

# Borough of Gosport

Draft local cycling and walking  
infrastructure plan

September 2021



# 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](https://www.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 Gosport 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](mailto:shared.expertise@hants.gov.uk) or visit our website [hants.gov.uk/sharedexpertise](https://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.



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# Introduction

At both Hampshire County Council and Gosport Borough Council 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 Gosport 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 (LCWIP), as set out in the Government's Cycling and Walking Investment Strategy, are a new, strategic approach to identifying cycling and walking improvements required at the local level.

They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.

## Local policies

This plan is supported by policies developed and delivered by Hampshire County Council including; the emerging Local Plan 4, Local Transport Plan 3 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 Gosport?

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.

This is the second LCWIP undertaken in Gosport Borough. The first covered a limited travel zone within both Gosport and Fareham Boroughs. It was completed in 2018 as part of a programme to address projected air quality exceedances at a section of the A27 between the Quay Street and Delme junctions (predicted to persist until 2020), to bring them back within legal limits 'in the shortest possible time', under legal instruction via Ministerial Direction from the Secretary of State.

Given the limited timescale, a rapid LCWIP was completed, identifying targeted measures on the cycle network that could likely be delivered within 2019. Government funding was limited to measures

deliverable before the end of 2019, and all eligible improvements in Gosport were delivered.

Developing a second plan demonstrates our commitment to including the whole Borough of Gosport, seeking longer term and more ambitious measures, and engaging with stakeholders and users to develop the wider network. A whole Borough wide LCWIP has been produced for Gosport Borough. We are committed to improving our roads to support active, healthier modes of transport such as walking, cycling and public transport that are accessible to everyone.

Transformative walking and cycling improvement programmes in other parts of the country are helping to build healthy and friendly neighbourhoods. In this regard, the plan will help us to 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

## Introduction

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.

## Description of Gosport Borough

Gosport Borough has a population of around 83,000 and is located on the south coast between the cities of Portsmouth and Southampton. At around 2,800 ha in size, it borders only Fareham Borough Council, although there is a regular ferry service to Portsmouth city. Gosport Borough Council is the Local Planning Authority. Hampshire County Council is the Highway Authority. Settlements in the Borough include: Gosport town, Rowner, Brockhurst, Hardway, Elson, Browndown, Alverstoke, Anglesey, Haslar and Lee-on-the-Solent.

## Transport

The A32 is the main road in and out of the Gosport peninsula, providing a link from Gosport town centre to

Fareham town centre and passing through Brockhurst and Bridgemary. There are no other A roads in the Borough. Portsmouth Harbour and the Gosport coastline constitute substantial barriers to travel outside of the Gosport area, and from Gosport town centre to Haslar respectively. The coastline and inlets between Gosport and Halsar are also barriers to more direct travel.

Gosport does not have a rail station but there are links to Portsmouth Harbour Rail Station via the Gosport ferry terminal, and to Fareham Rail Station, via regular bus services. The Eclipse bus service has dedicated rapid transit facilities from Gosport into Fareham, which are also shared with cyclists. There is a bus station within Gosport town centre adjacent to the ferry terminal.

Gosport bus station is located within 100m of the Gosport ferry terminal, which provides regular services across Portsmouth Harbour to the Portsmouth peninsula. The ferry offers a high frequency service every 15 mins (7.5 minutes at peak times) that runs between Gosport town centre and Portsmouth Harbour, with a 4 minute transfer time. The ferry directly interchanges with Portsmouth Harbour Railway station, which offers mainline rail services out of Portsmouth.

### Local trip generators

Gosport town centre is a major destination for employment and shopping. Other large employers include HMS Sultan, Huhtamaki, Daedalus Enterprise

Zone and Standard Aero.

Educational and healthcare facilities are among other key trip generators.

### Walking and cycling in Gosport

The Borough consists of primarily urban and seafront communities. There are few geographical constraints on walking and cycling within the Gosport Borough, as the terrain is relatively flat, and the only major natural barrier is the river Alver.

Trips under 2km are very walkable for most people within around 30 minutes. The 2011 Census reported that around 18% of commuting trips in Gosport are under 2km. Of these, around 41% are driven and 34% are on foot.

Around 44% of commuting trips made by Gosport residents are under 5km, a distance that can easily be cycled in around 20-30 minutes. Currently, 54% of these short trips are made by car or van and 17% by bicycle. Compared to other parts of the UK, this is a very high rate of cycling.

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, and although it can be seen that Gosport has a very well established cycle network than most places, some current facilities and network connections, for both

walking and cycling, require improvement, making them a less desirable option for many people within the Borough.

59% of children walk to School in Gosport, and 17% cycle. Around 19% travel by car. Cycling to secondary school is more common than cycling to primary school.

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

### Developments and opportunities

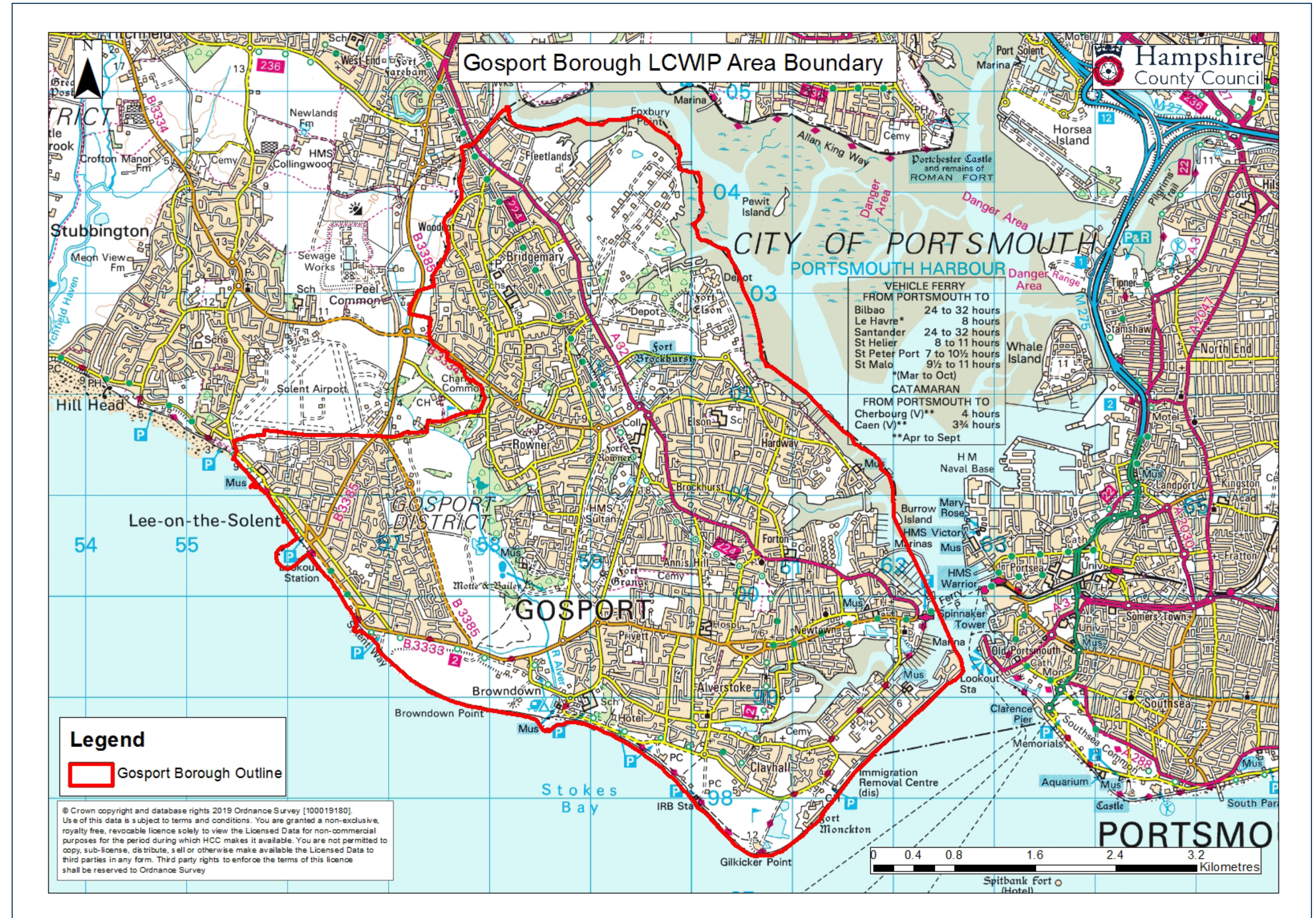
Gosport Borough Council's Local Plan 2011-2019 was adopted in October 2015. In the local plan, several large allocations were identified for both residential and business uses. These include the former Daedalus site, which straddles the border between Gosport and Fareham, and several waterside allocations near the town centre. These local plan allocations were considered at the stakeholder engagement session. Currently Gosport Borough Council are working on preparing an emerging Local Plan to cover the period to 2038.

## Introduction

## References:

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# Gosport LCWIP boundary



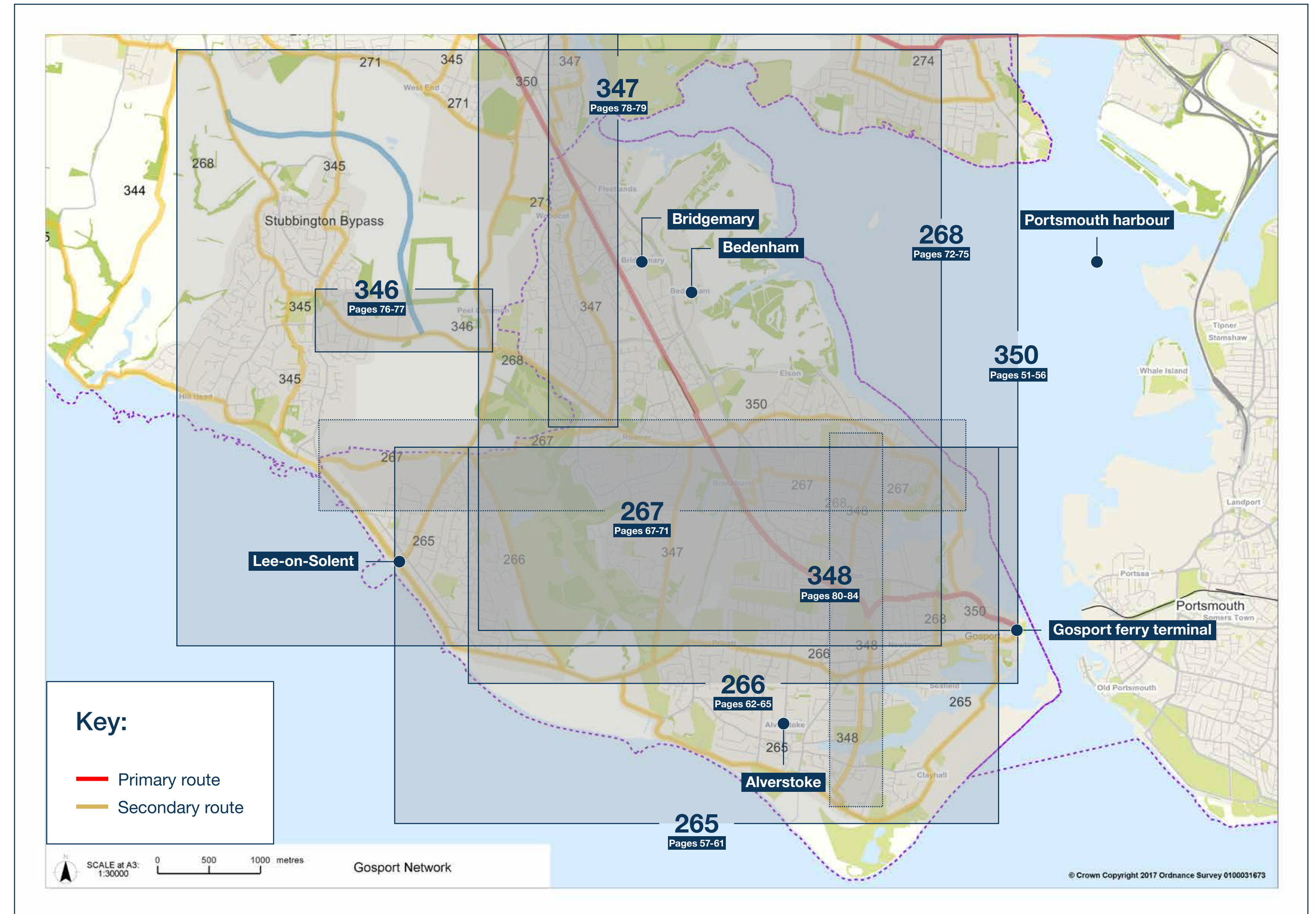


# Proposed Gosport network overview

This map represents an overview of the Gosport Borough area, the proposed cycle network and walking zone.

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.



# 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 online (October 2020) to engage with a wide range of people who use our streets, high streets, walking and cycle routes on a day-to-day basis. The principles sit under three headings:

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

## 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;

## Hampshire walking and cycling strategies

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

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

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

For further information on the Hampshire County Council walking and cycling strategies please follow this link – [hants.gov.uk/transport/strategies/transportstrategies](https://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:

DfT’s Gear change: **a bold vision for cycling and walking: Cycling and walking plan for England – GOV.UK**

Link to DfT’s Cycle infrastructure design (LTN 1/20) guidance: [gov.uk/government/publications/cycle-infrastructure-design-ltn-120](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/](http://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) initially to support two separate funding bids to the DfT's Transforming Cities Fund in 2019. These LCWIPs have been co-developed by both organisations. Sustrans 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. 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. It does not include consideration of leisure trips outside the urban areas. Survey work was undertaken by both Sustrans and Hampshire County Council staff.

The approach was to look afresh at opportunities to create walking and cycling networks. Existing facilities and routes were considered, along with known

improvement proposals. Local stakeholders helped to identify where new routes and improvements were needed. The potential routes were then surveyed on foot and bicycle. The methodology adopted was informed by the Design Guidance published as part of the Active Travel (Wales) Act 2013, the London Cycling Design Standards (first published 2005, latest update 2016) guidance on developing a coherent cycle network and the LCWIP Technical Guidance (published 2017) 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:

### 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 Gosport Borough Council. Sustrans and Hampshire County Council have jointly developed Stages 2, 3 and 4.

## Gathering information

Comprehensive information and data sources were provided by Hampshire County Council and Gosport Borough Council (GBC), 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 the early stage of the process (29 August 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

## Methodology

generators from the Sustrans GIS database.

### Existing walking and cycling network

The main existing routes comprise National Cycle Network (NCN) Route 2 along the seafront between Warsash and Gosport and The Eclipse Busway (NCN Route 224) on the former railway line between Fareham and Gosport. There is an extensive network of existing cycle routes of variable quality throughout the borough.

There is a very limited Rights of Way network.

Whilst much of the borough can be accessed via the pedestrian infrastructure provided alongside the road network, pedestrian accessibility through the Alver Valley Country Park, north-south, is generally good however east-west access is limited. The urban public footpaths do not comprise a comprehensive joined-up walking network, although they will be locally useful for trips on foot. 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 following pages 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 both Gosport and Fareham town centres, especially retail and employment, but there are also large employment sites at Newgate Lane (just outside the borough), Bridgemary and Alver (primarily HMS Sultan). There are three secondary schools within the Borough, Brune Park, Bridgemary and Bay House, these are located in Brockhurst in the centre of the peninsular, Bridgemary in the north and Alverstoke to the south. With St Vincent College and the Centre of Excellence in Engineering, Manufacturing and Advanced Skills Training (CEMAST), leisure destinations 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, most 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 Gosport based on census 2011 flow data indicates that Gosport town centre, and particularly the ferry terminal, is an important destination, with flows radiating to the surrounding residential areas. There is a strong link between Gosport and Portsmouth via the ferry and the NCN

Route 224 which uses the Eclipse Busway appears to be well used. It should be noted that commuting is only 14% of all trips nationally.

The school travel map shows strong flows radiating out from Alverstoke/Browndown area towards Lee-on-the-Solent, Rowner, Brockhurst and the town centre. Weaker but significant flows are indicated on the southern traffic-free section of NCN Route 224 through Brockhurst and the town centre. 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 between Stubbington and Rowner and between Elson/Hardway and Gosport town centre. There are also substantial flows radiating out from Gosport town centre to the surrounding areas of Elson, Brockhurst and Alverstoke. Flows between Gosport and Fareham are much weaker, probably reflecting the greater actual road distances involved. This map suggests that there is good potential for modal shift across the whole urban area.

Commuting, education and escort education trips only account for 27% of all trips in England, so there is a danger that too much weight is given to these types of trip, because the data is readily available from the Census 2011. Shopping accounts for 18% of all trips

and leisure 22% so arguably we should focus on these trips, but unfortunately there is limited data available. The full breakdown from the National Travel Survey of English residents published in July 2019 is shown in the table 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%
<b>All</b>	<b>1,329</b>	



## Network planning for cycling

There is a wealth of information to consider when planning a cycle network for Gosport, 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:

The proposed network coincides with much of the existing cycle network within the borough. 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 the town centre as the primary zone. The secondary zones are 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 main routes into the Gosport town centre Core

LCWIP ref	Map ref	Analysis	Recommendations
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

Walking Zone have been audited in some detail and these are described in the following pages.

## 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 Railway Stations, 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,

## Methodology

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 Railway Stations 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 funding bid to 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 were 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.

## Propensity to cycle scenarios

The Propensity to Cycle (PCT) is an open source transport planning system, part funded by the Department for Transport. It was designed to assist transport planners and policy makers to prioritise investments and interventions to promote cycling. More information is available from the PCT website: [pct.bike/m/?r=hampshire](https://pct.bike/m/?r=hampshire)

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

- census 2011 origin and destination commuting data (O-D data);
- cycle streets routing.

The model estimates cycling potential adjusted for journey distance and hilliness as well as predicting the

likely distribution of those trips using the Cycle Streets routing application [cyclestreets.net/](https://cyclestreets.net/).

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

Whilst this model is a useful tool, there are a number of limitations which should be considered especially when making decisions based on the patterns shown. Firstly, the data only shows travel to work and school trips, only 27% of all journeys; travel for shopping and for leisure is not included. Secondly, the data also misses out minor stages of multi-stage commuter trips so cycle journeys to Railway 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.

## Methodology

The first map shows current levels of cycling to work, which are above the UK average in Gosport, 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 on the following pages:

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

# Case studies

In addition to the Government's Cycling and Walking Investment Strategy, a number of local authorities and devolved administrations have published their own strategies for increasing levels of walking and cycling and some of these are summarised below, together with a few practical examples.

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



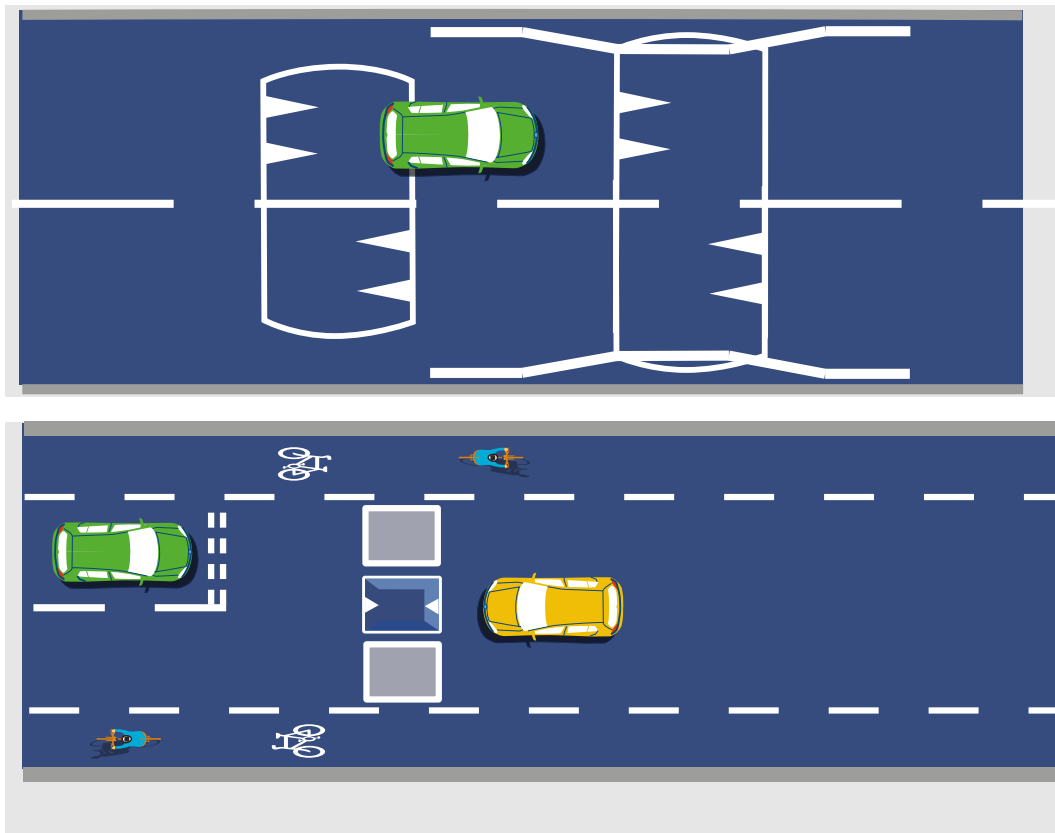
After

## 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.



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 unlikely to be delivered as a standalone measure.

### 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.



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 and Hampshire has a couple already.

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.”**

## Case studies

### 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.



**Point closure with removable bollards –  
Portsmouth City Region**

# Mapping data:

Traffic flows, current network  
and key destinations

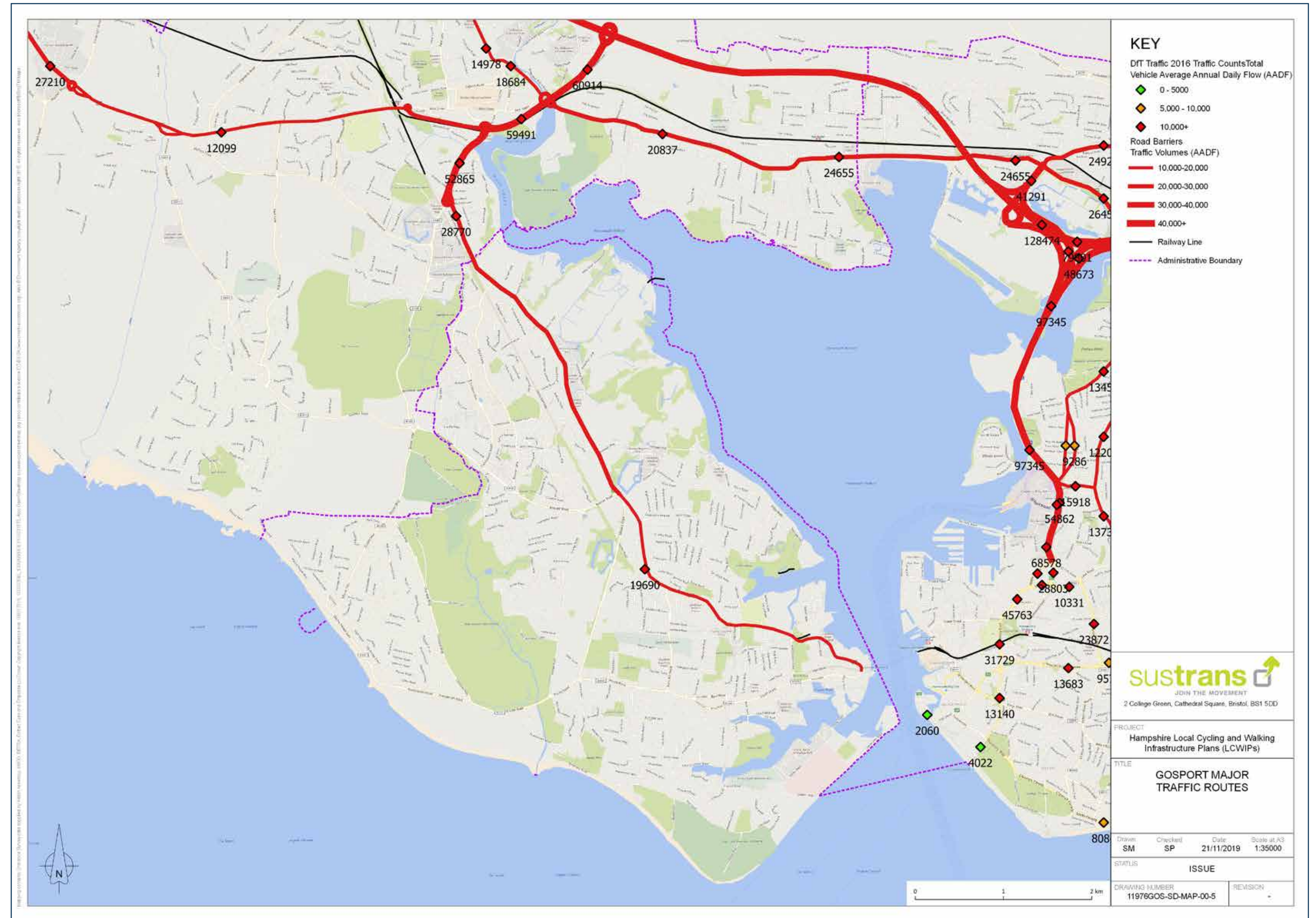


## Major traffic routes

As part of the LCWIP process, it is important to identify where the main barriers to movement by walking and cycling are located, and how they may be overcome or negotiated. This plan illustrates the location of some of the roads in the Borough which carry the highest volumes of traffic and therefore represent barriers to journeys by foot or by 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.

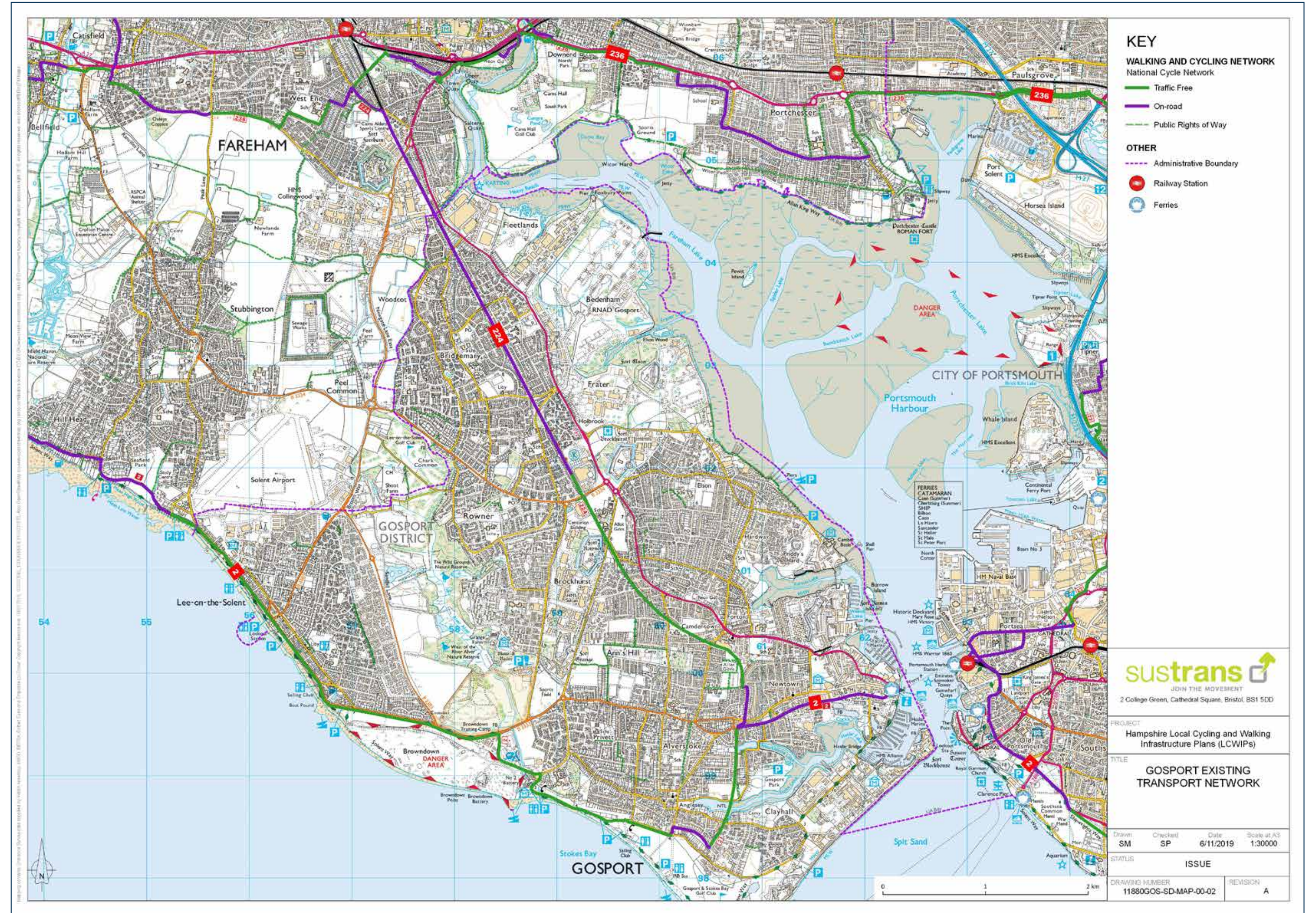
Within Gosport Borough, only one DfT count point is available, the A32. Indeed, this is the only A road within the Borough and is the main routes in and out of Gosport, providing a connection between the centres of Fareham and Gosport. Consequently, this road carries a high volume of traffic and represents a barrier to movement which bisects the peninsula.

