal of on-street parking.	Medium
373.1.8	Provide an adequate segregated facility for cyclists to transition from the carriageway to the pathway.	Low

Potential option	Brief Description	Cost
Waterlooville Core Walking Zone		
Z5.1.1	Reconfigure the road to slow speeds and create space for SuDS	Low
Z5.1.2	Upgrade pedestrian crossing to controlled parallel crossing	Medium
Z5.1.3	Widen the shared footway and upgrade shared crossing	High
Z5.2.1	Geometry and speed reduction of roundabout. Roundabout textured overrun, remove barriers, planting and extend the footway	High
Z5.2.2	Parallel or zebra crossings	Medium
Z5.2.3	Redesign the roundabout, reduce speed limit, and raised continuous footway with tactile paving	Medium
Z5.3.1	Continuous footway, with dropped kerbs and tactile paving. Enhance the existing gateway features.	Low
Z5.3.2	Upgraded lighting, artwork and vegetation management	Low
Z5.4.1	Underpass lighting and lightened surfaces	Medium
Z5.4.2	Dropped kerbs and tactile paving.	Low
Z5.4.3	Signage	Low
Z5.4.4	Continuous raised footway with tactile paving	Medium
Z5.5.1	Upgrade pedestrian crossing	Medium
Z5.5.2	Geometry reduction of vehicle access points and raised crossing points with resurfacing	Medium
Z5.5.3	Remove the centre line and plant central strip	Low
Z5.5.4	Planting and seating	Low
Z5.5.5	Roundabout geometry reduction, planting, widen footway and upgrade crossing to a zebra	High
Z5.5.6	Plant central strip and create a SuDS feature	Low
Z5.6.1	Junction geometry reduction, dropped kerbs and tactile paving	Low
Z5.6.2	Planting and seating	Low
Z5.7.1	Pedestrian crossing	Medium
Z5.7.2	Pedestrian crossing and widen footway	High
Z5.8.1	Dropped kerbs and tactile paving	Low
Z5.8.2	Dropped kerbs and tactile paving	Low
Z5.8.3	Seating	Low
Z5.8.4	Blue infrastructure/SuDS	Low
Z5.8.5	Zebra/controlled crossing	Med
Z5.8.6	Enhance the shared pedestrian and cycle facility along the footways	Medium
Z5.8.7	Widen footways and shared paths, wayfinding signage	Medium
Havant Core Walking Zone		
Z1.1.1a-c	Fill in and remove subway and provide at grade pedestrian puffin crossing.	High
Z1.1.2	Remove pedestrian guard railings.	Low
Z1.2.1	Remove pedestrian barrier, cut back vegetation and potentially widen footway.	Medium
Z1.2.2	Provide tactile paving and bollards.	Low
Z1.2.3	Provide bollards to highlight pedestrian crossing.	Low
Z1.3.1	Widen footway.	Medium
Z1.3.2a-b	Directional signage.	Low
Z1.3.3	Puffin crossing facility utilising exisiting traffic lights junction.	Medium
Z1.3.4	Provide signage and bollards.	Low

Potential option	Brief Description	Cost
Z1.4.1	See recommendation 270.2.3.	N/A
Z1.4.2	Remove staggered crossing replace with continuous ‘one phase’ controlled toucan.	Medium
Z1.4.3a-b	Highlight uncontrolled crossing point with bollards add signage.	Low
Z1.4.3c	Provide directional signage, improve street lighting and cut back vegetation.	Medium
Z1.5.1	Improve zebra crossing markings and raised table.	Low
Z1.5.2	Tactile paving and bollards to highlight crossing.	Low
Z1.5.3	Improve wayfinding, relocate signage.	Low
Z1.5.4	Improve wayfinding with directional signage.	Low
Z1.5.5	One way route, allowing footways to be widened on either side, and planting.	High
Z1.5.6	Improve uncontrolled crossing.	Low
Z1.5.7	Improve signage provision.	Low
Z1.6.1	Improved signage and lighting under the bridge.	Low
Z1.6.2	More seating and street lighting.	Medium
Z1.6.3	Vegetation clearance.	Low
Z1.6.4	Segregated cycle path and additional signage.	Low
Z1.6.5	Replace pedestrian footbridge.	High

Prioritisation of Potential Options

The Department for Transport document ‘LCWIPs – Technical Guidance for Local authorities’ states that:

The fifth stage of LCWIP development – Prioritising Improvements – sets out a suggested approach to prioritising walking and cycling infrastructure improvements, in the short, medium and long term.