Whilst the A32 is the only road with DfT traffic counts within the Borough, it is important to note that it is not the only road that represents a barrier to pedestrian and cycle trips. Indeed, the B3333 and B3334 also carry high volumes of traffic.



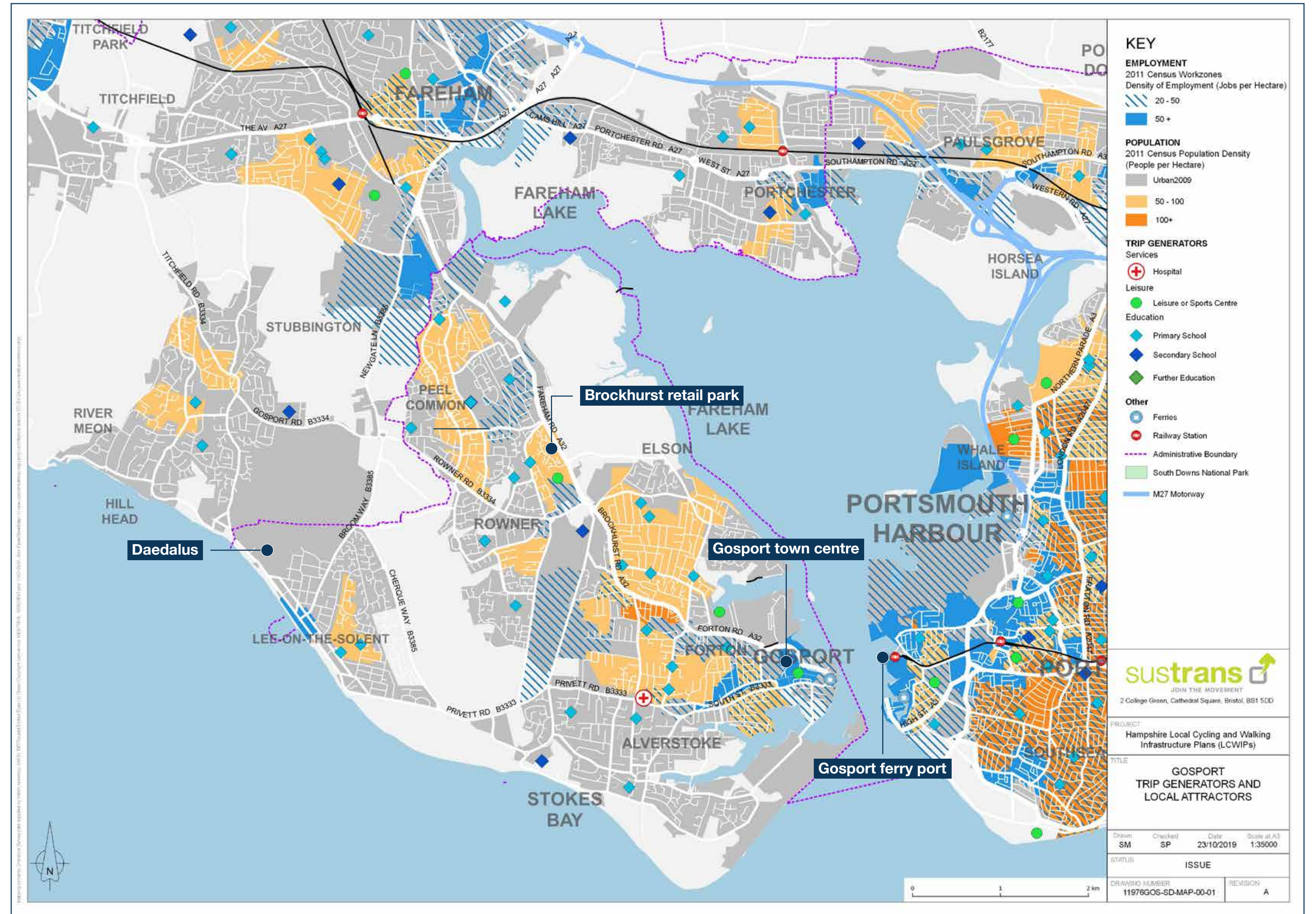
## Existing transport network

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



## Trip generators and key destinations

This map shows the key destinations within the Gosport 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 Gosport area.

## PCT commute data

### Census 2011:

Baseline data

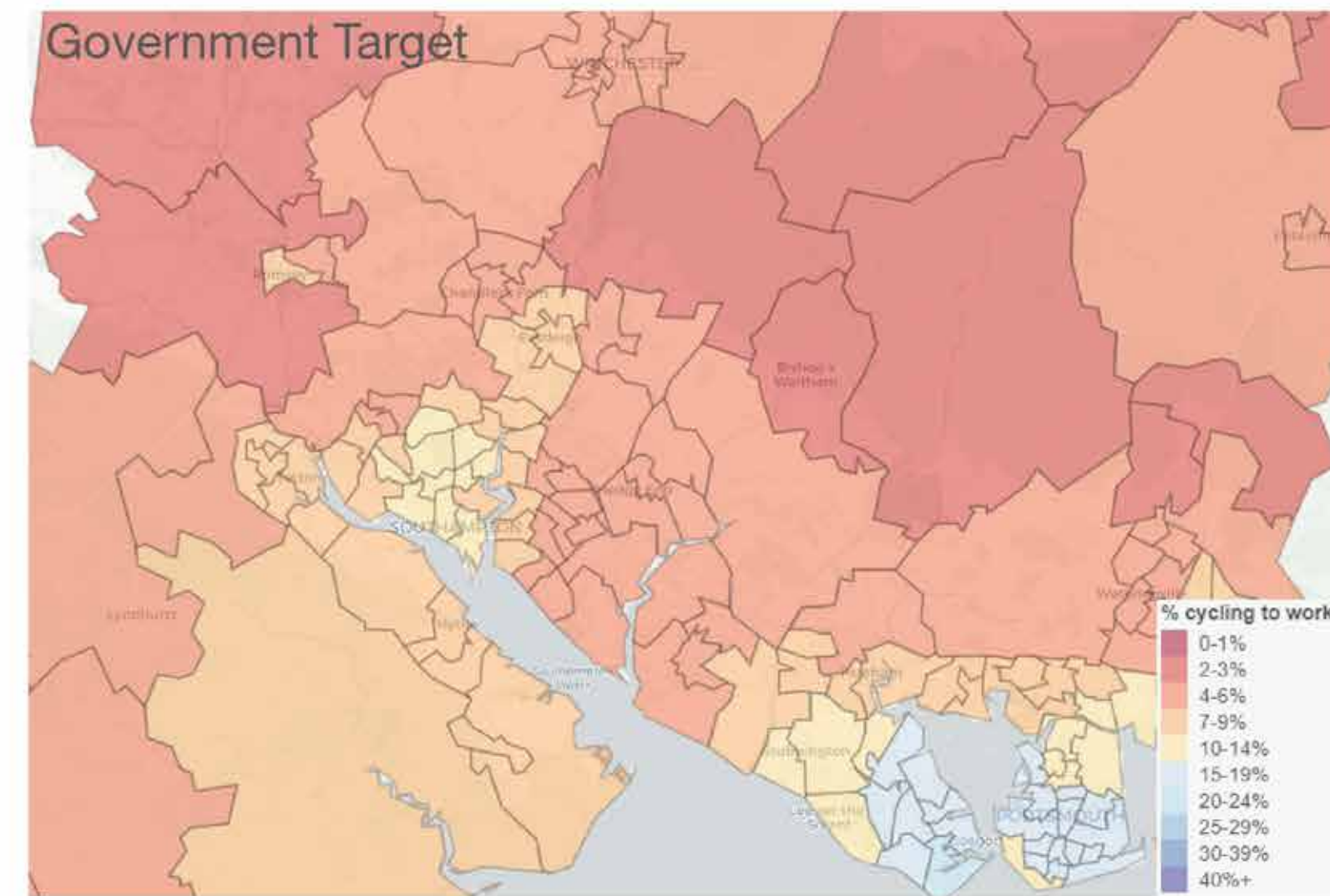
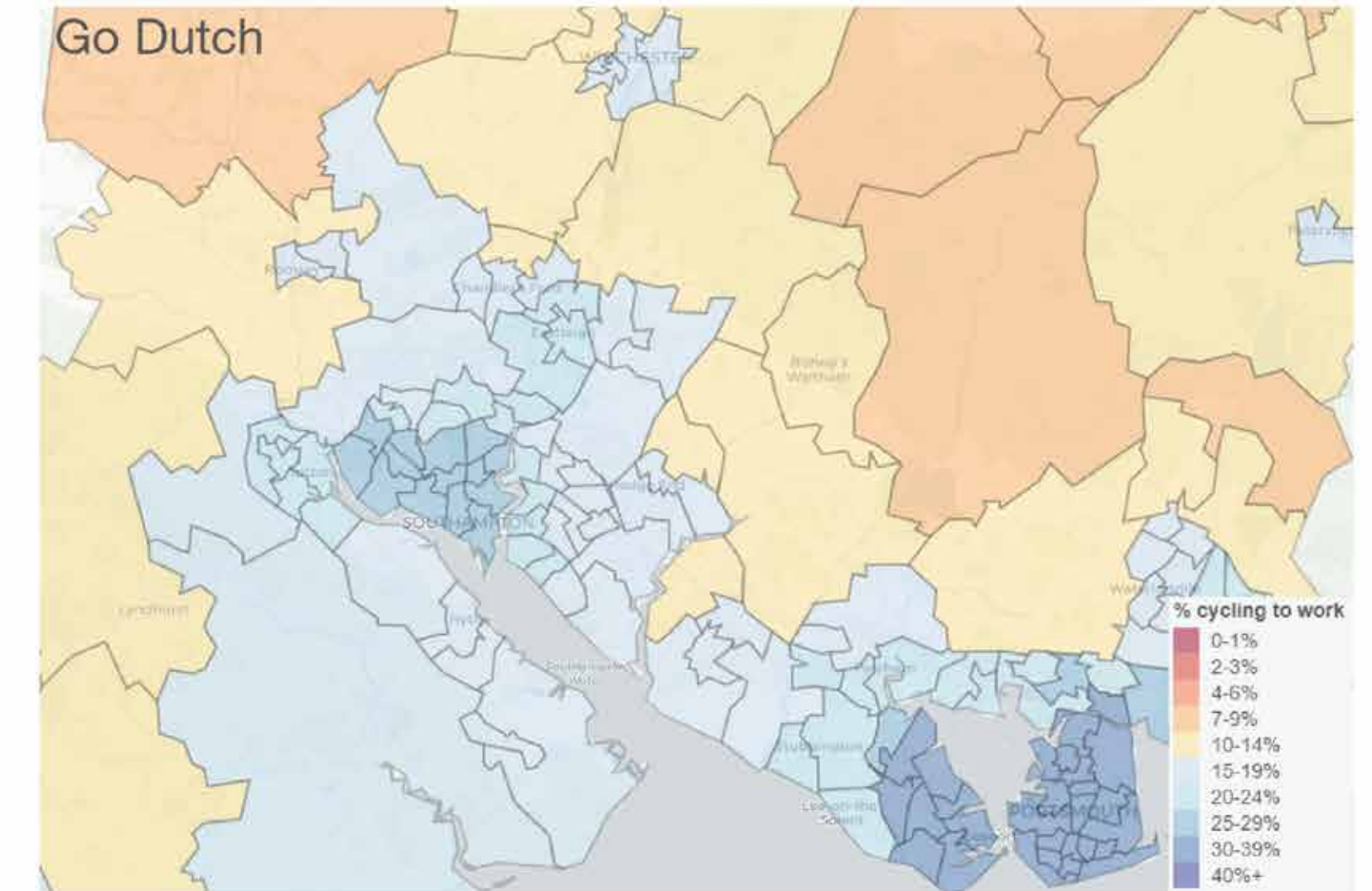
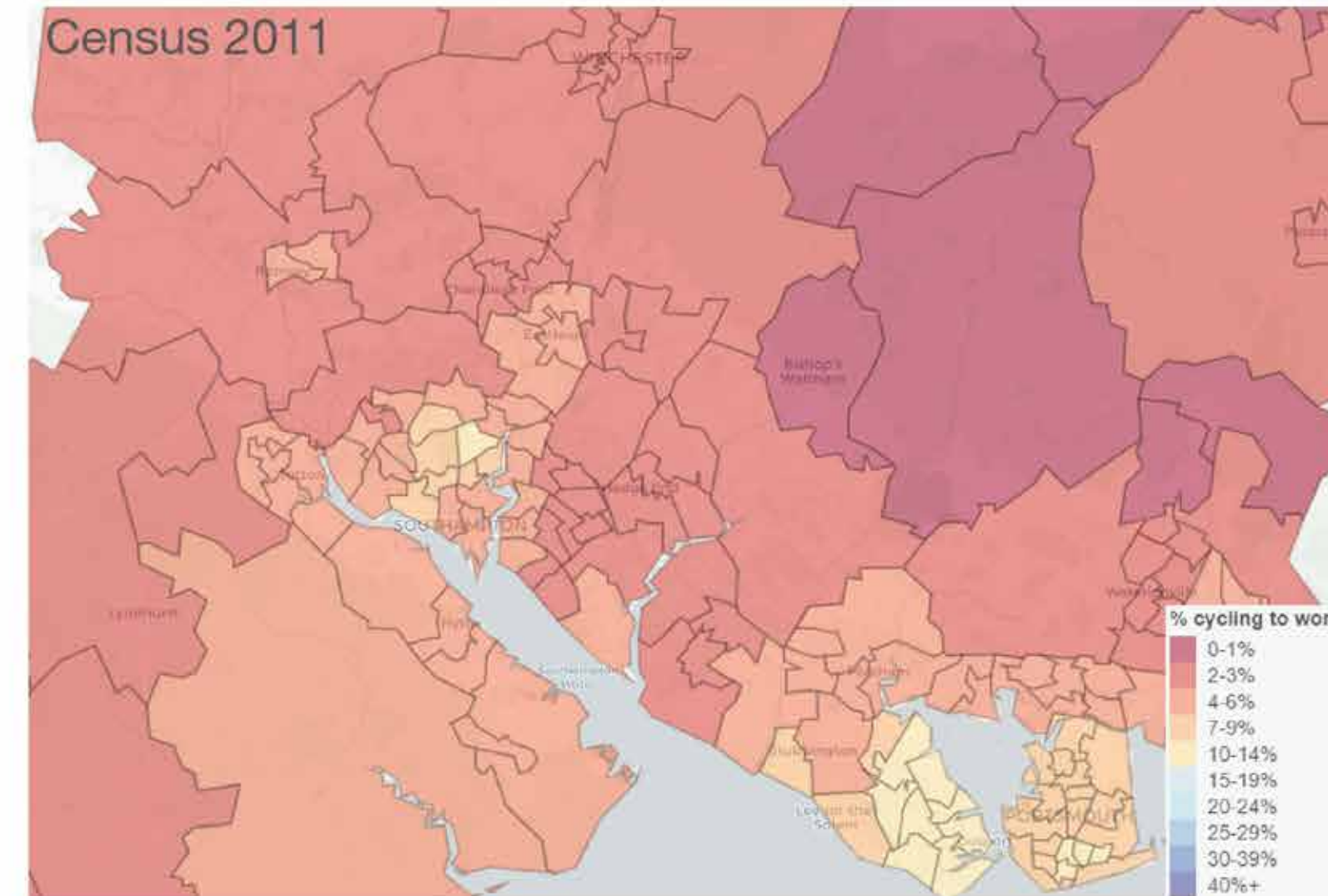
### Government Target:

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

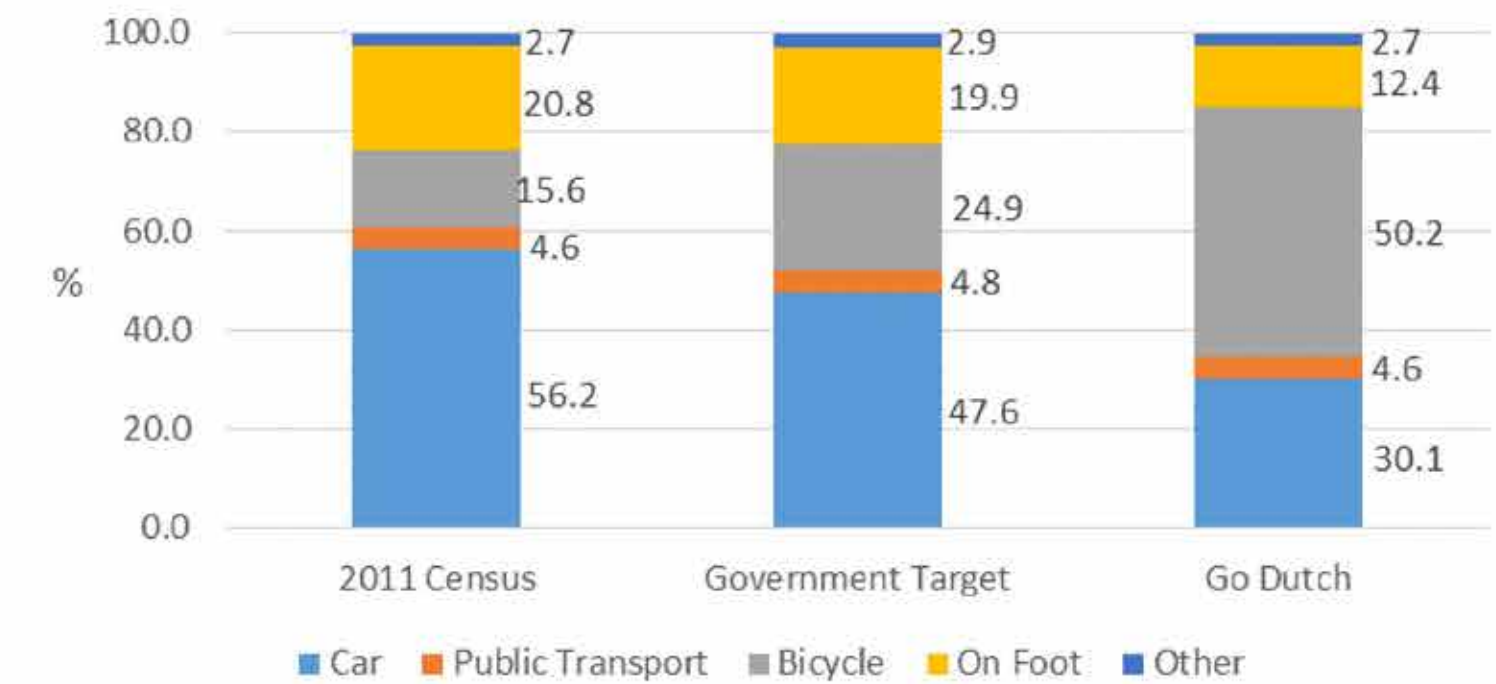
### Go Dutch:

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

## PCT Commute Data



### Modal Split: Commute Trips Within Gosport Borough

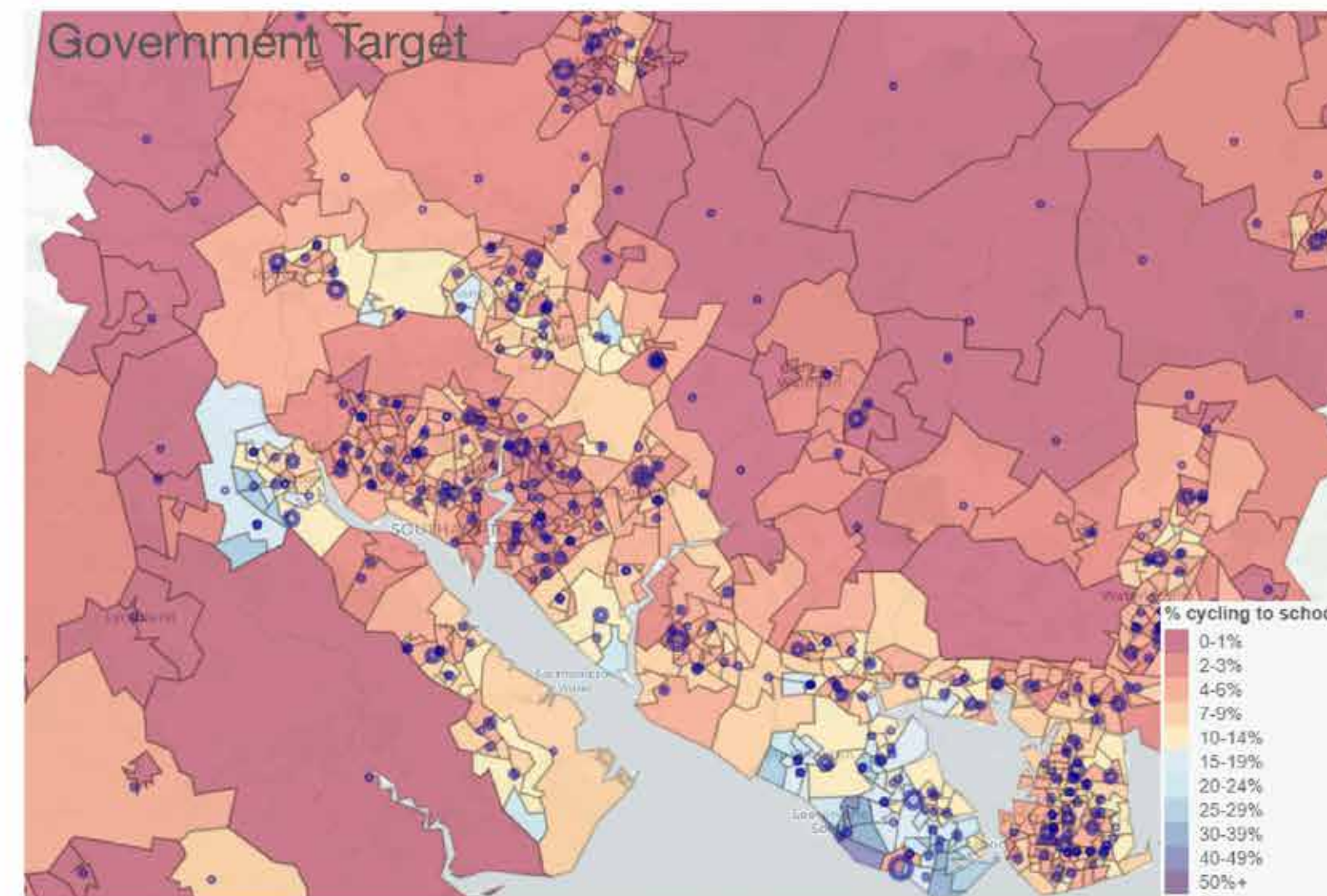
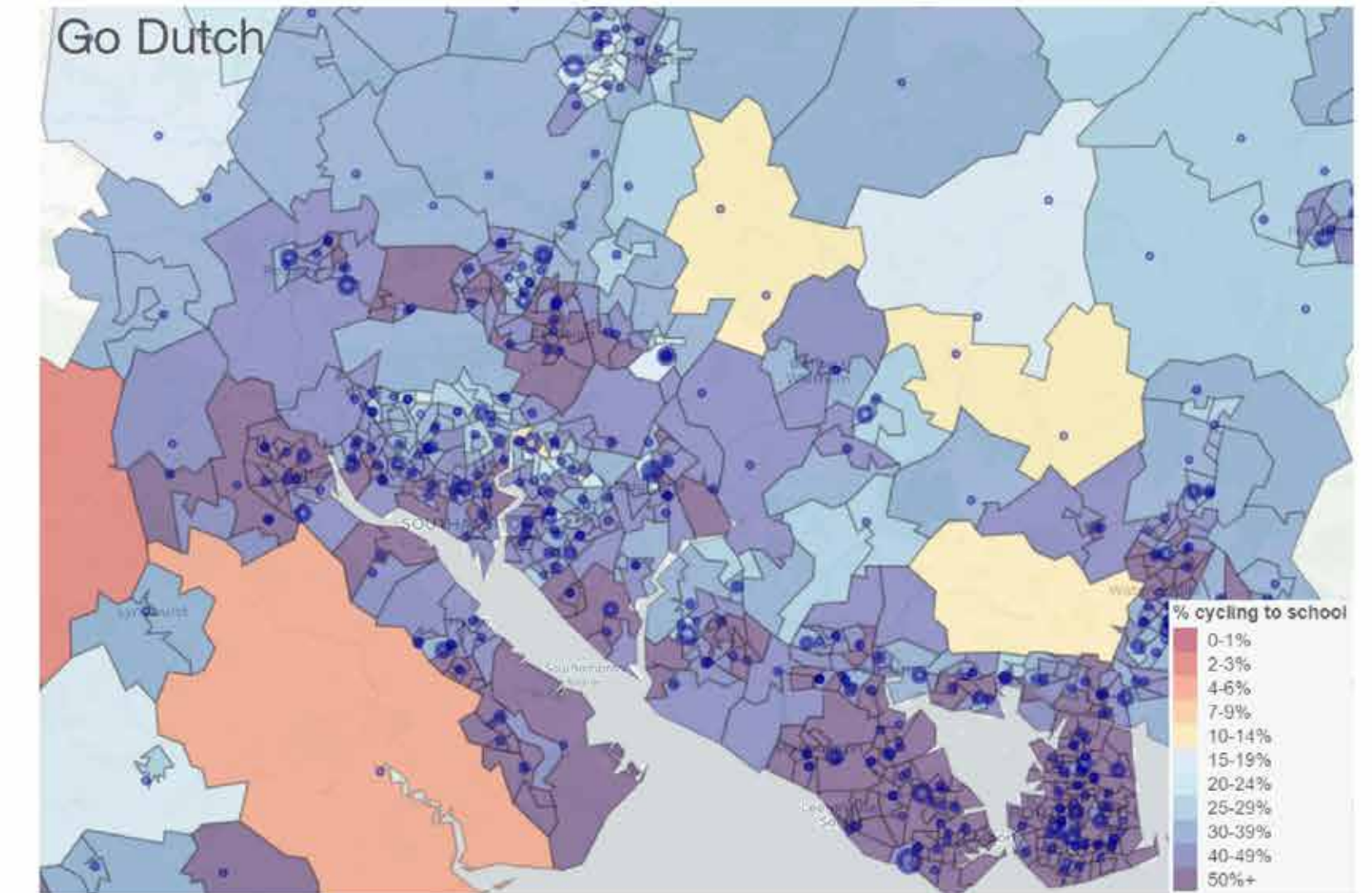
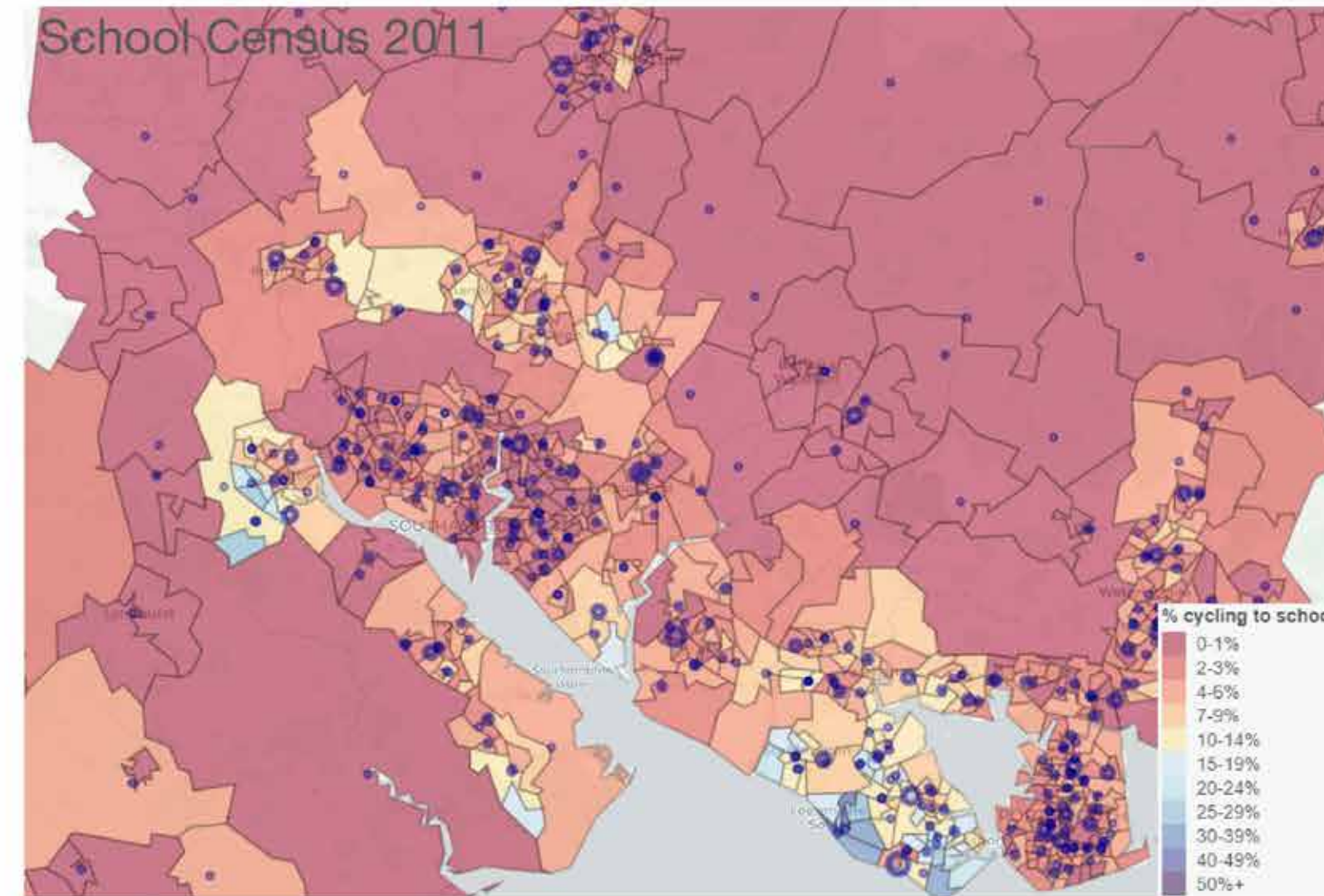


## PCT commute data

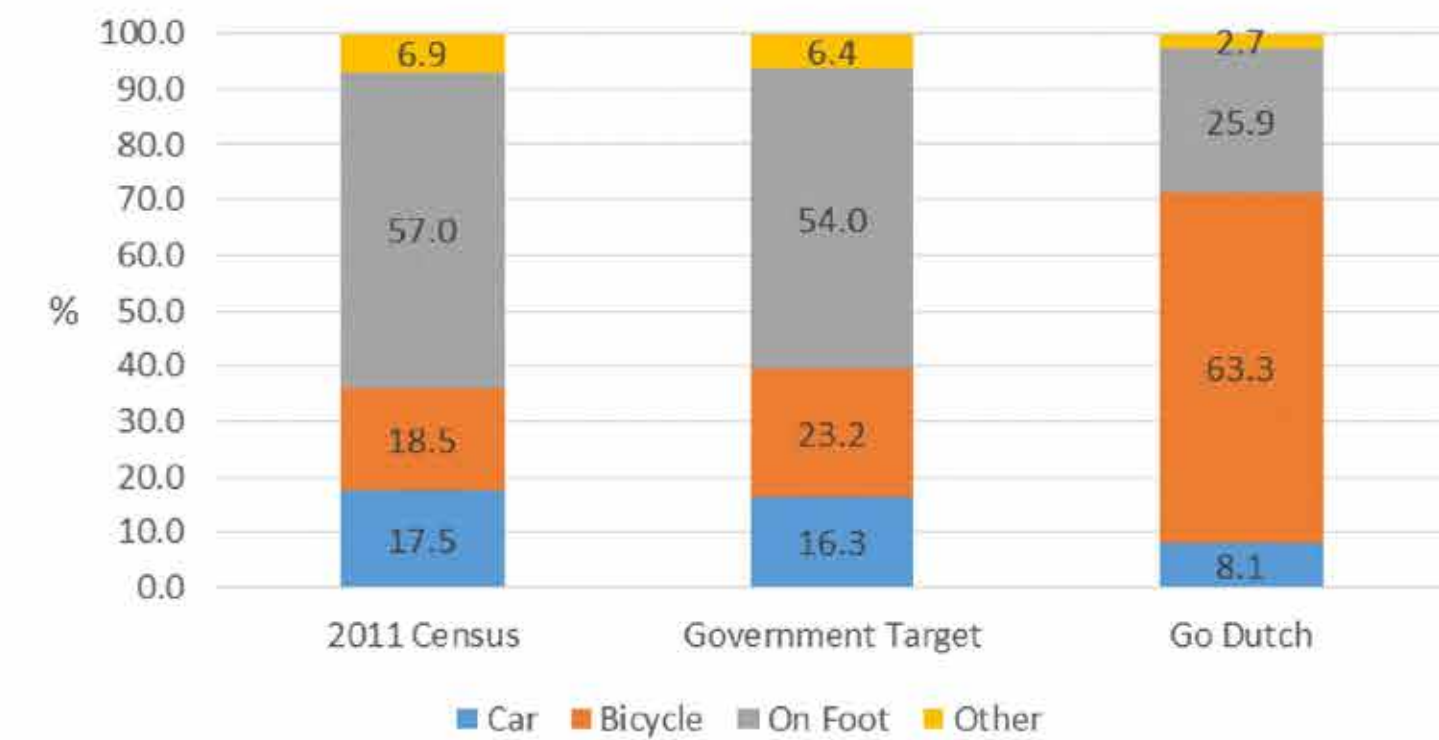
These maps of cycling routes to work are derived from Census 2011 data, so do not reflect any recent changes in employment sites. If the local priority is enabling more people to cycle to work, then these travel patterns are a useful guide to routes where investment is needed. However, it must be remembered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

In Gosport, there is clearly huge potential for increasing cycle trips to work. The Government target would see an increase of around 50%, while the Go Dutch scenario suggests that cycling could increase more than three-fold here.

## PCT School Data



## Modal Split: Gosport Borough School Trips



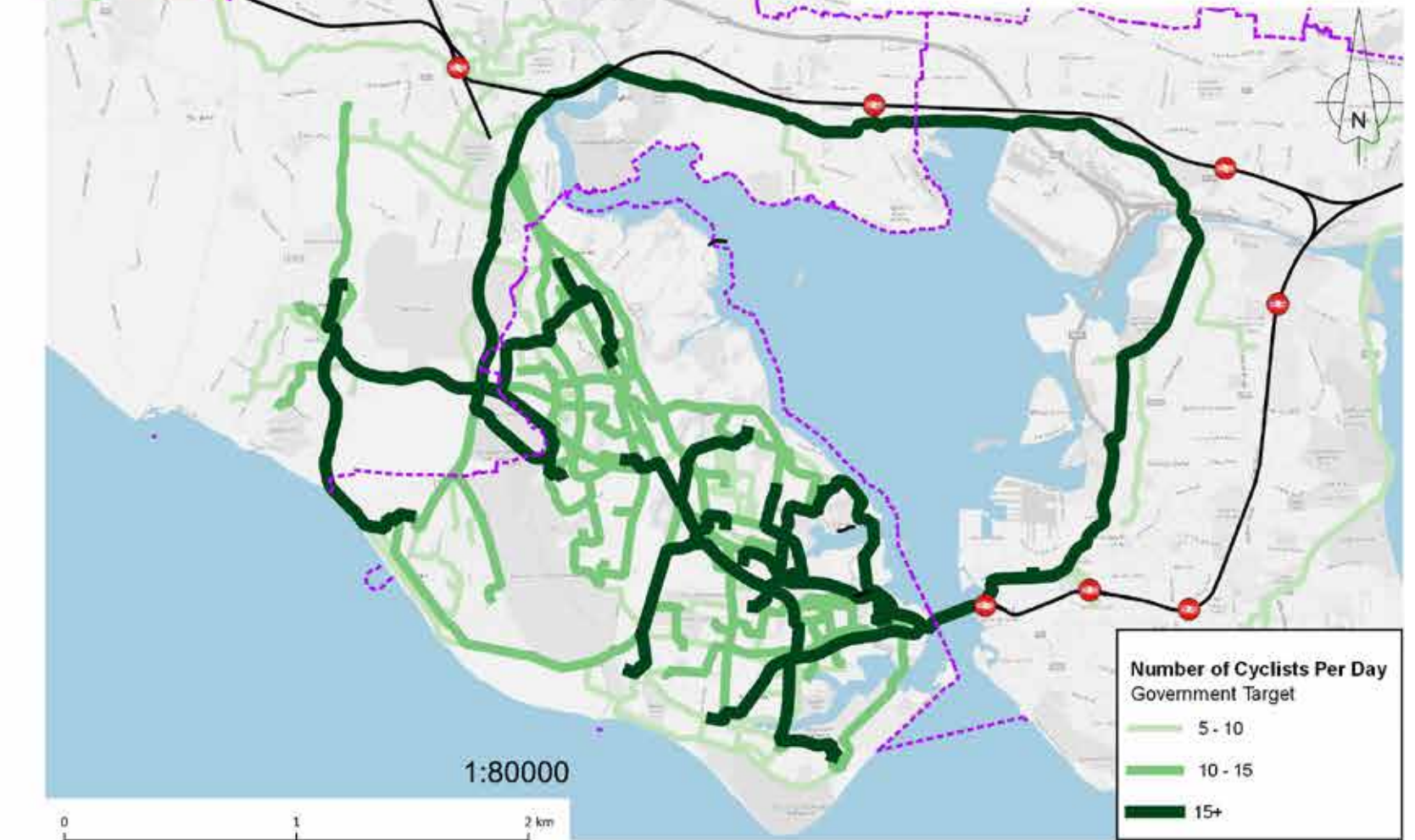
## PCT Commute data

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 Gosport, there is clearly huge potential for increasing cycle trips to work. The Government target would see an increase of around 50%, while the Go Dutch scenario suggests that cycling could increase more than three-fold here.

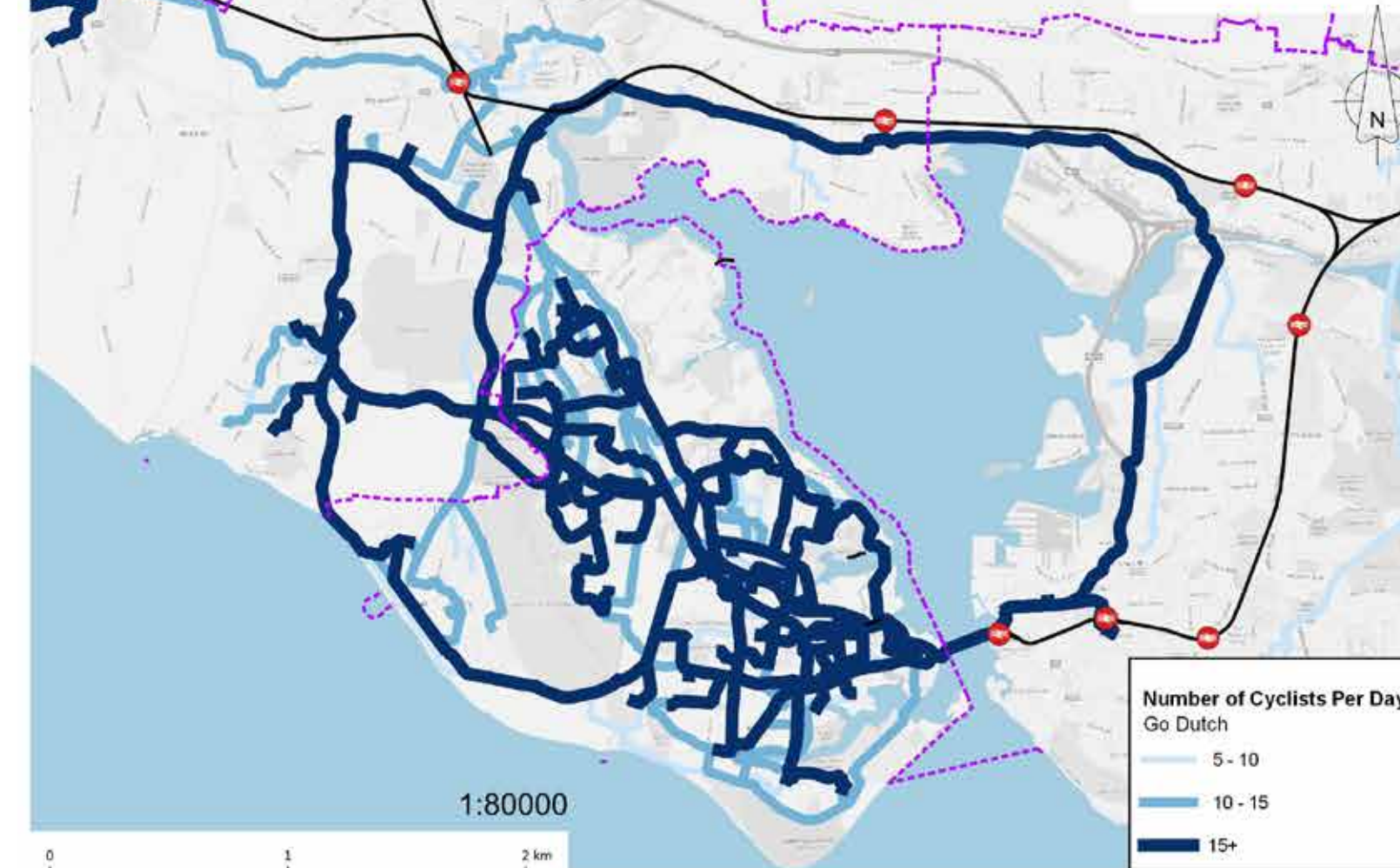
### Gosport PCT Commute Data 2011 Census



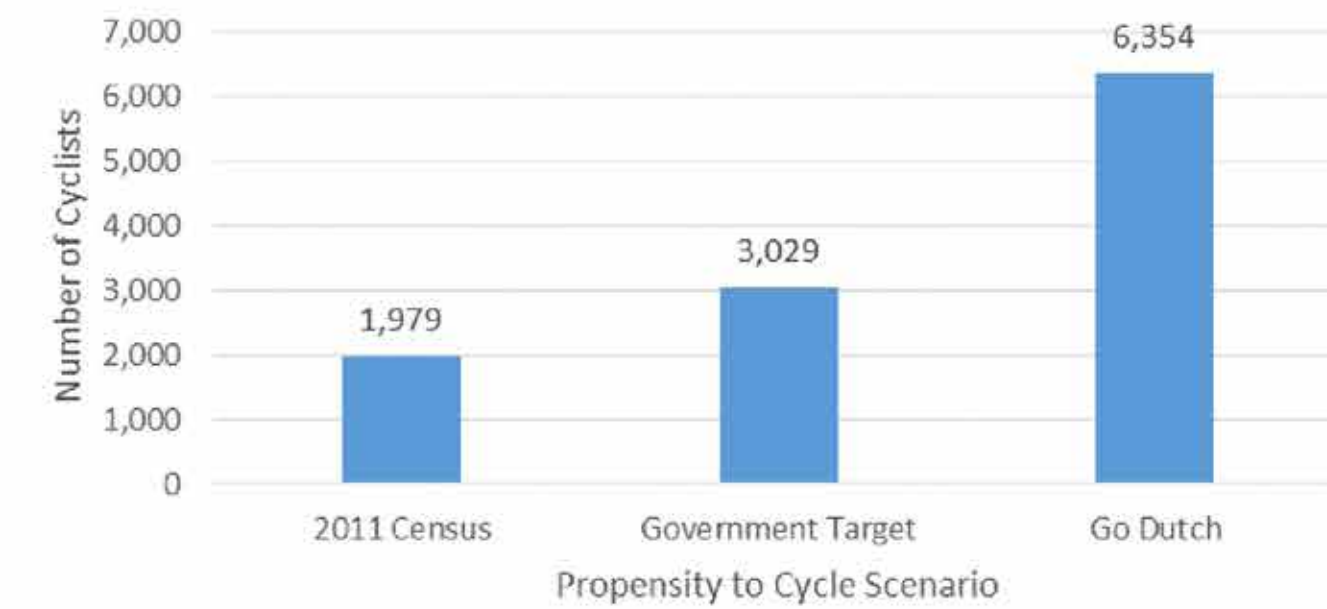
### Government Target



### Go Dutch



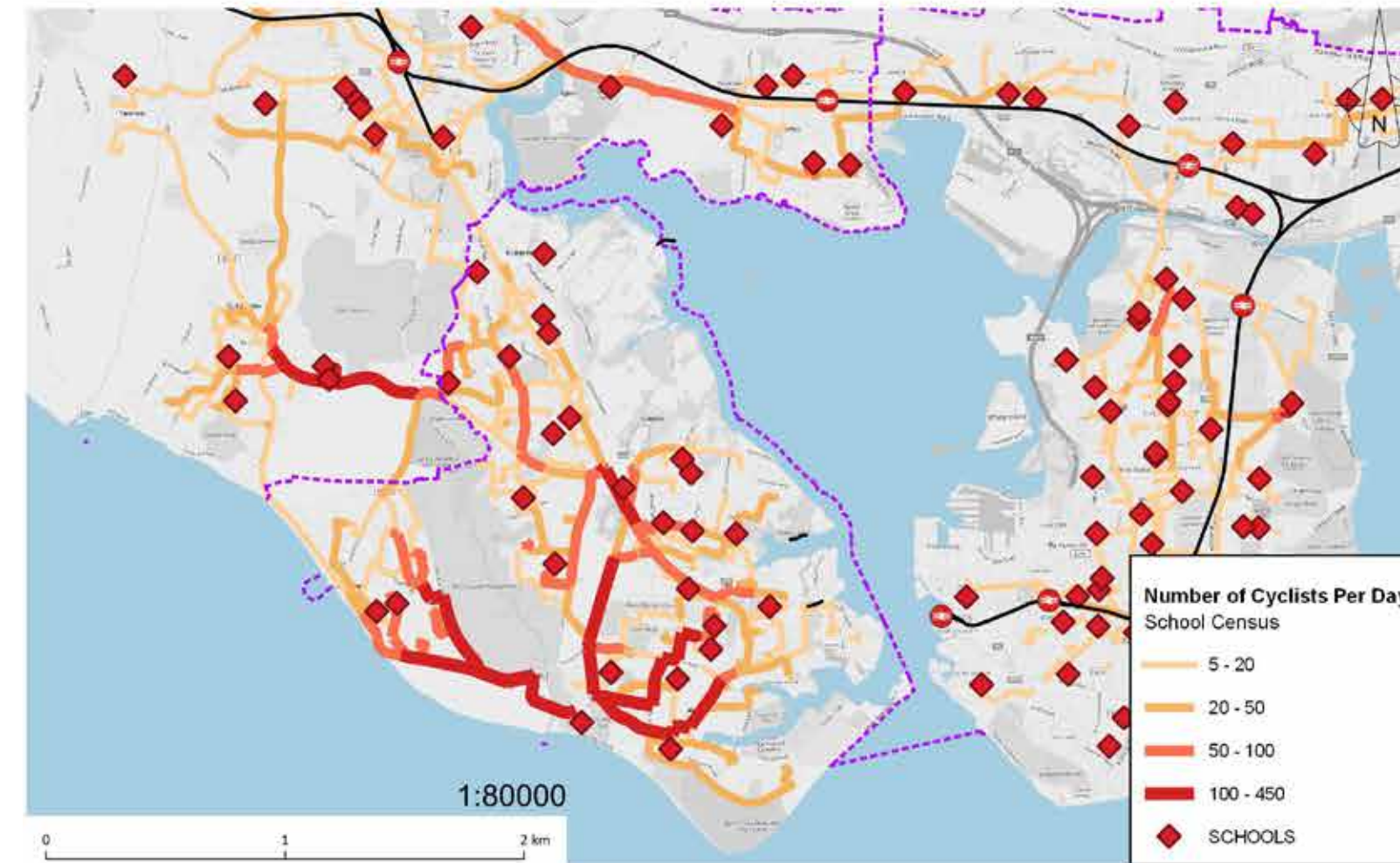
### Gosport Borough: Total Commuters by Bicycle Per Day



## PCT School data

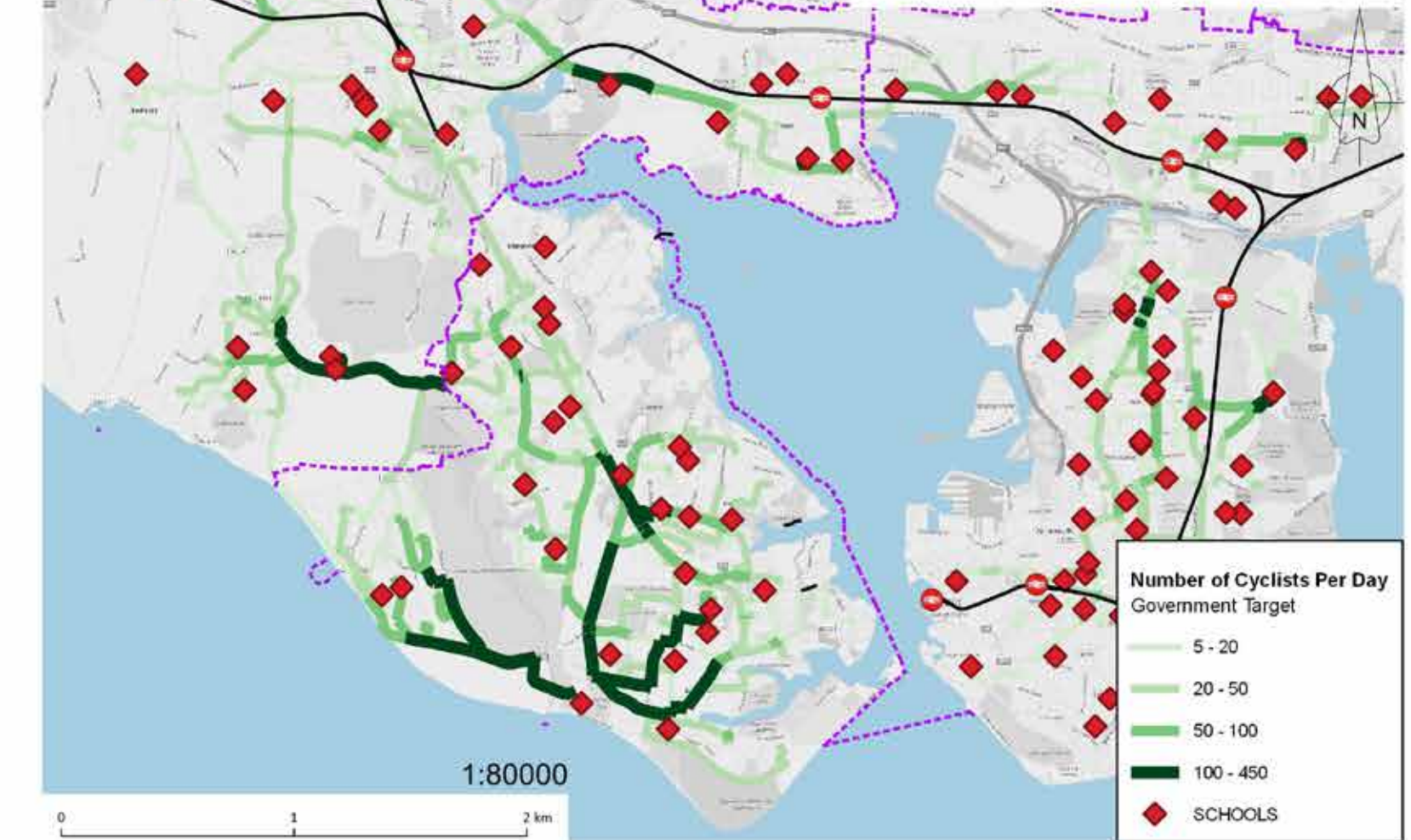
These maps of cycling routes to school are derived from School Census 2010/11 data, so do not reflect any recent changes in school sites or catchment areas. If the local priority is enabling more students to cycle to school, then these travel patterns are a useful guide to routes where investment is needed. However, it must be remembered that education and escort to education is only 13% of all trips. In Gosport, the Government target would see a modest increase of 25% in cycling to school, while the Go Dutch scenario suggests that cycling could increase to more than three times 2010/11 levels.