This involves:

- developing timescales for delivery;
- high-level appraisal and costings of schemes;
- prioritising improvements considering effectiveness, cost and deliverability.

Prioritisation of the measures within this LCWIP will take place following consultation, so that all feedback received can be taken into account at that stage. The results of the prioritisation, and the final LCWIP report will be subject to formal adoption through normal council processes in due course.

Appendix A

Havant Borough Council network of cycle routes (existing and proposed)

Appendix B

Walking route audit tool

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint)	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Some patching in footway	Address surfacing
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street)	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate)	1	Perceived safety could be low in alleyways	enhance through lighting
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	High traffic volume suggests traffic noice and pollution could be improved	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks); - Excessive use of guardrail or bollards.			1	Excessive use of guardrail	Remove - improved pedestrian environment and reduced maintenance liability
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	2	No significant issues identified from desk based study	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay	1	Narrow in parts, generally sufficient	Widen where possible.
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Opportunities for improvement	Widen where possible - investigate zebra crossings to replace uncontrolled
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	No significant issues identified from desk based study	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12)	2	No significant issues identified from desk based study	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2	No significant issues identified from desk based study	
COMFORT				**10**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines	2		
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines	Crossings deviate significantly from desire lines.	2	Generally good	Could consider routing through the roundabout to enhance pedestrian priority
13.DIRECTNESS - gaps in traffic	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average)	1		Widen where possible - investigate zebra crossings to replace uncontrolled
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2	Controlled crossings are single stage with raised table	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users	Green man time would not give vulnerable users sufficient time to cross comfortably.	2	Not observed	
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2	Generally good	
DIRECTNESS				**11**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2	For majority of area, pedestrians are separated from roads by wide verge. 20m limit close to stops	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2	For majority of area, pedestrians are separated from roads by wide verge. 20m limit close to stops	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	No significant issues identified from desk based study	
SAFETY				**6**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect	1	Tactiles missing	Install tactiles and consider continuous pavements across minor side roads (there is an example already within Park Parade)
COHERENCE				**1**		
			Total Score	**32**		

ROUTE SUMMARY

Route Name	Dunsbury Way at Park Parade
Length	400m from Dunsbury Way stops
Name of Assessor(s)	NW
Date of Assessment	14.11.2019

Criterion	Performance Scores
Attractiveness	4
Comfort	10
Directness	11
Safety	6
Coherence	1
Total	32

Comments	The route has been assessed against existing infrastructure and with consideration of improvements planned as part of the Transforming Cities Bid for mass transit.
Actions	Include suggested improvements as "access to bus stop" measures. At a later stage, develop a feasibility study to investigate these measures in more detail, seeking to deliver in line with TCF schemes.

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Some patching in footway	Address surfacing
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	No significant issues identified from desk based study	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2		
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks); - Excessive use of guardrail or bollards			1	Faded coloured surfacing Guardraling could be removed	Maintenance issue. Remove guardrailing
ATTRACTIVENESS				6		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	2	No significant issues identified from desk based study	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	No significant issues identified from desk based study	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Opportunities for improvement	Crossings e.g. at mini rbt could be widened, particulary as shared use with cycles
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	No significant issues identified from desk based study	
9. COMFORT - gradient	There are no slopes on footway	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2	No significant issues identified from desk based study	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2	No significant issues identified from desk based study	
COMFORT				11		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2		
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2	Generally good	Continuous footways over minor side roads could be considered - but very low traffic speeds in any case
13.DIRECTNESS - gaps in traffic	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2		Widen where possible - investigate zebra crossings to replace uncontrolled
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2	Controlled crossing is single stage with coloured surfacing	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2	Not observed	
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2	Generally good	
DIRECTNESS				12		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2	For majority of area, pedestrians are separated from roads by wide verge. 20m zone with traffic calming close to stops	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2	For majority of area, pedestrians are separated from roads by wide verge. 20mph zone with traffic calming close to stops	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	No significant issues identified from desk based study	
SAFETY				6		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	Tactiles missing	Install tactiles and consider continuous pavements across minor side roads
COHERENCE				1		
			Total Score	36		