Gosport PCT School Data

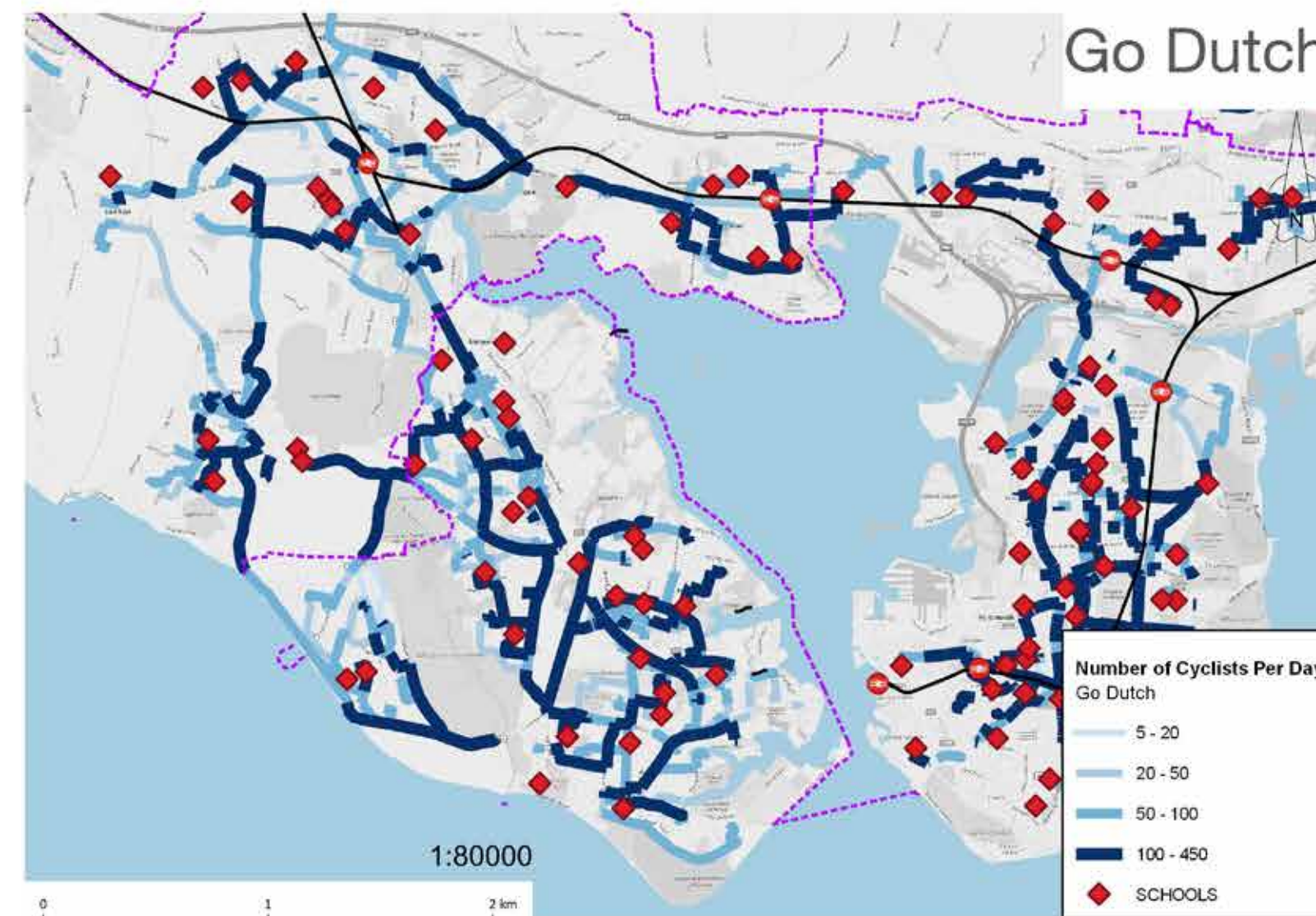


School Census

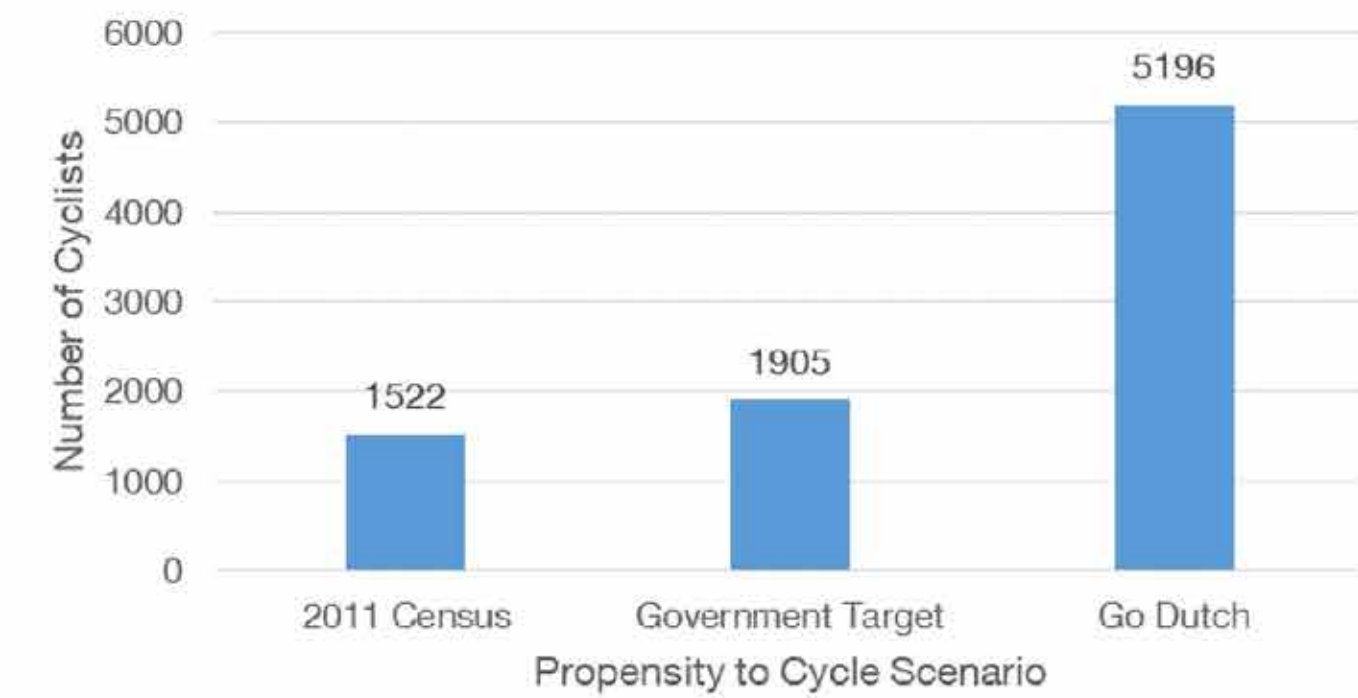
Government Target



Go Dutch



Gosport Schools: Total Cyclists Per Day

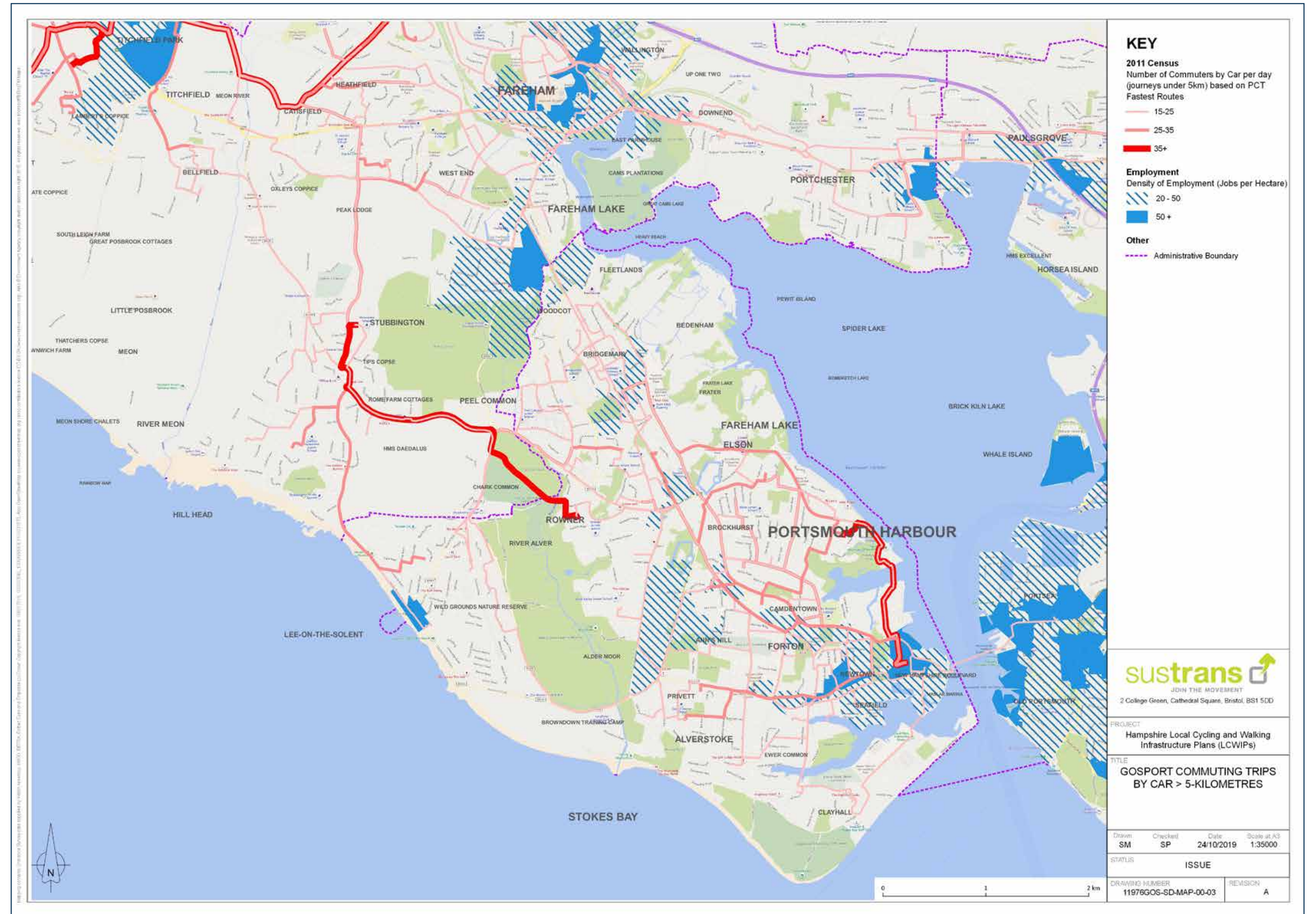




## PCT short car trips

One weakness of the PCT cycle commute model is that it is based on existing trips by bike and will tend to emphasize 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 central Gosport, while there are significant cycle flows from Stubbington to Lee-on-the-Solent and Rowner.



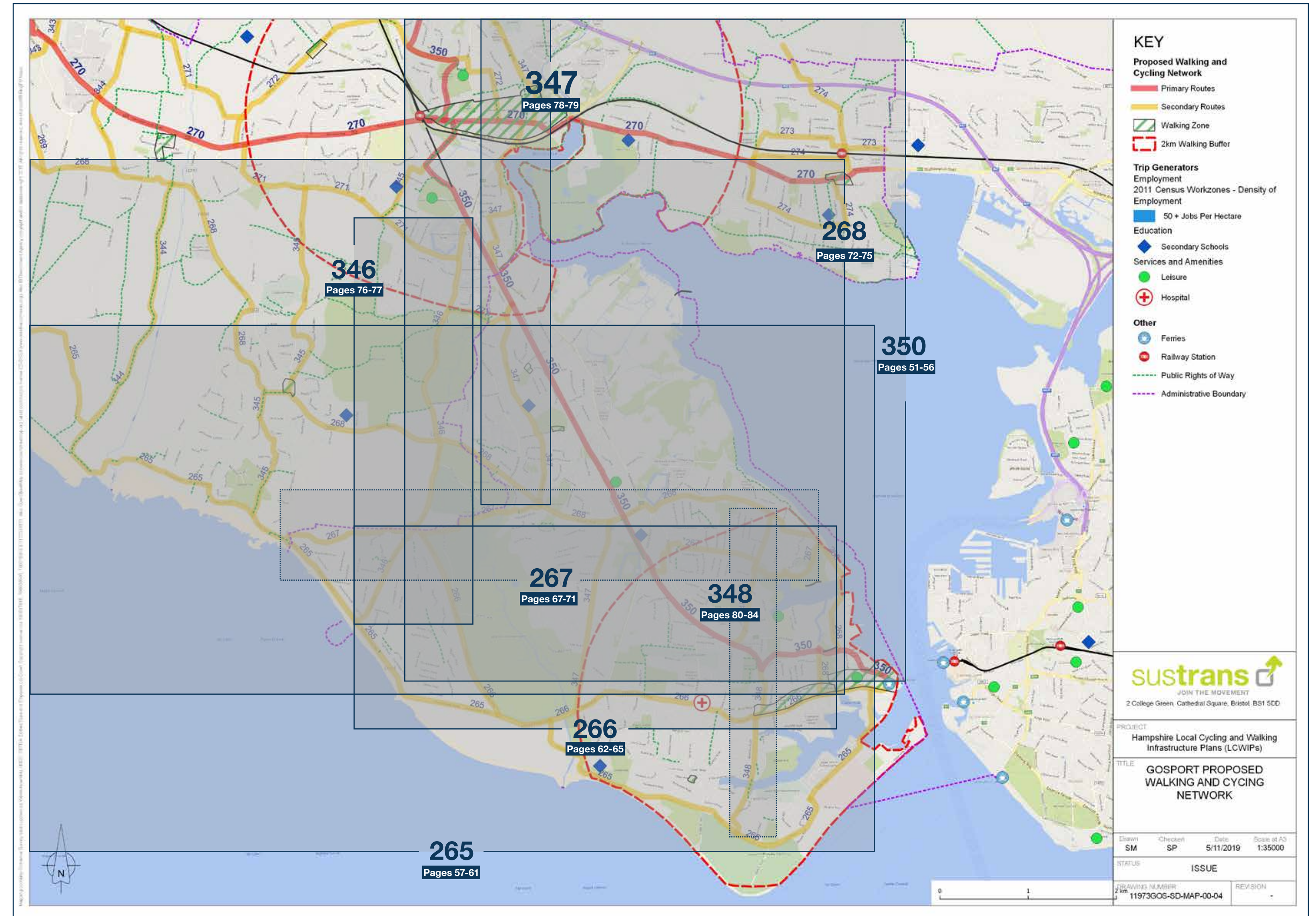
## Proposed cycling network

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.

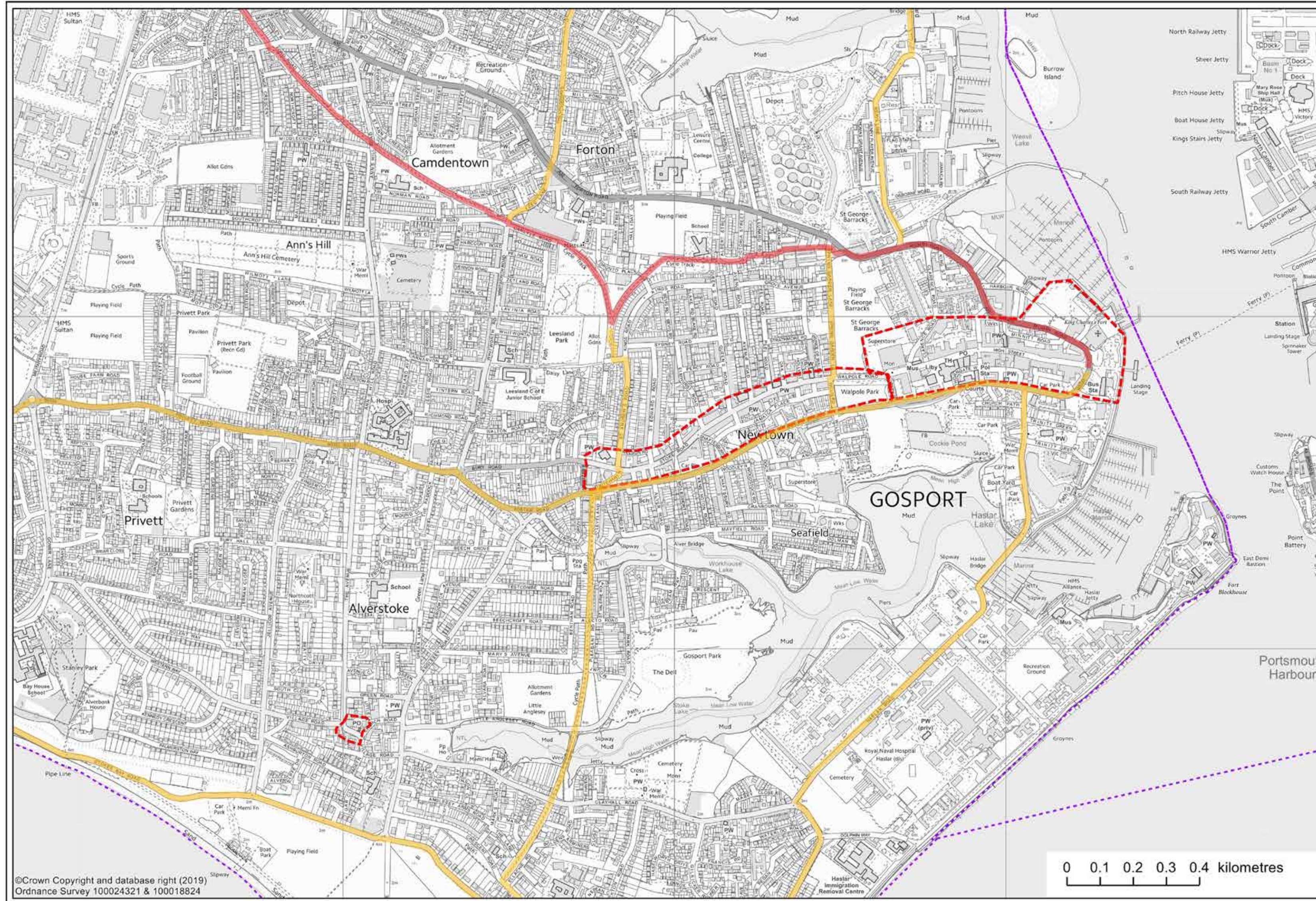
The routes were divided up into primary (busy, direct, and main routes) and secondary (medium usage routes through local areas, feeding into primary routes).

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



# Walking audit (core walking zone):

Existing conditions, barriers to walking and potential options



Key:

- Primary route
- Secondary route
- - - Core walking zone area

# Z3 Gosport core walking zone

## Route description

For the purposes of this report, Gosport Core Walking Zone (CWZ) has been defined as the built up core of the town centre, to the east of Foster Road and north of the B3333/South Street, incorporating the main trip generators for work and retail.

The town centre straddles Stoke Road and High Street. They are bordered to the south by the B3333, and to the east by the entry to Portsmouth Harbour. Traffic levels are high on the surrounding roads, but reduce significantly within the CWZ due to road closure points, which restrict through traffic on most of the adjoining roads.

Within the CWZ, the roads that take through traffic between the A32 and the B3333 are Spring Garden Lane, Willis Road and Walpole Road.

## 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 Z3, 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.

## TCF Bid SEHRT Interventions

The proposals associated with the South East Hampshire Rapid Transit (SEHRT) Transforming

Cities Fund (TCF) Gosport Interchange scheme would have implications on the Gosport CWZ.

The locations subject to these proposals include the North Cross Street / South Cross St corridor and the areas comprising the eastern end of High Street, Gosport Bus Station and the ferry terminal.

Broadly the proposals would see the introduction of a one way northbound bus route connecting the B3333 South Street and the A32 Mumby Road via North and South Cross Street, crossing High Street. Additionally, the interchange and urban realm between bus and ferry will be reconfigured and improved, supported by enhanced pedestrian connections to the town centre.

## Z3.1 Bury Road

### Existing conditions

Bury Road diverts east from the one way system, and continues onto Stoke Road, which is a secondary high street for the town. The road feels wide, and exposed, with little to no shelter from the elements and no soft landscaping. Buildings are mostly set back behind walls, carparks or wide expanses of concrete/tarmac.

There are two uncontrolled crossing points for pedestrians continuing around the one-way system, and further east for those crossing the high street. Between the crossing points are bus stops on both sides of the carriageway.

### Barriers to walking

Although Bury Road has relatively low traffic (for the type of road) at this point, the carriageway is straight, wide and unobstructed, as such drivers are able to drive inappropriately fast.

The street character feels 'highway' rather than 'high street', with wide carriageway geometry, and a lack of street trees, furniture, greenery etc.

### Potential options

**Z3.1.1** Improve pedestrian accessibility through an enhanced layout with a lower design speed. There is potential to create space for greenery and planting, in

the form of Sustainable Urban Drainage System (SUDS) at the carriageway edge or central planted islands. See Figure Z3.1.1 for an example of where this has been done.

**Z3.1.2** Upgrade the uncontrolled crossing west of St Andrew's Road, to a zebra crossing, or parallel crossing depending on cycle provision.

**Z3.1.3** Reduce carriageway width at entry to St Andrew's Road, and create a continuous footway using a raised table, giving pedestrians priority over vehicles. Plant street trees on the eastern footway of the junction and remove the bollard.



Figure Z3.1.1 Central Planted Island SUDS



Z3.1.1 Bury Road



Z3.1.2 Crossing on Bury Road



Z3.1.3 Bury Road/St Andrew's Road

## Z3.2 White Hart Road

### Existing conditions

White Hart Road turns south-west off Stoke Road with a wide sweeping curve. The south-western extent of the street has been closed off so it no longer connects to South Street/B3333.

### Barriers to walking

The junction flare is wide, and the footway (and carriageway) materials are patchy and inconsistent. The footway on the eastern side is missing a section so provides non-continuous provision.

### Potential options

**Z3.2.1** Improve pedestrian accessibility through an enhanced layout with a lower design speed. Reduce the flare of the junction and create a continuous footway using a raised table, aligning it closer to the pedestrian desire line. Install cycle parking provisions on the pub side where width allows.

**Z3.2.2** Improve the footway provision along White Hart Road, creating a continuous footway and dropped crossing point to reconnect the eastern and western footways.

**Z3.2.3** Improve the road closure point at the south-western extent of White Hart Road, creating space for trees, seating and local facilities such as cycle parking.

**Z3.2.4** Upgrade the crossing on South Street/B3333 to a controlled crossing, to provide a better gateway into the CWZ.



Z3.2.1 White Hart Road/Bury Road



Z3.2.2 White Hart Road



Z3.2.3 White Hart Road closure point



Z3.2.4 Crossing of B3333 from White Hart Road

## Z3.3 Stoke Road

### Existing conditions

Stoke Road is an important gateway for the town, and forms a key shopping and business area running east to west. It connects to the high street and beyond that, the ferry terminal.

Stoke Road is straddled by residential streets, which join it from the north and south. It is a busy street, with a large number of people on foot and bicycle, and constant vehicle traffic, including buses.

Most of the residential streets to the south (excluding Shaftsbury Road) have closures on their southern extents, disconnecting them from the busy B3333.

Although Stoke Road would benefit from public realm improvements there is a need to be mindful of existing bus routes and existing stops here.

### Barriers to walking

The street was observed to have a high volume of traffic which is perceived to travel at high speeds, at its western end in particular.

There is a general lack of crossing opportunities from north to south, with only a few dropped kerbs or controlled crossings. As a result, people regularly cross informally. Where residential streets join Stoke Road, junctions are wide and traffic-centred. Crossings are

limited adjacent to residential street junctions. Footways are relatively wide, but there is a conspicuous absence of dropped kerbs or crossing provision.

There is a general lack of seating, trees and greenery along the street, making it feel exposed and unwelcoming as a place to spend time.

### Potential options

**Z3.3.1** Improve pedestrian accessibility through an enhanced layout with a lower design speed. Use of visual narrowing could be effective here, for an example please refer to Figure Z3.3.1.

**Z3.3.2** Reduce junction radii at all side street entry points, reduce entry to one lane (for the narrow streets) and install continuous footways (on raised tables) with tactile paving to ease pedestrian movement along the street.

**Z3.3.3** Install pedestrian crossing facilities at regular intervals along Stoke Road, ideally adjacent to every side street junction.

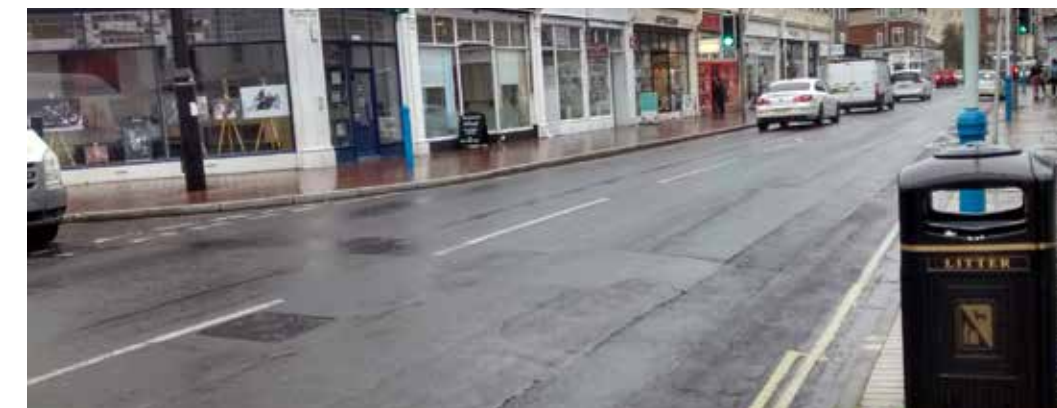
**Z3.3.4** Install seating at regular intervals along the street to provide resting points for those with reduced mobility. Include some benches with arms to aid those with reduced mobility.

**Z3.3.5** Install trees and greenery regularly along the street (including opportunities for Sustainable Urban Drainage System (SUDS)) to create shelter and shade,

improve air quality and provide visual interest to the street. For local example of where tree planting has created an attractive streetscape, please refer to Ordnance Road near High Street.



Figure Z3.3.1 Visual narrowing in London



Z3.3.1 Stoke Road



Z3.3.2 Stoke Road typical junction with side street



Z3.3.3 Stoke Road; opportunity for crossing

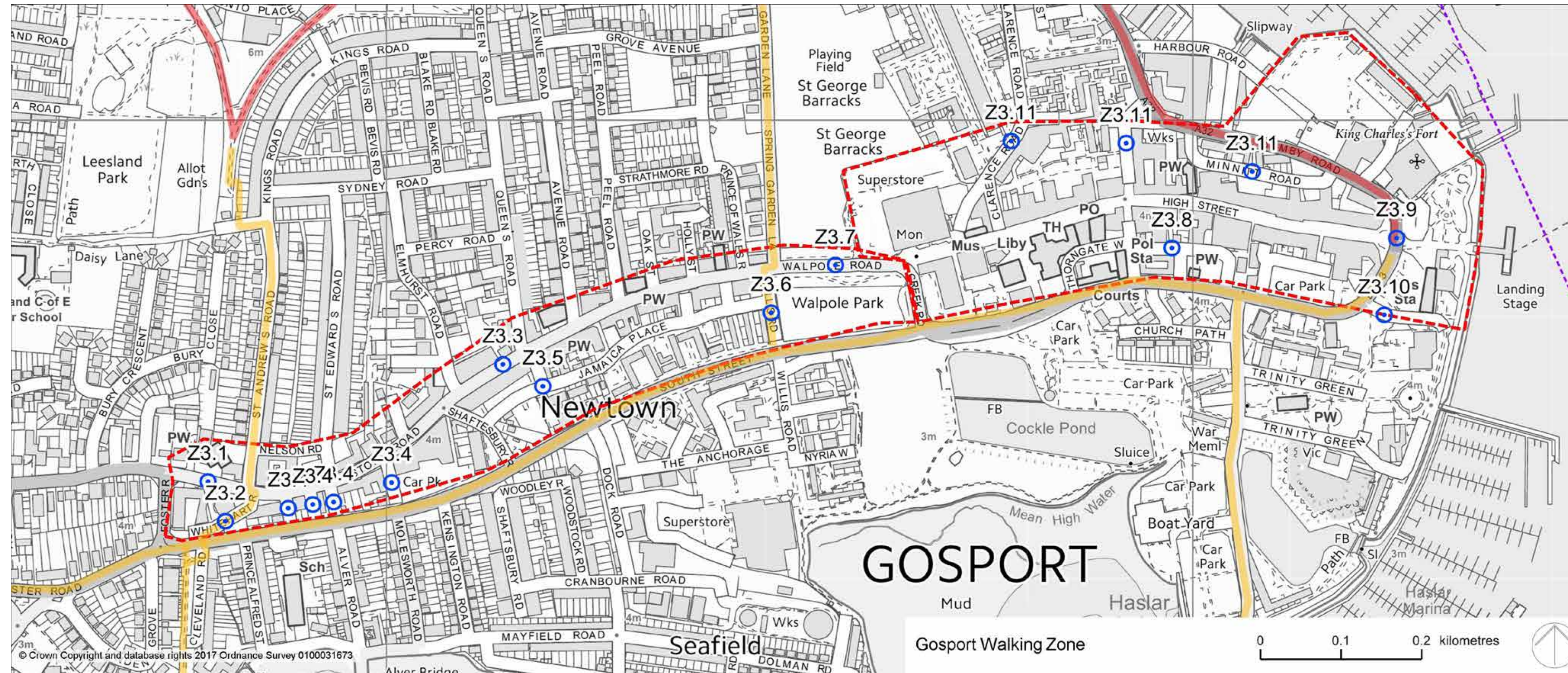


Z3.3.4 Stoke Road: space for seating



Z3.3.5 Stoke Road: space for trees, greenery and SUDS





Key:

- Primary route
- Secondary route
- Potential options

## Z3.4 Stone Lane, Victoria Place, Alver Road and Molesworth Road

### Existing conditions

These streets are narrow residential streets with terraced housing directly fronting onto the street. They have vehicle closure points on the southern extents to disconnect them from the B3333.

They may be used to access the shops etc. on Stoke Road, and by people living in the residential cul-de-sac streets to the south of the B3333.

### Barriers to walking

Footways are narrow and cluttered with bins. The vehicle closure points are largely hard surfacing and unattractive, with concrete bollards, kerbs, low walls and tarmac.

### Potential options

**Z3.4.1** Improve pedestrian accessibility through an enhanced layout with a lower design speed. Improve the existing closure points; this could include improved materials, trees, bicycle stands, and potentially could include rest stops in the form of seating. See Figure Z3.4.1 for examples of where this has been done elsewhere.

As per **Z3.3.2**, where the streets meet Stoke Road, reduce carriageway geometry to minimum and create continuous footways (on raised tables) with tactile paving to better facilitate pedestrian movement along Stoke Road, and slow vehicle entry.



**Figure Z3.4.1** Alma Road, Southampton  
J. Bewley Sustrans



**Z3.4.1** Closure point on Stone Lane

## Z3.5 Jamaica Place

### Existing conditions

At its western end, Jamaica Place provides access to the rears of properties along Stoke Road, and access to multiple car parks. Further east, it becomes residential. Building lines are inconsistent and footways are inadequate and non-existent in places.

It is a well-used road, with through traffic cutting along it to connect between the B3333 and Walpole Road or the A32 via Spring Gardens.

### Barriers to walking

There are a large number of vehicle access points along Jamaica Place, and footways are extremely narrow. Materials are patchy and inconsistent. There are few dropped kerbs and no tactile paving for people with visual impairments.

### Potential options

**Z3.5.1** Widen footways to a minimum of 2m throughout to improve access for pedestrians. Install dropped kerbs and tactile paving consistently throughout the street to improve access. Reduce design speed to 20mph through street improvements.

**Z3.5.2** Reduce kerb radii at the junction with Willis Road, install tactile paving and provide better crossing provision. As per **Z3.3.2**, where the street meets Stoke

Road, reduce carriageway geometry to minimum and create continuous footways (on raised tables) with tactile paving to better facilitate pedestrian movements along Stoke Road, and slow vehicle entry to the street.



**Z3.5.1** Jamaica Place footway

## Z3.6 Willis Road

### Existing conditions

Willis Road joins Stoke Road at the eastern end, forming one of few through routes between the A32 and B3333 in the area (via Jamaica Place). As such it is a busy road, and the junction with Stoke Road is heavily used.

At its northern end it is disconnected from the B3333 with a road closure, with one of very few benches in the area located here.

Pedestrian provision is in the form of a typical footway on the western side, and a path set back from the carriageway bordered by grass to the east.

### Barriers to walking

The footway along its western side is narrow, especially at its northern end.

There are no formal pedestrian crossings along Willis Road, with only a courtesy crossing indicated by dropped kerbs along Stoke Road. The tactile paving at the dropped kerbs, whilst attractive, is the same colour as the paving material, meaning there is no colour contrast for people with limited visibility.

### Potential options

**Z3.6.1** Tighten junction radii and upgrade pedestrian crossing provision to provide a zebra crossing (potentially on a raised table) where it meets Stoke Road. Ensure tactile paving extends to both the footway beside Walpole Road, and the path set-back behind the trees.



**Z3.6.1 Willis Road/Stoke Road**

## Z3.7 Walpole Road

### Existing conditions

Walpole Road connects Stoke Road with the High Street. It is straddled by two parks - Arden Park and Walpole Park.

It is tree-lined along the park boundaries, although the trees have been heavily pruned for maintenance. Along its southern side, there is a path which is set back behind the trees.

### Barriers to walking

There is currently no pedestrian crossing provision on the western end of Walpole Road. Pedestrians and cyclists were observed waiting to cross for over 5 minutes, which is excessive.

The roundabout on the eastern edge of the parks, accessing the supermarket, poses a significant barrier to people on foot.

### Potential options

**Z3.7.1** Formalise/surface the existing pedestrian desire line heading between the southern path along Walpole Road and Willis Road, heading diagonally through the trees.

**Z3.7.2** Install a signalised pedestrian/parallel crossing facility across Walpole Road, near the junction with

Spring Gardens and Willis Road, to facilitate pedestrian and cycle crossing.

**Z3.7.3** Reconfigure roundabout to provide better pedestrian provision. This could involve reducing to single lanes on the western entry, expanding footways and installing zebra crossings on all arms. Alternatively, reconfiguring to a T-junction may allow crossing points closer to the junction itself.



**Z3.7.1 Pedestrian desire line beside Walpole Road**



**Z3.7.2 Walpole Road/Spring Gardens/Willis Road**



**Z3.7.3 Roundabout on Walpole Road**

## Z3.8 Coates Road

### Existing conditions

Coates Road is a mixed use street which comprises car parks, residences, businesses and provides access to rears of properties on adjacent streets including Bemister's Lane. The TCF proposals include making South Cross Street a one way bus route to provide a connection between the B333 South Street and the A32 Mumby Way. They also include converting Coates Road to one way traffic.

### Barriers to walking

Footways are inconsistent and materials patchy, and there are no tactile paving slabs at dropped kerb locations to aid visual impairments.

### Potential options

**Z3.8.1** Increase the footway width to a minimum of 2m around the entire street. This will involve reducing the carriageway width, and potentially making the street one way. Starting at South Cross Street and ending on the B3333, changes to the street could create a slower design speed of 20mph. Coates Road could be converted to a one way system. Install tactile paving at all entrances and exits to the car parks, to aid navigation. Any options here would need to be considered in conjunction with any proposals, relating to the Gosport Transforming Cities Fund (TCF) schemes.



## Z3.9 Mumby Road A32/ South Street B3333

### Existing conditions

Mumby Road (A32) is the continuation of South Street bending north around the ferry terminal and onwards in a north-west direction. It is heavily trafficked, wide and exposed due to its coastal location. Where the High Street ends, there are trees, seating, artwork, attractive streetscape materials and other placemaking features, creating an attractive environment for all. Footfall is high here, as is vehicle flow, as both the ferry terminal and the bus station is accessed from the B3333. The War Memorial and Clock Tower Memorial are also both east of here, along the water.

Is it of note for this area that any potential options suggested would need to have regard towards any emerging TCF and future regeneration proposals, and linkages to the High Street and wider Gosport Waterfront and Town Centre areas.

### Barriers to walking

Aside from the controlled crossing at the end of the High Street, across Mumby Road, the closest subsequent crossings are at Minnitt Road, and south of The Esplanade, and are formed of informal crossings with no tactile paving. For such a prominent and important location, with such high footfall, this is considered insufficient pedestrian provision.

North of the crossing, the ferry terminal drop-off/car park comprises several vehicular access and turning lanes bisected by kerbed footways and islands. There are however, no dropped kerbs to cross at these, nor tactile paving to aid navigation around the complex set of routes, which are unavoidable if you are walking north from the ferry terminal.

There are not many seating opportunities in the area, with bus stops providing much needed sheltered seating, away from the ferry terminal.

Immediately south of the crossing there is a confusion of routes and bollards directing pedestrians around cobbled areas. Barriers are used as bicycle parking, and emergency vehicle access routes cause confusion for pedestrians moving between the bus station and the ferry terminal or high street.

Around the bus station, there is a conspicuous absence of tactile paving to aid non-visual navigation. This is the case at both the bus exit and entrance along Mumby Road.

### Potential options

**Z3.9.1** Create a clearer pedestrian link between the controlled crossing and routes north through the car park/drop off area, including dropped kerbs and tactile paving to aid navigation. This could take the form of a raised continuous footway beside Mumby Road, to prioritise pedestrians using the footways, rather than the vehicles entering the car park. It is noted that the

TCF proposals would reconfigure this area, switching the location of the car park and bus station, whilst also providing urban realm improvements.

**Z3.9.2** Rationalise and declutter the pedestrian route south of the crossing (on the ferry terminal side) heading south towards the bus station. This includes the need for better provision for non-visual navigation and providing better provision for bicycle parking so parked bicycles do not clutter the pedestrian route.

**Z3.9.3** Provide a better crossing facility at both the bus entrance to the bus station, and the bus station car park access, onto South Street, including tactile paving, ideally in the form of raised continuous footways. As above, this would be reflected by the TCF proposals for this area.

**Z3.9.4** Create a new pedestrian crossing facility (this could be uncontrolled but with dropped kerbs and tactile paving) north of the crossing, for those crossing north from the end of the High Street towards the post box.

**Z3.9.5** Create a new pedestrian crossing facility (this could be uncontrolled but with dropped kerbs and tactile paving) south of the crossing, for those leaving the bus station and heading west along South Street/ B3333. It is noted that the location of the bus stop may change subject to the TCF bid proposals.



Z3.9.1 Mumby Road ferry car park access



Z3.9.2 Pedestrian route between ferry and bus station along B3333



Z3.9.3 Bus station access



Z3.9.4 Mumby Road



Z3.9.5 South Street

## Z3.10 The Esplanade

### Existing conditions

The Esplanade heads east from South Street and is used to access the bus station, the esplanade along the water, and the War Memorial.

Is it of note for this area that any potential options suggested would need to have regard towards any emerging TCF and future regeneration proposals, and linkages to the High Street and wider Gosport Waterfront and Town Centre areas.

### Barriers to walking

The street is not currently a pleasant pedestrian environment. The route to the esplanade is not well signed, and it involves crossing the road informally twice (with narrow dropped kerbs and no tactile markings), once in front of the bus station entrance to the opposite kerb, and then crossing back again when the footway terminates, before continuing to the esplanade. The pedestrian provision here feels forgotten and does not reflect the importance of the route or the destinations along it.

### Potential options

**Z3.10.1** Upgrade the pedestrian crossing provision at the junction with South Street, to include tactile paving and potentially a zebra crossing. Reduce the design speed of the road to 20mph.

**Z3.10.2** Provide upgraded crossing facilities at the bus station entrance, to assist pedestrians crossing to avoid the wide bus entry (including tactile markings).

**Z3.10.3** Create a continuous footway crossing (on a raised table) across vehicle entry to the private car park beside the esplanade, at the eastern extent of The Esplanade.

**Z3.10.4** To better reflect the importance of the route, install wayfinding signage and upgrade footway materials such as block paving and cobble set detailing, as used around the ferry terminal and High Street along the pedestrian route to the esplanade and War Memorial, to include both footways and continuous footway crossing points.



**Z3.10.1 The Esplanade/South Street**



**Z3.10.2 Bus station entrance on The Esplanade**



**Z3.10.3 The Esplanade**



**Z3.10.4 Footway along The Esplanade**

## Z3.11 Minnitt Road, North Cross Street and Clarence Road

### Existing conditions

The streets are adjacent to Mumby Road and provide access for residents and local businesses (and access to the High Street). They have parking areas along them which are used for High Street parking.

As part of the TCF Gosport Interchange scheme, buses would be directed from the B333 South Street to the A32 Mumby Road via South Cross Street and North Cross Street. This would require the replacement of the existing block paved surface on South Cross Street, High Street and North Cross Street. A one-way northbound bus route would be installed across High Street.

### Barriers to walking

There is a general lack of dropped crossings with tactile paving in these streets, particularly across car park access points.

### Potential options

**Z3.11.1** Install more dropped crossing points with tactile markings and wayfinding, to aid pedestrian movement towards the High Street.

**Z3.11.2** Tighten junction radii and upgrade pedestrian crossing provision at both junctions of Minnitt Road with South Street. Consideration for the types of vehicles that would required access here would need to be taken into account, for example delivery vehicles.

**Z3.11.3** Tighten junction radii of South Street/North Cross Street junction and improve the pedestrian crossing facility. Again consideration for the types of vehicles that would require access here would need to be taken into account, for example buses.



# Proposed cycle networks:

## Existing conditions, barriers to cycling and potential options

Please refer to pages 9 and 37 of this draft LCWIP for a cycle network overview map



# Route 350: Gosport District Border on Henry Cort Way – Gosport Ferry Terminal

## Route description

This primary route starts at the Gosport District boarder, on the Eclipse Busway route on Henry Cort Way and ends at the Gosport Ferry Terminal via a route north of the town centre. It encompasses NCN Route 224 along most of its length. To the north of the Gosport Borough boundary this route continues north through Fareham to the forthcoming Welborne development on the north side of the town. See the Fareham Borough LCWIP for sections 350.1 and 350.2.

## Background

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

The section of the route between Fareham and Gosport follows the existing NCN route 224 via the Eclipse Busway on the alignment of the former railway. This route is supported by local stakeholders.

There is planning, permission and funding for a scheme (Eclipse Busway Phase 1) to extend the Eclipse Busway 1km from the Hutfield Link to Rowner Road. This is due to be completed in 2021.

A number of infrastructure interventions associated with the delivery of the SEHRT Transforming Cities Fund (TCF) bid we proposed along the alignment of Route 350 within Gosport. These proposals are listed below. However only the Gosport bus station interchange scheme was successful in receiving funding on this occasion.

### 12. Gosport busway extension

- Extended busway south from Rowner bridge along 2km of the former rail corridor to Whitworth Road/Lees Lane.
- Existing shared use path alongside retained.
- Enhanced pedestrian and cycle links to rapid transit stops.

### 13. Gosport Highway

- Improvements to the Lees Lane/A32 Forton Road signal junction including new staggered pedestrian crossings (this will have a greater impact on Route 348).
- Bus only lane joining Lees Lane.
- Lees Lane/Leesland Rd/Carlyle Rd junction.
- Upgraded to include busway signals and toucan crossing.
- Bus priority measures on Stoke Road.

### 14. Gosport Bus Station Interchange

- Reconfigured bus station layout and improved links to town centre and ferry terminal.
- Cycle parking at interchange.
- Improved public realm and waiting facilities.

## 350.4 Gosport District Border – Hutfield Link

### Existing conditions

The route is along a 2.2km stretch of the Eclipse Busway from the Gosport/Fareham border into the Bridgemary area of Gosport. This is good quality, two way, wide bus and cycle route that follows the old railway line. It has a 40mph speed limit, but with a maximum of 12 buses per hour travelling both ways, with plenty of width on road for overtaking, this is a relatively safe and quiet route.

### Barriers to walking and cycling

This is a non-pedestrian route, with no footways apart from the bus stop accesses. There is only lighting around the bus stop areas and this could be considered a barrier to cycling at night. The route is

closed between 11.15pm and 5.45am which is outside regular working hours, but could be a barrier to those working shift patterns.

### Potential options

**350.4.1** The busway is currently not lit. The provision of lighting along the route could be investigated to aid wayfinding and improve perceived safety. Consideration should be given to ecology which may be sensitive to light. As such, low level lighting or solar studs may be more appropriate.

**350.4.2** There is no specific provision for cyclists at the signalised crossroad junction between Henry Cort Way and Wych Lane. Whilst there are not high volumes of traffic on the busway, the junction would benefit from the provision of advanced stop lines on all approaches.

**350.4.3** Where Henry Cort Way, ends a shared use path and NCN Route 224 continues. The Eclipse Busway Phase 1 scheme will be delivered in 2021 to extend the Eclipse Busway to Rowner Road whilst retaining the shared use path alongside. Appropriate signage will be installed to aid wayfinding.



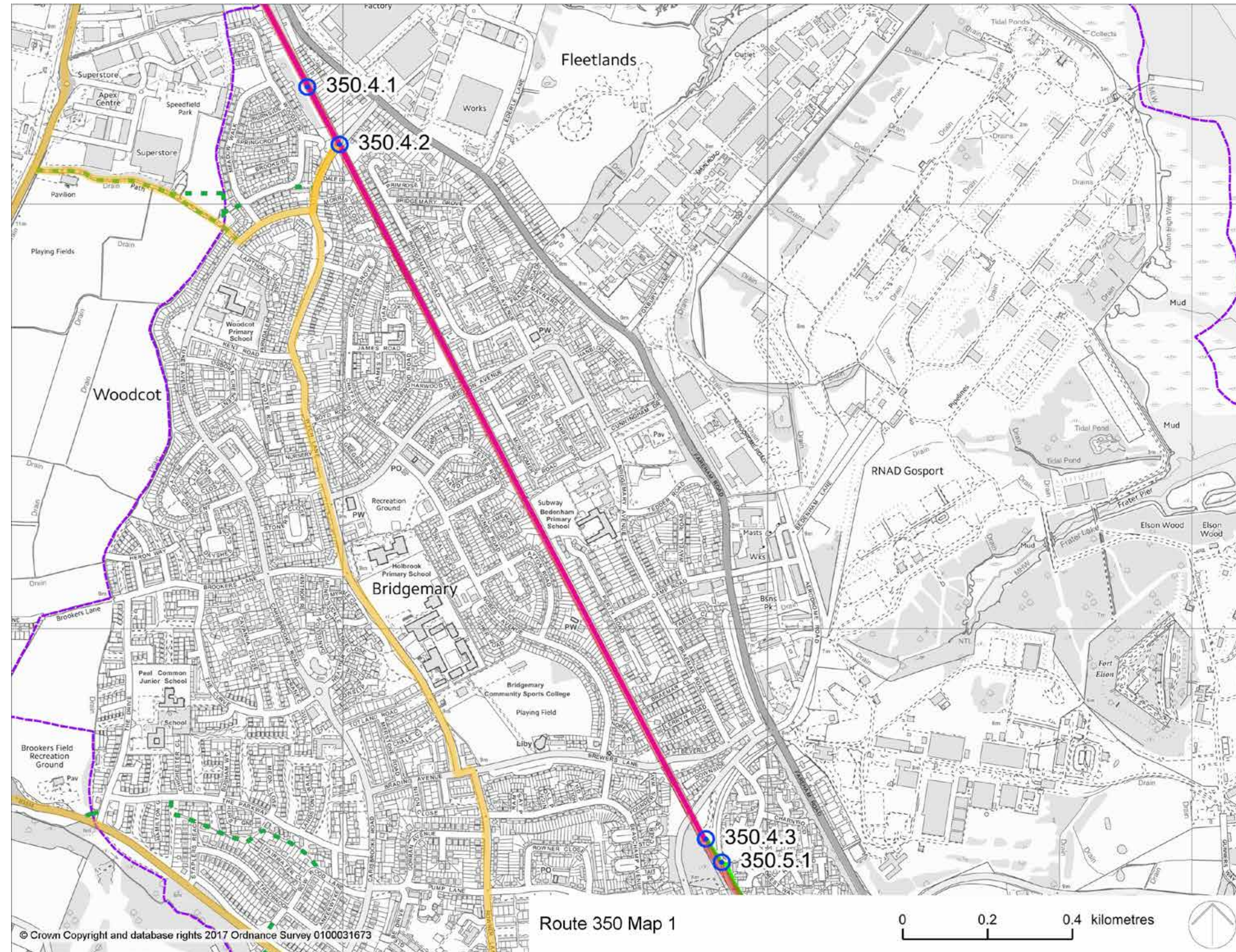
350.4.1 Henry Cort Way (Busway)



350.4.2 Henry Cort Way/Wych Ln junction

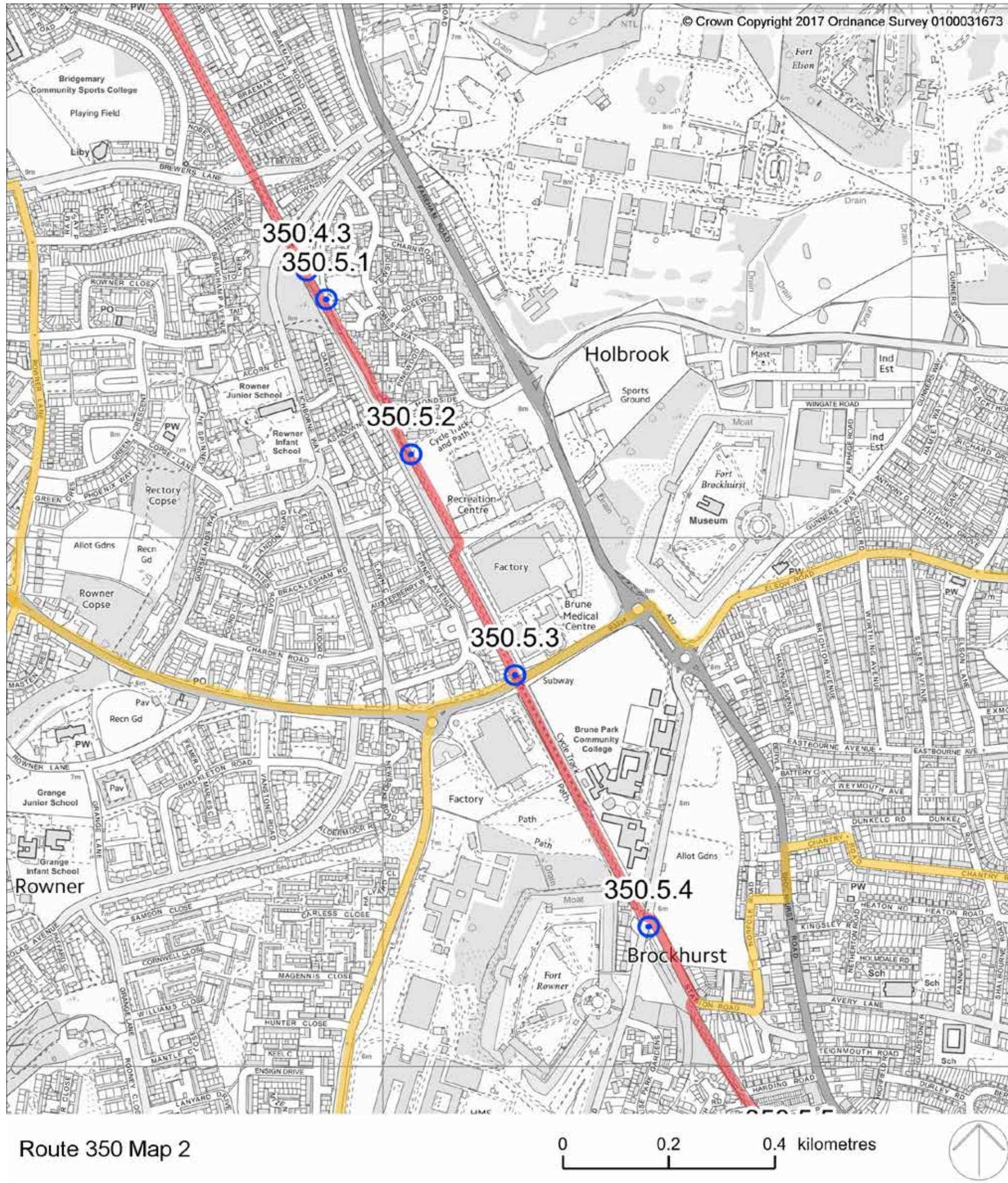


350.4.3 Henry Cort Way/Hutfield Link



**Key:**

- Primary route
- Secondary route
- Potential options



Key:

- Primary route
- Secondary route
- Potential options

Route 350 Map 2

## 350.5 Hutfield Link – Spring Garden Lane

### Existing conditions

All 4.0km of this section, which follows NCN 224, are traffic free and segregated between pedestrians and cyclists. Phase 1 of the extension of the Eclipse Busway will be delivered on this section between Hutfield Link and Rowner Road. This will comprise an extension of the existing busway facilities along the alignment of the former railway which will also accommodate cycle access, as per the existing busway to the north. To the north of Rowner Road, (opposite Austerberry Way), cycles will be taken off of the busway and onto the existing shared use path which will continue to run parallel to the busway and under the Rowner Road bridge.

### Barriers to walking and cycling

There is a lack of natural surveillance along parts of the route and there is no pedestrian or cyclist priority where the route is intersected by roads.

### Potential options

**350.5.1** As part of the Eclipse Busway Phase 1 delivery in 2021, the busway will be extended, replacing the existing shared use path. Cycles will be accommodated on the busway, as per the existing arrangements to the north.

**350.5.2** Phase 1 of the Eclipse Busway will continue through this section and provide direct and coherent access for cyclists. The existing shared use path to the east will be retained for pedestrians.

**350.5.3.A** As part of Phase 1, the existing pedestrian and cycle facilities opposite the Huhtamaki building will be retained to the west of the extended busway and pass under Rowner Bridge retaining the subway. The busway will be ramped up to join Rowner Road and pedestrian and cycle facilities will also be improved to make the level change.

**350.5.3.B** At Military Road the existing NCN route on Henry Court Way connects to Station Road, which has an adverse highway safety record involving cyclists. The crossings in this location do not provide any cycle facilities.

**350.5.4** There are no existing controlled crossing facilities provided over Cambridge Road on the route.

**350.5.5** Remove the railing, cut back the encroaching vegetation and widen the segregated cycle path along this narrow section adjacent to Carlyle Road as it would improve access for everyone.



350.5.1 Henry Court Way



350.5.4 Henry Court Way/Cambridge Rd



350.5.2 Henry Court Way



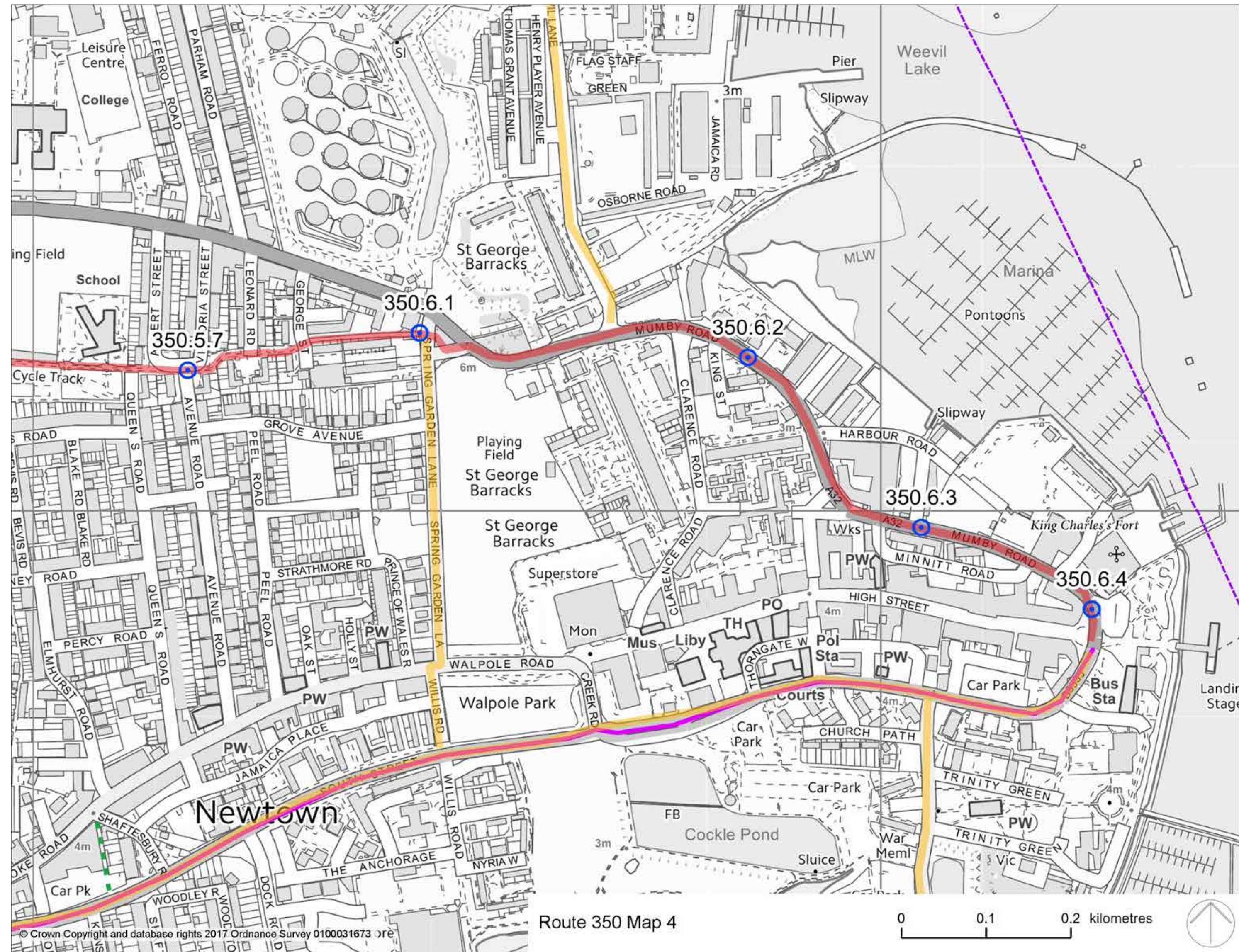
350.5.5 NCN 224



350.5.3.A Henry Court Way beneath B3334



350.5.3.B Henry Court Way/Military Rd



Key:

- Primary route
- Secondary route
- ⊙ Potential options

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Route 350 Map 4

## 350.6 Spring Garden Lane – Gosport Ferry Terminal

### Existing conditions

This section of the route follows the A32 Mumby Road which is a busy A-road. Narrow on-road advisory cycle lanes are provided on both sides of the road for the majority of this section. These are obstructed by on-street car parking in places.