ROUTE SUMMARY

Route Name	Middle Park Way/Woolston Road
Length	400m from stops
Name of Assessor(s)	NW
Date of Assessment	14.11.2019

Criterion	Performance Scores
Attractiveness	6
Comfort	11
Directness	12
Safety	6
Coherence	1
Total	36

Comments	The route has been assessed against existing infrastructure and with consideration of improvements planned as part of the Transforming Cities Bid for mass transit.
Actions	Include suggested improvements as "access to bus stop" measures. At a later stage, develop a feasibility study to investigate these measures in more detail, seeking to deliver in line with TCF schemes.

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint)	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Some patching in footway	Address surfacing
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street)	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate)	1	Crookhorn and Stakes Hill are straight roads which may encourage speeding. Very low natural surveillance on route through park to college	Enhance pedestrian environment. Lighting. Public realm improvements
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	High traffic volume suggests traffic noice and pollution could be improved	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks); - Excessive use of guardrail or bollards			1	Opportunities for improvement, particularly at Crookhorn Lane/Stakes Hill Road Rbt	Public realm enhancements
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching	0	Surfacing on route through park poor	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay	1	Narrow in parts, particularly on route through park to college	Widen where possible
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay	1	Opportunities for improvement	Crossing at Coop could be widened to better accommodate large flows of college students. Widen crossing from park to college. Amend park gate to better support wheelchair users
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines	2	No significant issues identified from desk based study	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	2	No significant issues identified from desk based study	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2	No significant issues identified from desk based study	
COMFORT				**8**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road)	Footway provision could be improved to better cater for pedestrian desire lines	Footways are not provided to cater for pedestrian desire lines.	2		
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	1	Crossing points are often set back from desire lines	Move crossing points to desire lines where possible
13.DIRECTNESS - gaps in traffic	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average)	1	Crossings often across two lanes of traffic on either side of carriageway causing difficulties crossing and delay	Widen crossings, introduce zebras or reduce two lanes to one on entering roundabout to reduce distance to cross. Increase size of islands and narrow the carraigeway. Facility reqired to cross entrance to factory site - very wide.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2	No controlled crossings within 400m radius, N/A.	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2	No controlled crossings within 400m radius, N/A.	
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			1	Enhancements to pedestrian/cycle environment required	Continuous footways over all side roads could be considered
DIRECTNESS				**9**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	Can make crossing difficult	Widen and enhance crossing facilities
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	Long straight roads may encourage speeding - most footpaths separated from carraigeway by verge	Widen and enhance crossing facilities
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	No significant issues identified from desk based study	
SAFETY				**4**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	Tactiles missing from most crossing points, including within residential streets. Section of footway missing between Riverside School and route through park.	Install tactiles, consider coloured surfacing at crossing points including rbt - with public realm enhancements. Install missing section of footway between Riverside School and route through park.
COHERENCE				**1**		
			Total Score	**26**		

ROUTE SUMMARY

Route Name	Crookhorn Lane/Scratchface Lane stops
Length	400m from Crookhorn Lane/Scratchface Lane stops and additional distance through park land to Havant and South Downs College
Name of Assessor(s)	NW
Date of Assessment	14.11.2019

Criterion	Performance Scores
Attractiveness	4
Comfort	8
Directness	9
Safety	4
Coherence	1
Total	26

Comments	The route has been assessed against existing infrastructure and with consideration of improvements planned as part of the Transforming Cities Bid for mass transit.
Actions	Include suggested improvements as "access to bus stop" measures. At a later stage, develop a feasibility study to investigate these measures in more detail, seeking to deliver in line with TCF schemes.

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Borough of Havant

Draft local cycling and walking infrastructure plan

September 2021