### Barriers to walking and cycling

The A32 carries high volumes of traffic and the narrow on-road advisory cycle lanes do not provide adequate protection from motor vehicles.

### Potential options

**350.6.1** Create a more prominent and accessible entrance to this traffic free route by removing the barrier and creating a gateway feature.

**350.6.2** There appears to be enough room by removing the central hatched area to create segregated cycle tracks in each direction along Mumby Road.

**350.6.3** Where Mumby Road narrows outside this supermarket, upgrade this informal crossing to a raised zebra crossing which would improve access across this busy road and slow traffic, as the road narrows.

Also re-position on-road cycle symbols to signal to cyclists to take the centre of the traffic lane through this narrow section.

**350.6.4** As part of the TCF Gosport bus station interchange scheme, the connection between the new interchange and the town centre will be improved. Other potential improvements are the existing on-road advisory cycle lanes on Mumby Road could be upgraded to mandatory cycle lanes with light segregation or segregated cycle tracks if there is sufficient space. They could be protected from and given priority over buses turning in and out of the new bus station.



350.6.1 NCN 224/Spring Garden Lane



350.6.2 A32 Mumby Rd



350.6.3 A32 Mumby Rd



350.6.4 A32 Mumby Rd/High St

# Route 265: Warsash – Gosport

## Route description

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

## Background

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

Route largely follows National Cycle Network Route 2, which links the Hamble ferry with the Gosport ferry. For sections 265.1 and 265.2 see Fareham LCWIP report.

## 265.3 Lee-on-the-Solent – Browndown

### Existing conditions

Marine Parade provides good shared use footway near the coast parallel to the road.

It is largely well-signed and marked. It requires some modifications such as footway parking restrictions and there are issues with path narrowing around bus stops. Some driveways need to be treated to allow safe

access of cyclists over them.

### Barriers to walking and cycling

Bus stops on shared use footway and driveways cross the cycle route. The shared path is narrow for seafront location with high pedestrian and cycle use.

### Potential options

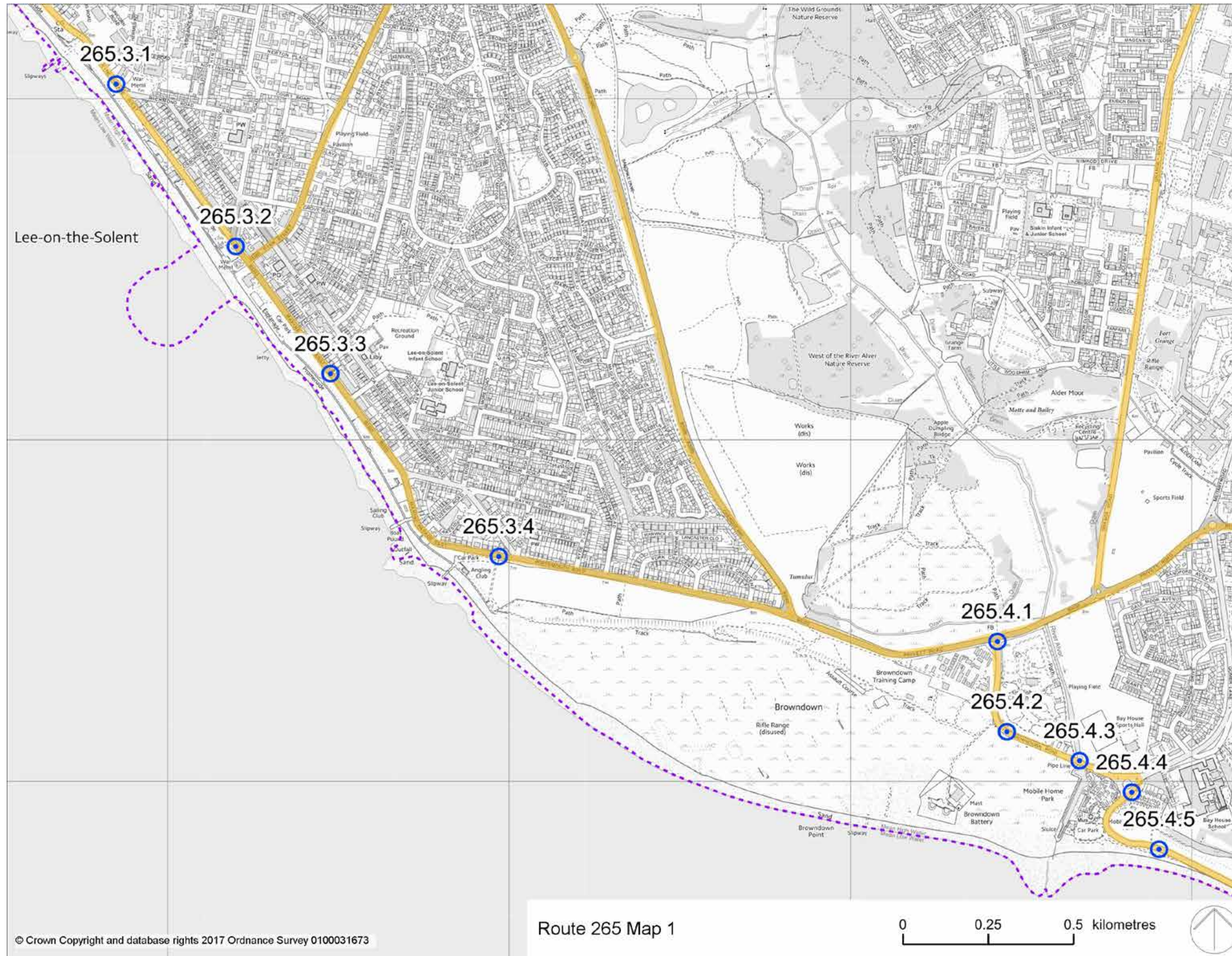
**265.3.1** Suggest a bus stop bypass round the back of the bus stop to avoid cyclist conflict with pedestrians and bus passengers.

**265.3.2** In Lee town centre, car park access has priority over footway. Priority could be reversed with clear markings and possible upgrade to raised surface.

**265.3.3** Footway parking restrictions could be put in place as it limits the width for walking and cycling.

**265.3.4** At Elmore Angling Club access across the junction mouth could be changed to give priority to cyclists and pedestrians.





Key:

- Primary route
- Secondary route
- ⊙ Potential options

Route 265 Map 1

0 0.25 0.5 kilometres





## 265.4 Browndown – Stokes Bay

### Existing conditions

There is low quality shared use path along Browndown Road and to the roundabout until it joins up at Stokes Bay Road boxes within the existing path. The route is narrow and overgrown with vegetation, there are utility boxes within the existing path.

### Barriers to walking and cycling

The route is narrow and there is poor visibility at the bend on Browndown Road. A crossing of Browndown Road at the junction with Privett Road is required to connect with the east/west Privett Road cycle infrastructure. Crossing of caravan park exit needs to be improved.

### Potential options

**265.4.1** A crossing is proposed at Browndown Road near its junction with Privett Road so that cyclists can continue west to Lee-on-the-Solent. School children use this route and find it difficult to cross.

**265.4.2** Vegetation needs cutting back to reclaim some width. A junction mouth treatment is required to signal cycle and pedestrian priority.

**265.4.3** The width is sub-standard at the bridge over the River Alver. A new cycle/footbridge is recommended, or a cantilever extension to the road bridge.

**265.4.4** At Browndown roundabout, a signalised crossing of Gomer Lane is proposed. It is suggested that the BT box is moved away from the shared use path.

**265.4.5** Stokes Bay Road shared for walking and cycling.

**265.4.6** The shared use path changed from north to south, a formal crossing of Stokes Bay Road is proposed at this point.

**265.4.7** At Lifeboat Lane an improved crossing is needed to access Fort Road as the route changes from shared footway to on-road.



265.4.1 Privett Road/Browndown Road



265.4.5 Stokes Bay Road



265.4.2 Browndown Road



265.4.6 Stokes Bay Road/Jellicoe Avenue



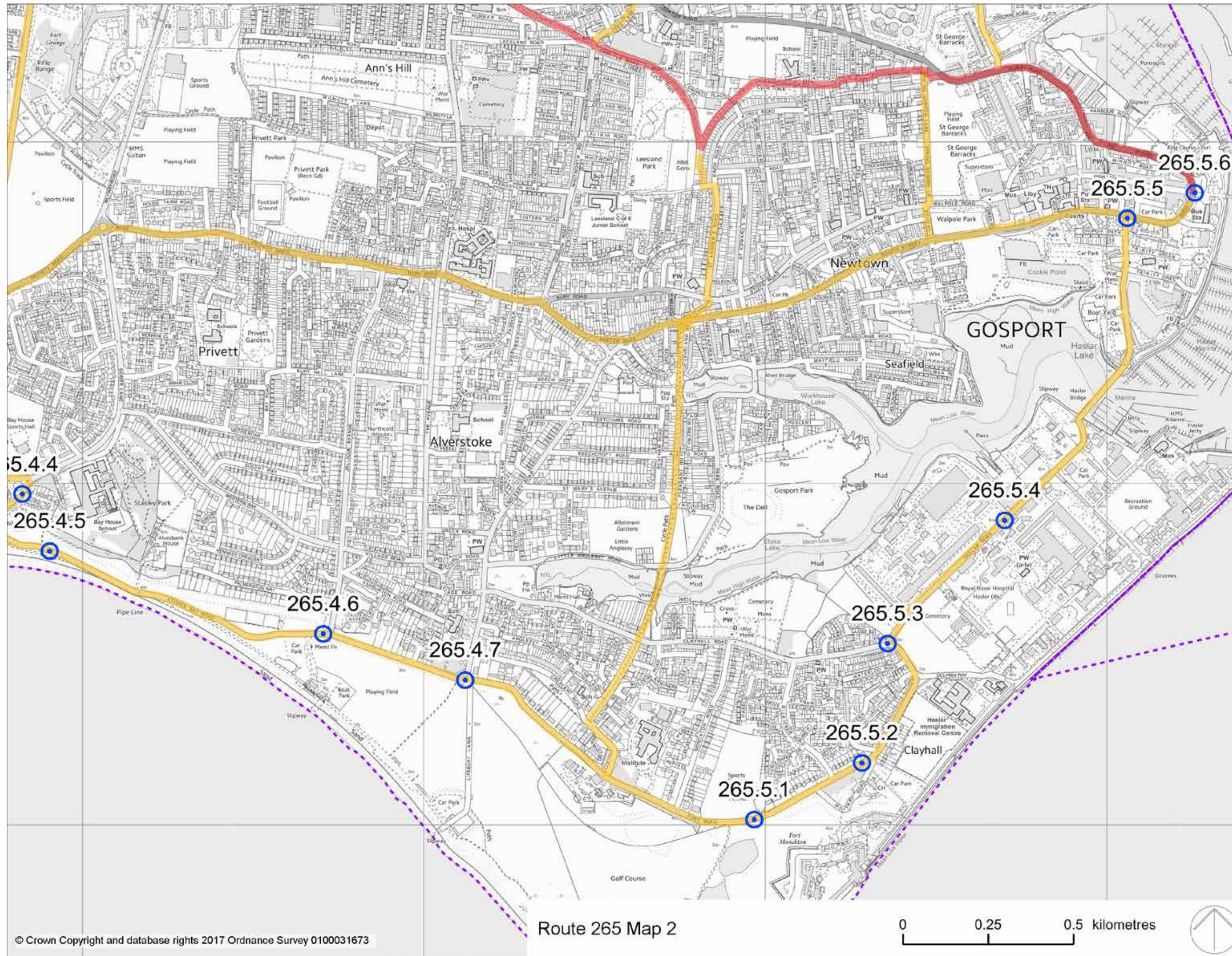
265.4.3 River Alver bridge



265.4.7 Lifeboat Lane



265.4.4 Browndown roundabout



**Key:**

- Primary route
- Secondary route
- Potential options



## 265.5 Stokes Bay – Gosport ferry

### Existing conditions

Fort Road, Clayhall Road and Haslar Road all have narrow traffic lanes with little passing space and close passing of cyclists is a problem. Footways are sub-standard or non-existent. This is also the route of the Solent Way footpath.

### Barriers to walking and cycling

Facilities here need a lot of modification due to narrow lanes and footways. Few crossings or footways in places.

### Potential options

**265.5.1** Fort Road has a narrow carriageway and narrow footway. Investigate possible shared use footway or implement a 20mph zone with accessibility improvements.

**265.5.2** On the eastern section of Fort Road widening of footway for shared use could be considered.

**265.5.3** At the Clayhall Road and Haslar Road junction, cycle signage marking through junction is recommended to ensure visibility for motorists or implement a 20mph zone with accessibility improvements.

**265.5.4** Haslar Road is not pleasant to cycle through and footways are narrow or implement a 20mph zone with accessibility improvements and signal cycle priority with large on-road cycle symbols in the centre of traffic lanes.

**265.5.5** Haslar Road and South Street junction is a very wide open mouthed junction, reduce corner radii and install entry treatment. Improve cycle lane markings on South Street.

**265.5.6** End of route at Gosport ferry terminal for connections to Portsmouth.



265.5.1 Fort Road



265.5.2 Fort Road



265.5.3 Clayhall Road/Haslar Road



265.5.4 Haslar Road



265.5.5 Haslar Road/South Street



265.5.6 Ferry terminal

# Route 266: Broom Way junction with Cherque Way – Gosport Ferry Terminal

## Route description

This is a secondary west-east route that links Lee-on-the-Solent to Gosport town centre and the ferry terminal. The route is 7.1km long.

## Background

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

As part of the Portsmouth and South East Hampshire Transforming Cities Fund Bid, a scheme is underway to regenerate part of Gosport Waterfront. This will involve cycle parking at the interchange, enhanced pedestrian links between town centre, bus station and ferry and improved urban realm and interchange.

## 266.1 Broom Way junction with Cherque Way – Privett Road

### Existing conditions

The route begins with a toucan crossing that leads you onto a well screened, pleasant and comfortable shared use path.

### Barriers to walking and cycling

Although the screening is attractive during the day there is limited surveillance, both natural and man-made.

### Potential options

**266.1.1** Provide improved surveillance on shared use path alongside Cherque Way. This could be achieved by improved lighting and vegetation management.



## 266.2 Privett Road – South Street

### Existing conditions

The shared use path transitions to segregated use, back to shared use, then an on-road advisory cycle lane.

### Barriers to walking and cycling

As route transitions to on-road, wayfinding and continuity is ambiguous. The traffic gets increasingly heavier here, the closer you get towards the town centre. The surfacing is much less smooth and the road markings are faded in places and very narrow, particularly in the latter section of Privett Road (after Privett roundabout).

### Potential options

**266.2.1** On the B333 Privett Road, it is recommended that wayfinding and improved connections to improve access to existing facilities are installed.

**266.2.2** Where the shared use path ends at Privett roundabout, the existing crossing points are narrow. It is recommended that the crossing facilities are widened in addition to increased pedestrian and cycle priority. This could comprise raised crossings or a different surface material to the carriageway. The provision of toucan crossings could be investigated.

**266.2.3** Privett Road is a relatively busy suburban road and is one of the main connections between the west of the town to the high street and ferry. It is suggested that mandatory cycle lanes with light segregation are provided, or fully segregated cycle tracks if there is sufficient space.

**266.2.4** The existing on-road advisory cycle lanes could be upgraded to mandatory cycle lanes, or segregated cycle tracks where there is sufficient space.



266.2.1 Privett Road signage



266.2.2 Privett Road roundabout



266.2.3 Privett Road



266.2.4 War Memorial crossroads

## 266.3 South Street – Gosport Ferry Terminal

### Existing conditions

Narrow on-road advisory cycle lanes are provided along the B333 South Street to the Gosport Ferry Terminal.

### Barriers to walking and cycling

At the start of this section of the route the advisory cycle lanes are clearly visible, coloured and well surfaced. But these once again become narrow, faded, bumpy and cracked, as the route approaches the ferry terminal.

### Potential options

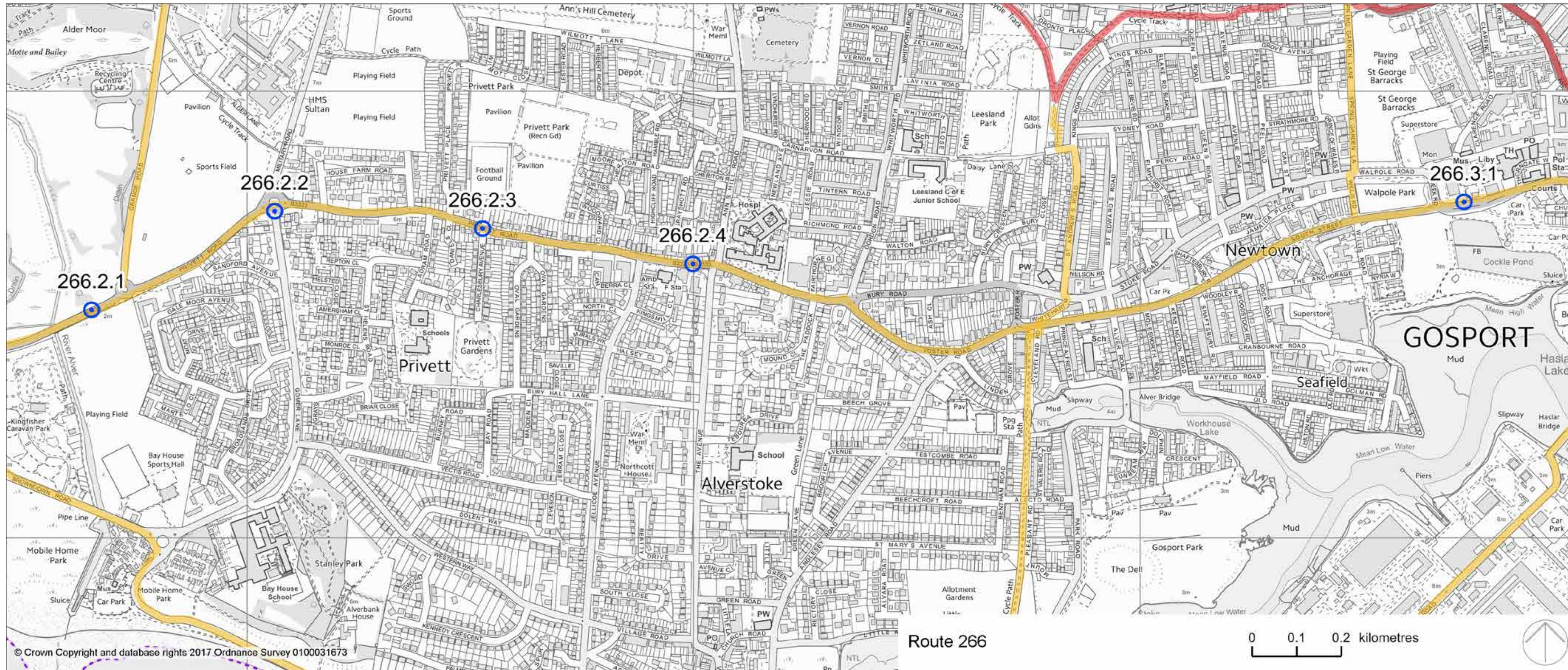
**266.3.1** Surface and markings of on-road advisory cycle lanes could be improved. On road cycle lane markings could be made clearer and surface improved. They could be widened where possible. There may be scope to provide segregated cycle tracks by widening the road using land from the existing Walpole Park Car Park which is owned by Gosport Borough Council. This could be investigated further via discussions with Gosport Borough Council.

As part of the SEHRT TCF proposals, buses will utilise South Cross Street and North Cross Street to transition from the B3333 South Street to the A32 Mumby Road via High Street. It is recommended that the cycle

facilities on South Street are protected and given priority over buses turning left across them.



**266.3.1 South Street cycle markings**

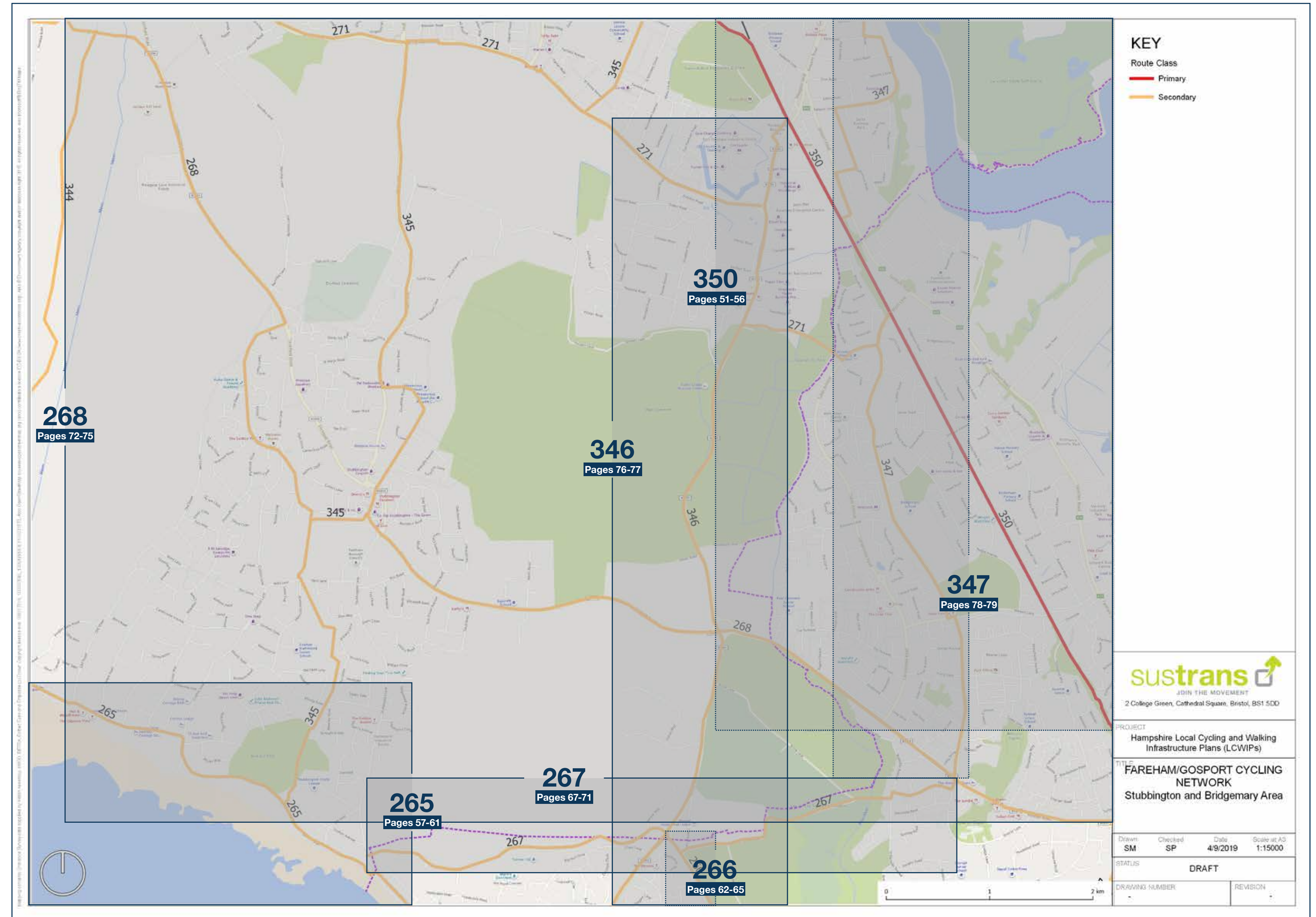


Key:

- Primary route
- Secondary route
- Potential options

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# Stubbington and Bridemary network overview





# Route 267: Daedalus Drive junction with Stubbington Lane – Heritage Way

## Route description

This is a secondary west-east route that links visitor destinations at Lee-on-the-Solent and south east Stubbington to Hardway via Rowner. The route is 8.3km long. A short section in the middle of the route follows the National Cycle Network Route 224 on Henry Cort Way between Rowner and Brockhurst.

## Background

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

## 267.1 Daedalus Drive junction with Stubbington Lane – Rowner Lane roundabout

### Existing conditions

This route starts by passing through the new Daedalus development of 200 homes. There is a shared use path that crosses the Cherque Way junction with several toucan crossings. From here the route leads down Shoot Lane which has no cycling provision and is a winding sheltered country lane with poor visibility and cars travelling notably much faster than cyclists. The route then continues onto a residential road where there are parked cars on both sides before joining the Rowner Lane roundabout.

### Barriers to walking and cycling

The main barrier in this section of the route is safety and comfort due to the lack of cycling and pedestrian provision on Shoot Lane and the first half of Brune Lane, cars being perceived to drive at high speeds and poor light due to tree cover. There is also a lack of wayfinding where Brune Lane crosses Rowallan Avenue.

## Potential options

**267.1.1** The opportunity to provide a traffic-free segregated path, segregated from but parallel to Shoot Lane between Cherque Way and St Nicholas Ave could be explored.

**267.1.2** Wayfinding could be installed at the Brune Lane/Rowllan Ave staggered crossroad junction to ensure the route is clear and legible.

**267.1.3** The western section of Brune Lane comprises a residential street and on-street car parking on both sides of the road which obstructs cyclists. However, traffic speeds and volumes appear to be low. Cycle symbol markings would increase driver awareness of cyclists.

**267.1.4** Rowner Lane roundabout is very busy throughout the day and feels unsafe for cyclists. This junction requires a new layout to enable cycles to connect with existing facilities north and east of this roundabout, on desire lines.



267.1.1 Safety on Shoot Lane



267.1.2 Unclear direction, Brune Lane



267.1.3 Parked cars on Brune Lane



267.1.4 Rowner Lane roundabout

## 267.2 Rowner Lane roundabout – Military Road

### Existing conditions

This part of the route comprises a segregated cycle lane that runs parallel to Rowner Road (B3334) which is busy throughout the day and is a key commuter route. As the lane approaches the Rowner Road bridge, the lane bypasses the Grange Rd roundabout and continues under the bridge to become completely off road and separated from traffic, acting as a very useful cut through for cyclists and pedestrians who wish to avoid the busy roundabout on the A32 in Brockhurst.

Along Rowner Road, this route shares its alignment with Section 3 of Route 286. Between Rowner Road and Station Road, this section of the Route follows the alignment of Route 350. See Recommendations 350.3 and 350.4 for suggested improvements on this section.

### Barriers to walking and cycling

The segregated cycle lane on the B334 is very good in terms of safety and wayfinding but the main barrier is comfort of the cycling surface as it is bumpy in places and also dips frequently to meet junctions.

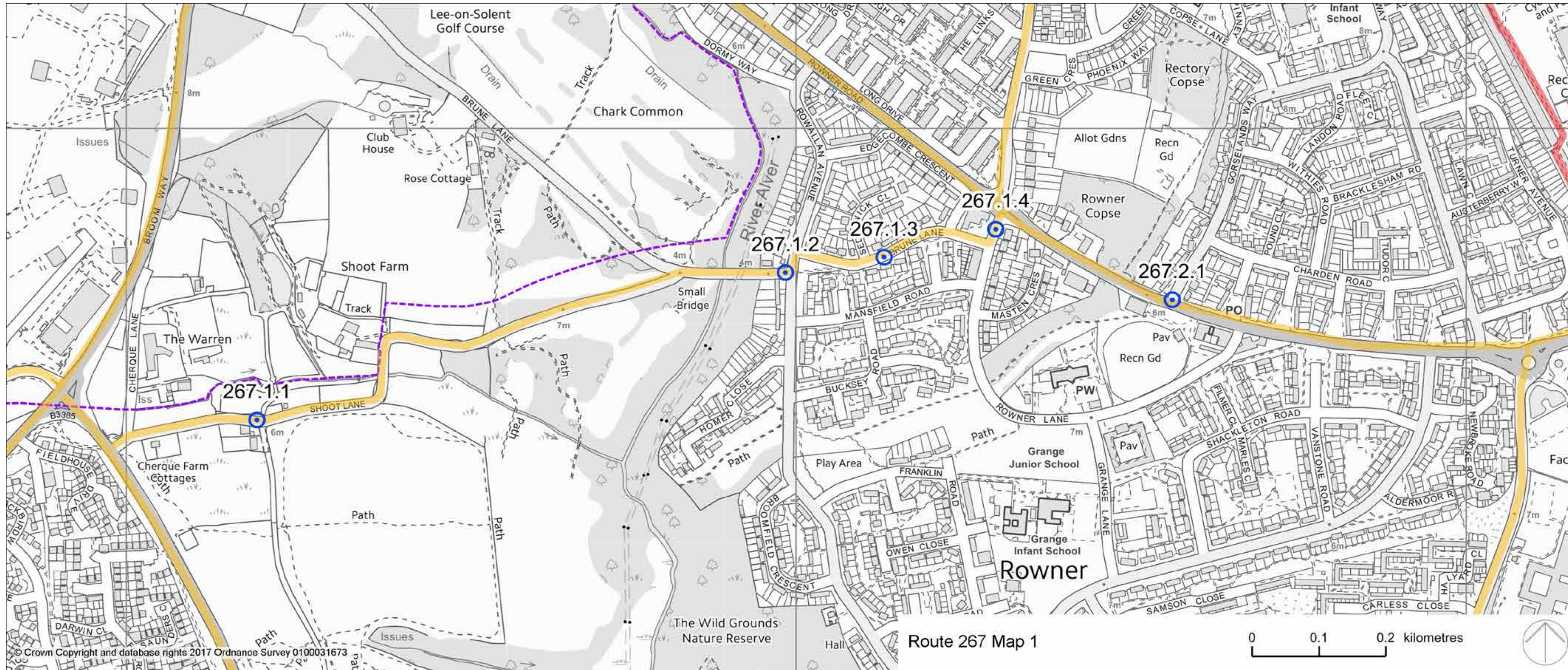
### Potential options

**267.2.1** It is recommended that a widening of the existing shared use path or provision of segregated

cycle facilities using space from the central hatching and verge is explored. It is recommended that these facilities are extended along the length of Rowner Road.



**267.2.1 Comfort on Rowner Lane**



Key:

- Primary route
- Secondary route
- Potential options

## 267.3 Military Road – Heritage Way

### Existing conditions

This section of the route shared briefly with route 350. The final part of this route has very little cycle provision and is mostly formed of narrow residential streets with cars parked on either side. The route then crosses Brockhurst Road before continuing onto more residential streets that are a little wider but are still subject to a lot of on-street car parking. The route eventually becomes more pleasant, safe and comfortable when it joins a shared use path that crosses through Grove Road Rec and Priddy’s Hard, linking to Heritage Way.

### Barriers to walking and cycling

The main barriers on this section of the route is that there is very little cycle provision and it is very disjointed, affecting the route’s comfort, continuity, wayfinding and safety.

### Potential options

**267.3.1** At Military Road the existing NCN 224 on Henry Cort Way connects to Station Road, which has an adverse highway safety record involving cyclists. The signalised crossings in this location do not provide any cycle facilities. It is recommended that a connection is provided between the proposed shared use path on Station Road and Thamesmead Close. It is also recommended that a direct connection between the

northern end of Station Road and Norfolk Road, across the allotments is investigated.

**267.3.2** Where Station Road widens, there is still the issue of on-street parking. This parking could be formalised using white lined bays. The central white line could be removed from the middle so that the road is adjusted to be more cycle friendly. Signage could be installed to aid wayfinding. The above could also apply to Thamesmead Close, where the route continues.

**267.3.3** This part of the route is very poor in terms of continuity and wayfinding. The route utilises a narrow alleyway adjacent to a garage which is overgrown with vegetation. Clear signage could be provided in this location to aid wayfinding. If possible, the alley could be widened and the vegetation could be cut back and maintained in perpetuity. A dropped kerb and street lighting could also be provided here.

**267.3.4** This part of the route uses a section of Brockhurst Road which is very busy with vehicles throughout the day. It is a major road that connects residents and commuters to the town centre. It is recommended that cycle lanes with light segregation are installed, taking space from parking and narrowing the traffic lanes for this short section. The track could run until a point opposite the mouth of Chantry Road.

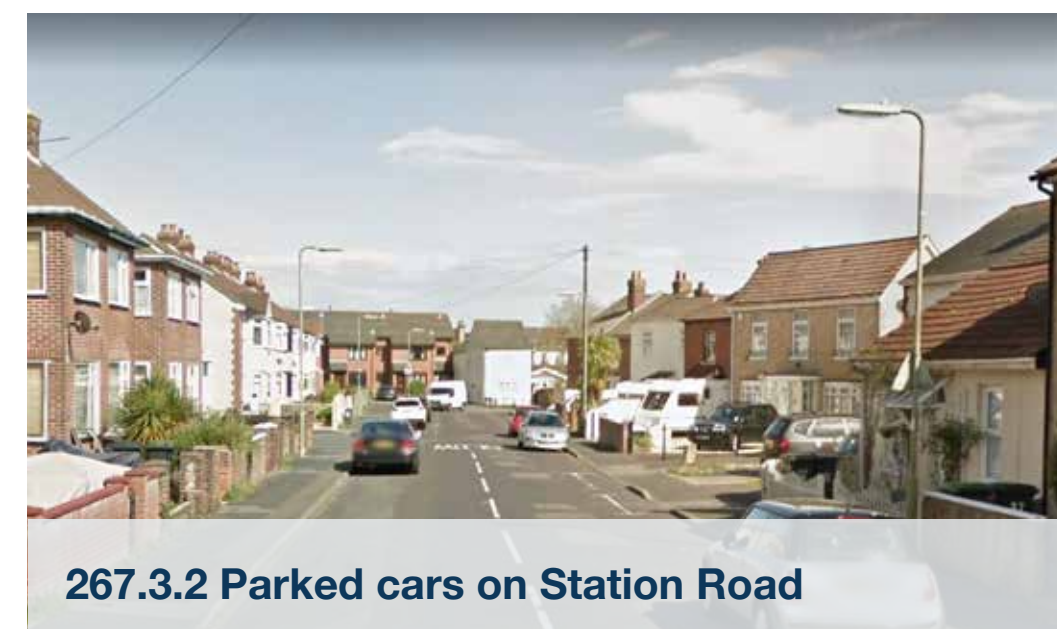
**267.3.5** Chantry Road is a relatively quiet residential road and is subject to on-street car parking. Traffic speeds and volumes are not particularly high but the road could benefit from some cycle symbol markings.

Signage could be provided to aid wayfinding. The above could also apply to Palmyra Road where the route continues. This area may benefit from a neighbourhood wide filtered permeability scheme to prevent through traffic. A possible location for a modal filter is opposite Elson Library on Chantry Road and this should be investigated further.

**267.3.6** Coombe Road is narrow and subject to on-street parking. Suggest closing road to through traffic using a simple point closure with cycle signs to improve continuity and wayfinding.



267.3.1 Safety on Station Road



267.3.2 Parked cars on Station Road



267.3.3 Alley way on Thamesmead Close



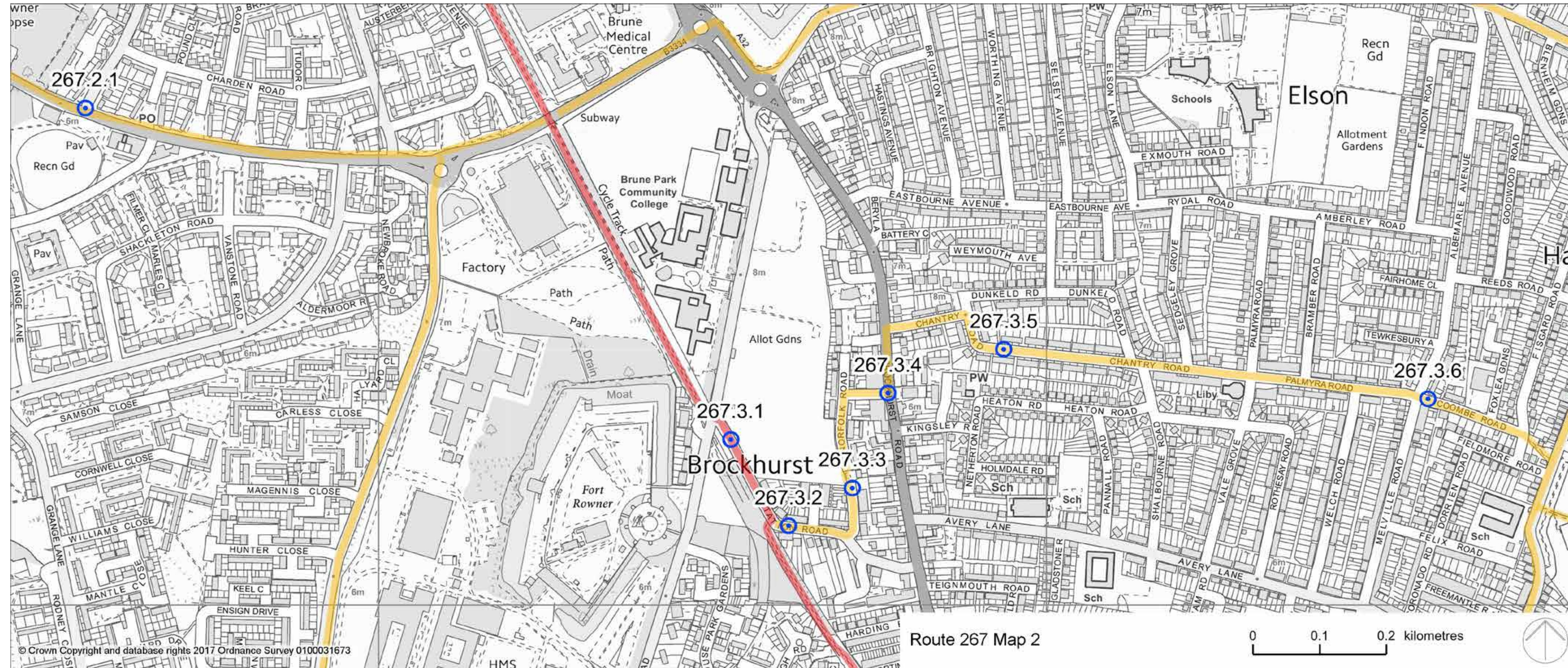
267.3.4 Brockhurst Road



267.3.5 Parked cars on Chantry Road



267.3.6 Parked cars on Coombe Road



Key:

- Primary route
- Secondary route
- Potential options

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# Route 268: from Rowner – Gosport town centre

## Route description

Providing a link from Rowner to Gosport town centre, this route is approximately 6.7km long. The entirety of this route is along urban roads and paths, with a variety of existing infrastructure for cyclists and pedestrians.

Regular bus services are in operation along this route, providing links to Fareham and Gosport. For sections 268.1 and 268.2 see the Fareham LCWIP.

## Background

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

Route 268 passes close to the waterfront regeneration policy area under the Gosport Local Plan 2011-2029. As stated in the introduction, this was taken into consideration at the stakeholder engagement event.

## 268.3 Rowner – Fort Brockhurst

### Existing conditions

This section of route 268 follows Rowner Road (B3334) from Rowner to Fort Brockhurst. This road is subject to a 40mph speed limit from Peel Common Roundabout until its junction with Rowner Lane, whereupon it

becomes 30mph. There is an existing shared use path from Rowner to Fort Brockhurst along much of this route, which transitions to segregated off-road paths at various points.

### Barriers to walking and cycling

Much of the cycling infrastructure is disjointed and wayfinding is limited along this section of route 268.

There are few barriers to pedestrians along this section of the route. For much of the route there are footpaths on both sides of the carriageway, with crossings provided at semi-regular intervals.

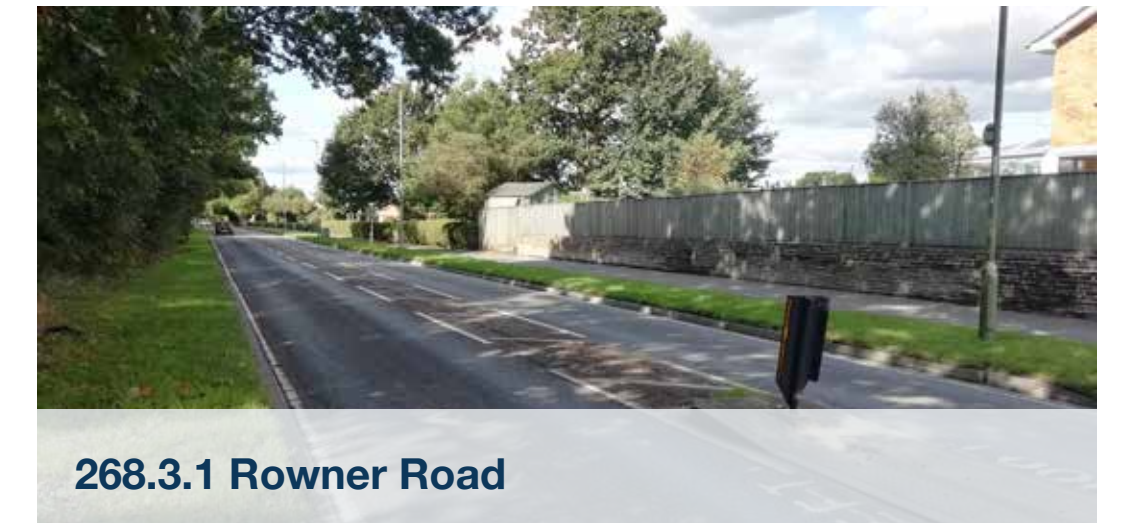
### Potential options

**268.3.1** The shared use path currently at this location could be widened to accommodate a fully segregated cycle track and footway. This can be achieved by utilising the grass verge and central hatching on Rowner Road to provide extra width.

**268.3.2** Subject to space availability, it is recommended that fully segregated cycle tracks are continued along this section. If this is not feasible, cycle provision could be transitioned to on-road routes on the quiet residential streets that run parallel to the carriageway. Signage could be improved and cycle symbol markings

installed to improve wayfinding in these locations.

**268.3.3** It is recommended that segregated cycle tracks are installed continuously along Rowner Road until its junction with the A32. The existing crossing provision over the B3334 Rowner Road to the east of Tichborne Way, which connects to the shared use path on Grange Road, could be upgraded to a toucan crossing.



## 268.4 Fort Brockhurst – Gosport town centre

### Existing conditions

The roads along this section of route 268 are primarily residential, with some business areas towards Gosport town centre. There is a general lack of cycling infrastructure, although a shared use path is provided along Heritage Way. All roads along this section are subject to a 30mph speed limit.

### Barriers to walking and cycling

The accessibility of this section of route 268 by pedestrians is very good, with footpaths consistently provided and crossings at regular intervals.

The only cycle infrastructure in place along 268.4 is the shared use facility along Heritage Way and across the Millennium Bridge. On-street parking and bus stops along St Thomas' Road and Elson Road provide additional obstacles to cycling.

### Potential options

**268.4.1** It is recommended that the existing right turn lane and associated hatching is removed to provide segregated cycle tracks on the approach to the B3334/A32 roundabout. A redesign of the layout of the two roundabouts to better support pedestrian and cycle movements towards Elson Road is also recommended. This redesign could include toucan crossings.

**268.4.2** On-street parking occurs along the majority of Elson Road and St Thomas Road. This could be arranged and formalised with white lining to provide horizontal deflection and therefore informal traffic calming. A 20mph design speed could be implemented and supported by a scheme of traffic calming measures.

**268.4.3** If there is sufficient space, the existing shared use path that ends at the southern end of St Helier Road could be extended along St Helier Road to the junction with St Thomas's Road. If space is insufficient, then traffic calming measures could be used to implement a 20mph design speed, with a connection to the existing shared use path provided. It is recommended that the existing shared use path on Heritage Way is widened by space created from removing the existing right turn lanes.

**268.4.4** The shared use path on the western side of Heritage Way ends abruptly with an 'End of Route' sign. The path could be re-integrated with the carriageway where an informal crossing comprising alternative surface colouring could be provided. From here, cycle symbols could be provided along the road to increase driver awareness. This section of the route then passes through the car park of the Explosion Museum of Naval Firepower. 24-hour access could be negotiated with the museum. Alternatively, the route could be realigned via Heritage Way.

**268.4.5** Weavil Lane is a wide road and there are already elements of traffic calming in place in the form

of speed cushions. It is suggested that the carriageway is narrowed to support lower vehicle speeds.

**268.4.6** It is recommended that the existing crossing over the A32 Mumby Road is upgraded to a toucan crossing. The existing on-road advisory cycle lanes on Mumby Road could be upgraded to segregated cycle tracks.

**268.4.7** It is suggested that a shared use footway is created on the east side of Spring Garden Lane. This could be created by narrowing traffic lanes and possibly by extending into park as a secondary approach. This could connect to a toucan crossing over Walpole Road. An alternative option would be to make Spring Garden Lane one-way.

**268.4.8** The barriers at the south end of Willis Road prevent easy access to South Street. These could be removed to allow cyclists to more easily join the cycle provision on South Street.



268.4.1 Elson Road



268.4.2 St Thomas' Road



268.4.3 St Helier Road/Heritage Way



268.4.4 Heritage Way



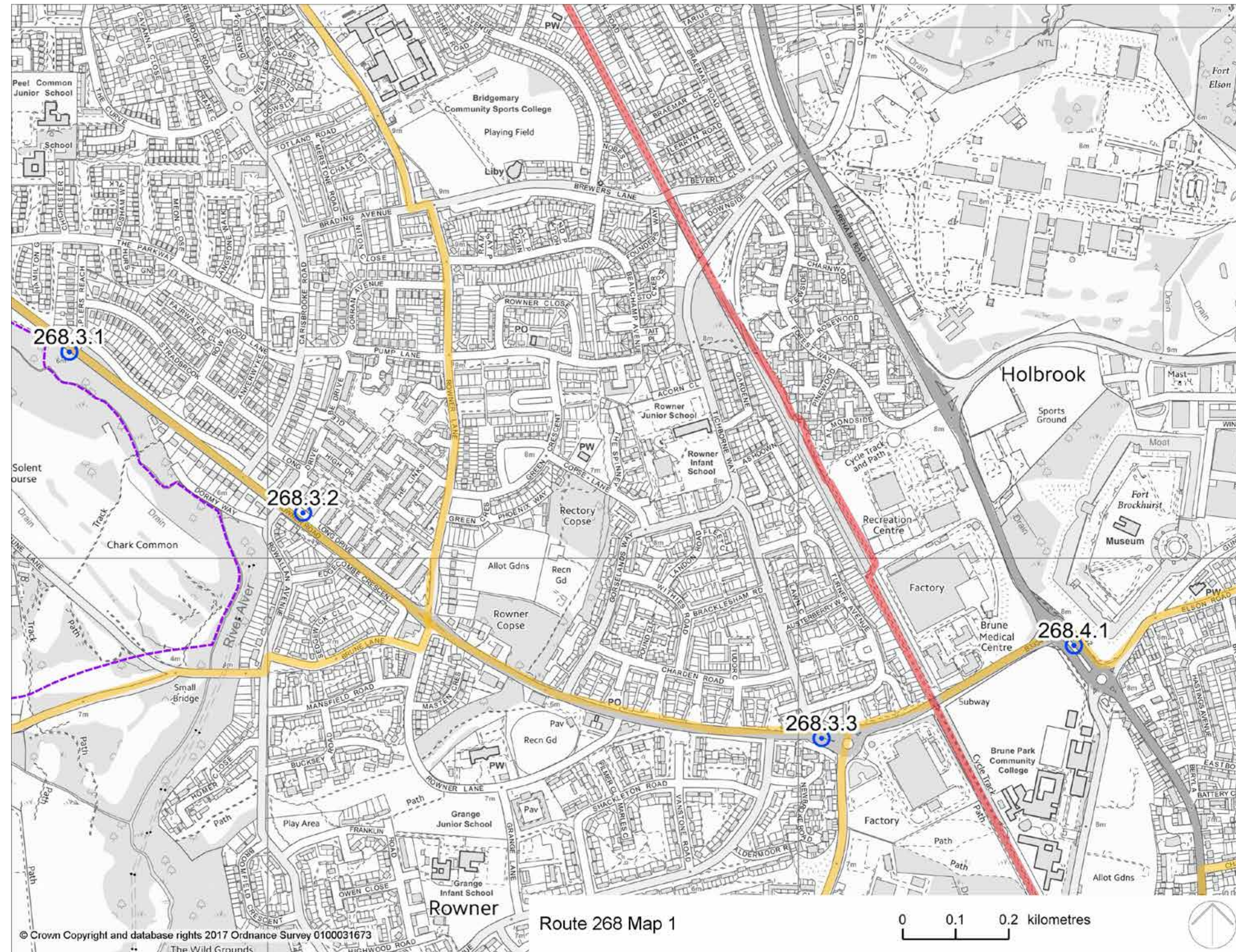
268.4.5 Weavil Lane



268.4.6 A32 Mumby Road



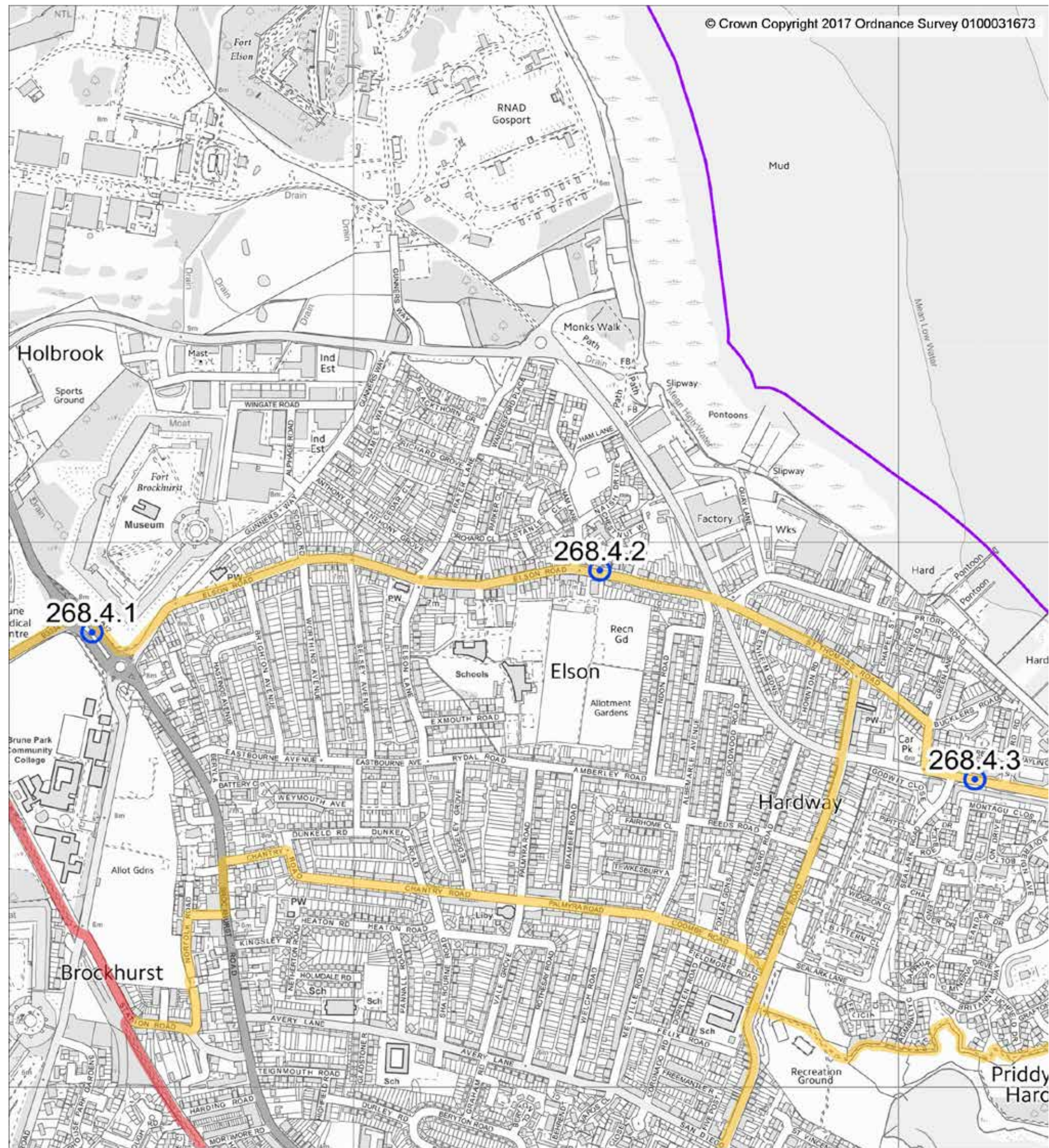
268.4.7 Spring Garden Lane



Key:

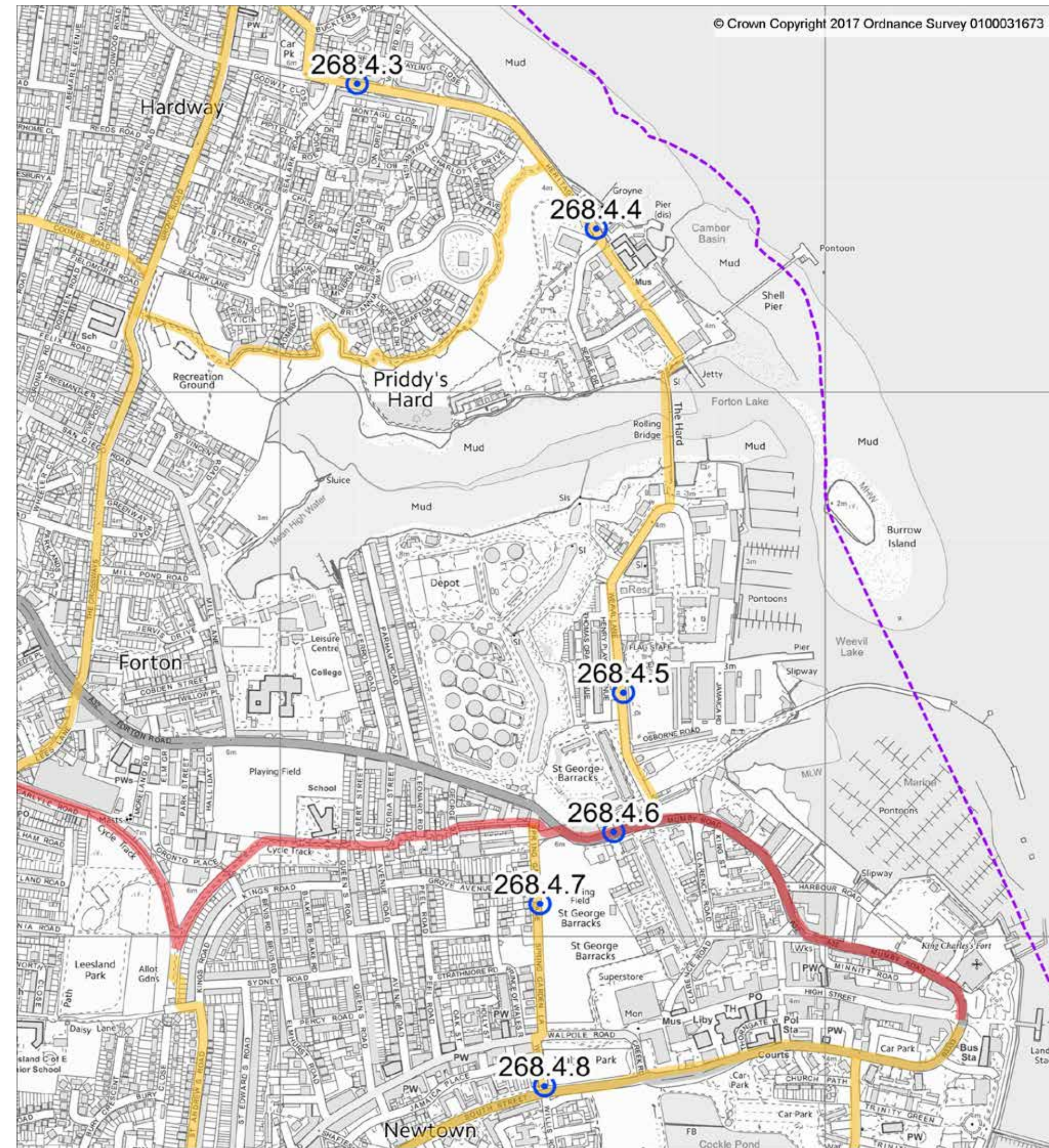
- Primary route
- Secondary route
- ⊙ Potential options





Route 268 Map 2

0 0.2 0.4 kilometres



Route 268 Map 3

0 0.2 0.4 kilometres



**Key:**

- Primary route
- Secondary route
- Potential options

# Route 346: Fort Fareham – Pier Street

## Route description

This is a secondary route that links the Henry Court Way/Palmerston Drive junction in Fareham to the West of Gosport, specifically the visitor destination of Marine Parade in Lee-on-the-Solent. The route is 5km long. The first section of the route, 346.1 from Henry Court Way to the Broom Way/Daedalus Drive junction is located within Fareham Borough. See the Fareham LCWIP for further details.

## Background

This route was supported by local stakeholders at the engagement event as it provides a connection between Lee-on-the-Solent and Fareham. Additionally it links National Cycle Network routes 2 and 224.

## 346.2 Newgate Lane – Pier Street junction

### Existing conditions

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

### Barriers to walking and cycling

The main barriers on this part of the route are continuity and safety as the cyclist approaches the seafront.

### Potential options

**346.2.1** A staggered toucan crossing is provided over the Broom Way junction with Daedalus Drive. This could be upgraded to a straight over toucan crossing on the desire line.

**346.2.2** It is recommended that the shared use path on Broom Way is widened where possible. If space permits, then segregated cycle tracks could be provided. Space from the central hatching and verge could be utilised. It is recommended that pedestrian and cycle priority should be installed on the desire line where the route crosses side roads such as Chark Lane, Fell Drive and Manor Way. This could comprise a raised crossing with a different surface material to the carriageway.

**346.2.3** There are two uncontrolled crossing points across Broom Way between Chark Lane and Court Barn Lane. The shared use path crosses from the eastern to the western side of Broom Way at the northern crossing. It is recommended that these are widened and upgraded to parallel zebra crossings.

The continuation of the shared use path on the eastern side of Broom Way beyond this point, in addition to the existing path on the western side could be investigated.

**346.2.4** It is recommended that the existing shared use path on the western side of Broom Way is widened where possible. The shared use path ends at the junction with Olave Close and it is recommended that the shared use path is extended to High Street. The provision of segregated cycle tracks on Manor Road could be investigated, if there is sufficient space. Space from the verge and carriageway could be utilised and parking restrictions could also be explored. If segregated tracks cannot be accommodated, then upgrading the eastern footway to an additional shared use path could be explored.

**346.2.5** On the approach to High Street/Manor Way junction, it is recommended that provision of the above shared use paths/segregated cycle tracks is continued. Pedestrian and cycle priority could be installed over the minor arms of the Manor Way/Grove Road crossroad junction using a raised crossing or surface treatment.

**346.2.6** Pier Street has cars parked on both sides and is very narrow for cars and cyclists to share. Pedestrianising this part of the route could be investigated, through a point closure at its junction with

High Street. Alternatively, removal of parking from one side of the road to accommodate a cycle facility could be considered.





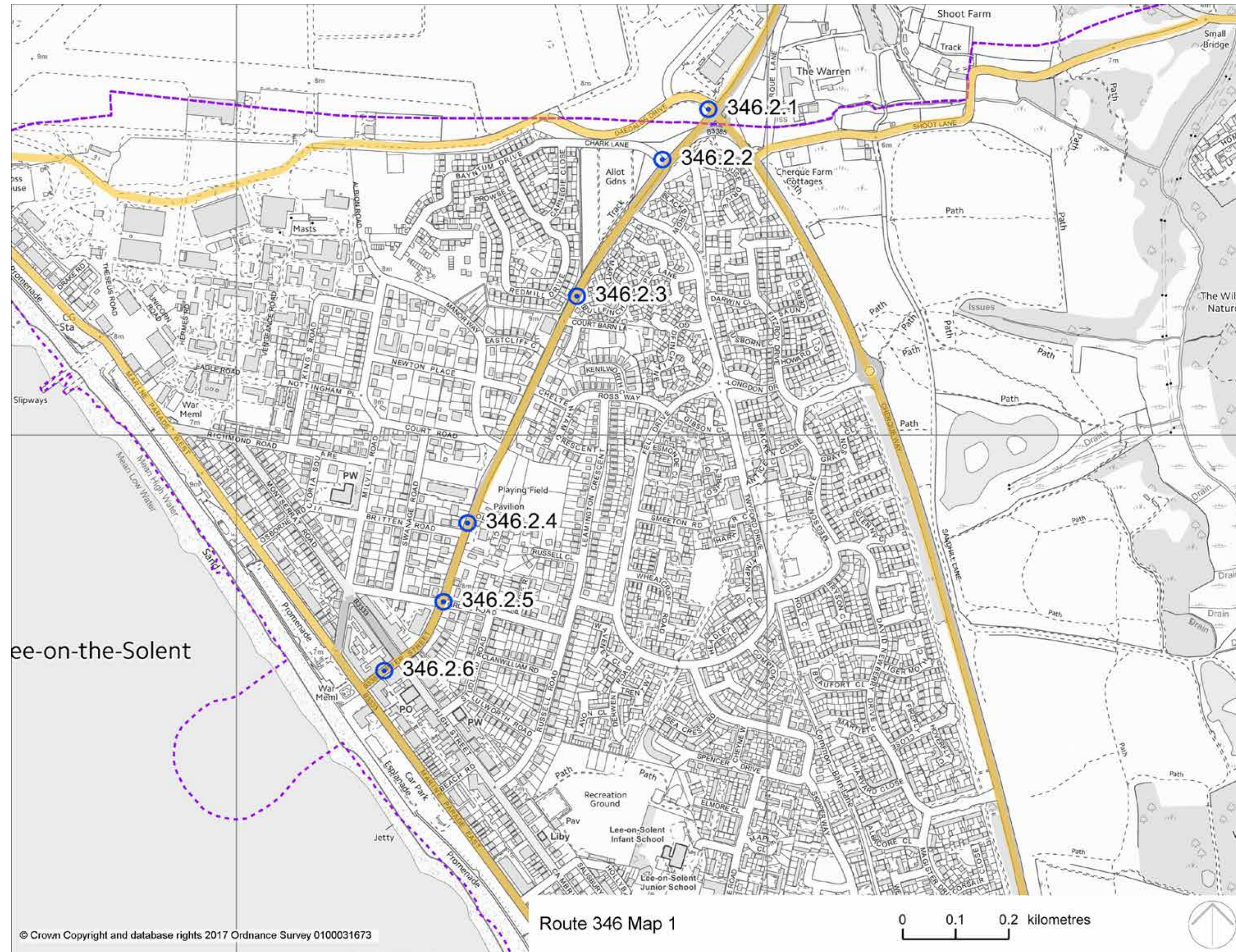
346.2.4 Pier Street (B3385)



346.2.5 Broom Way (B3385)



346.2.6 Manor Way/Olave Close junction



Key:

- Primary route
- Secondary route
- Potential options

# Route 347: Fareham Common – Privett

## Route description

This is a secondary route that links north Fareham to Privett which is located to the west of Gosport town centre. The route is 11.3km long and runs on a broadly north to south alignment. See the Fareham LCWIP for Sections 347.1 and 347.2 of this route.

## Background

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

This route shares sections of its alignment with other routes including the 350 and 268. It also utilises a short section of the Eclipse Busway (NCN 224).

## 347.3 Henry Cort Way – Rowner Lane

### Existing conditions

This part of the route is more comfortable as it is mostly residential. However there is a lack of cycling provision. The exception is at Eastern Parade and Salterns Lane where signage is good.

### Barriers to walking and cycling

The main barriers are continuity and wayfinding due to the lack of cycling provision.

### Potential options

**347.3.1** There is no existing cycle provision on Wych Ln. The western footway could be widened upgraded to a shared use path to tie into the shared use path at the junction with Henry Court Way.

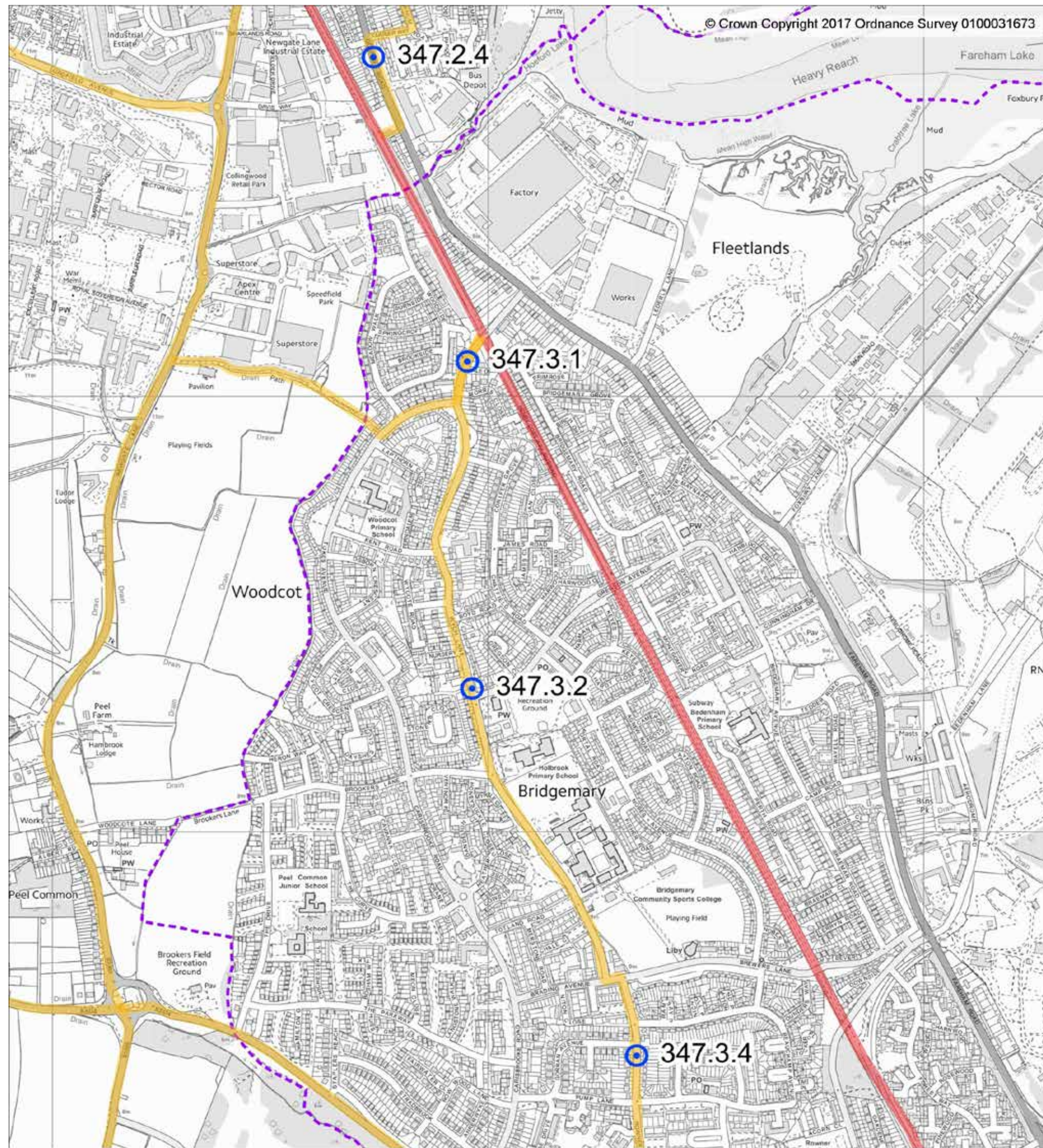
**347.3.2** The above shared use path could be continued along the full length of Wych Lane. The design speed could be reduced to 20mph using a scheme of traffic calming measures, particularly within the vicinity of the Holbrook Primary School and Bridgemary Community Sports College.

**347.3.3** Accessibility improvements at mini roundabout to improve continuity and safety for cyclists are proposed.

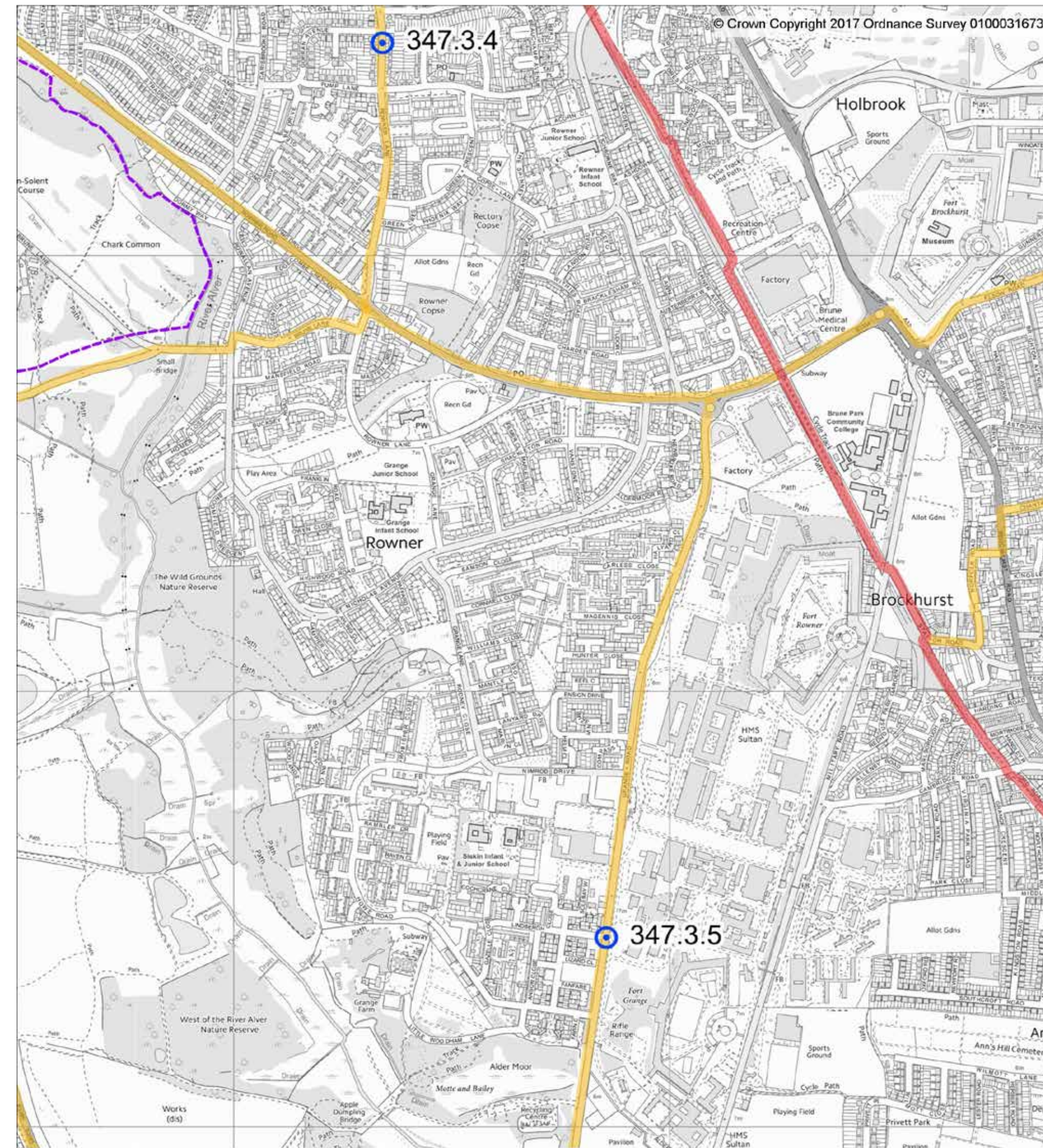
**347.3.4** Similar to parts of Wych Lane, Rowner Lane is interspersed with wide verges that could be adapted to provide space for cyclists.

**347.3.5** Grange Road appears to be wide enough to have the cycle path widened or preferably convert the grass verge the on left into an off road designated space for cyclists.





Route 347 Map 1



Route 347 Map 2

**Key:**

- Primary route
- Secondary route
- Potential options

# Route 348: Grove Road junction with St Thomas's Road/Crescent Road junction with Fort Road

## Route description

This is a secondary north-south route that links Hardway to Anglesey. The route is 4.1km long. It also provides a link between NCN routes 2 and 224.

## Background

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

## 348.1 Grove Road junction with St Thomas Road (Elson) – The Crossways

### Existing conditions

This route is partly residential, and features several mini roundabouts and a controlled junction. Where the route passes St John's School, Grove Road is subject to on-street parking on both sides. The route continues onto The Crossways, which provides a major link to the town centre and continuation to the coastline. Both roads are wide and have no cycling provision.

### Barriers to walking and cycling

Grove Road and The Crossways are both busy during rush hour with high vehicle speeds and on-street parking. The main barriers are therefore safety and continuity.

### Potential options

**348.1.1** Grove Road is wide and subject to on-street parking. This could be formalised with bays and arranged to provide horizontal deflection which will have a calming effect on vehicle speeds. It is recommended to investigate the widening of one footway and upgrading it to a shared use path.

**348.1.2** The design speed on Grove Road could be reduced to 20mph and supported by a scheme of traffic calming measures to improve safety for cyclists on the road; particularly at the mini-roundabouts.

**348.1.3** The Crossways is wider than Grove Road and many properties have off road parking. Segregated cycle tracks or on-road lanes with light segregation could be provided using width from the carriageways and the wide footways.

**348.1.4** Any new cycle infrastructure on The Crossways could link to possible upgraded crossing at the Forton signalised junction. 'Straight over' toucan crossings could be provided where a possible in addition to advanced stop lines in the carriageway.



348.1.1 Parked cars on Grove Road



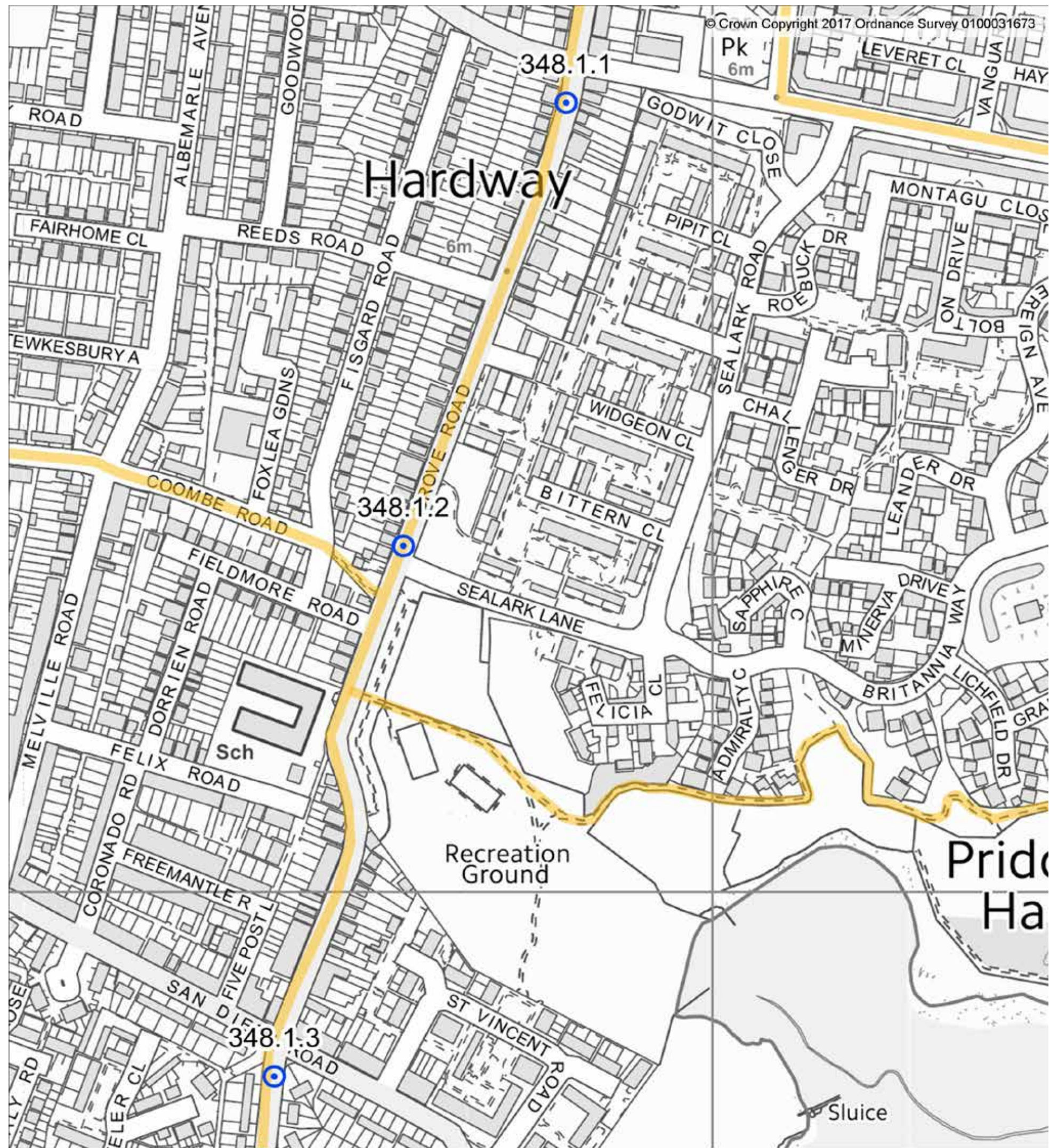
348.1.2 Grove Road mini roundabouts



348.1.3 The Crossways

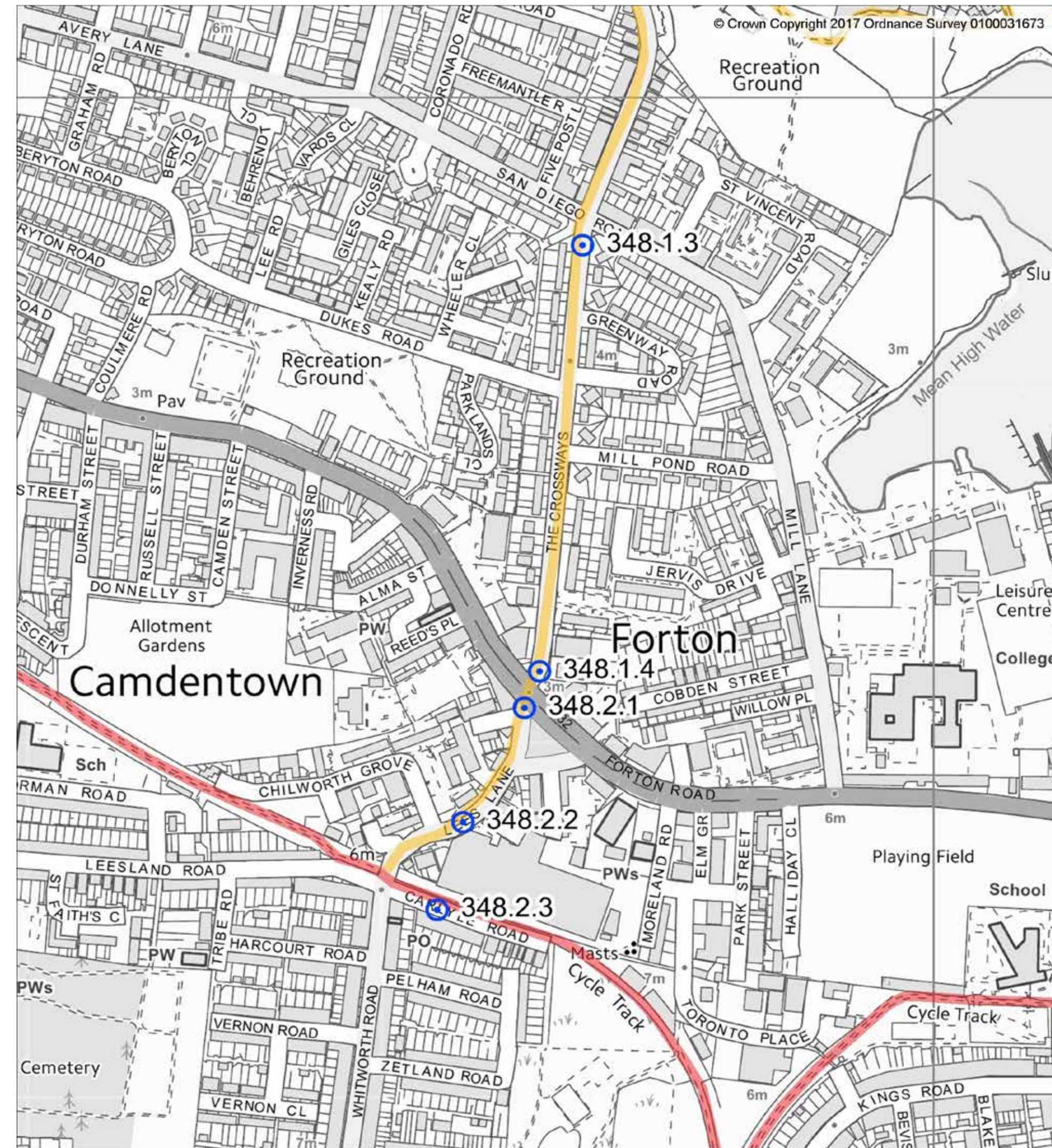


348.1.4 The Crossways traffic lights



Route 348 Map 1

0 0.05 0.1 kilometres



Route 348 Map 2

0 0.1 0.2 kilometres



**Key:**

- Primary route
- Secondary route
- Potential options

## 348.2 The Crossways – Stoke Road

### Existing conditions

This is quite a disjointed section with little continuity. It changes from narrow residential roads, busy main roads and segregated use. The segregated sections are completely off road and well screened but vary in comfort and attractiveness. The residential routes are subject to on-street parking. Between Lees Lane and White Hart Road, the route follows NCN 224.

### Barriers to walking and cycling

Route continuity and safety are the main issues with this section of the route, particularly where the roads are busy and/or lined with parked cars.

The section of Daisy Lane, leading to Leesland Junior School, is currently prohibited to cycling.

### Potential options

**348.2.1** It is difficult to cross Forton Road to get to Lees Lane. A redesign of the junction could provide pedestrian crossings across all arms. These could be provided as ‘straight across’ toucan crossings. Advanced stop lines and cyclist early release signals could be provided on all approaches to the junction.

**348.2.2** There is limited space to provide cycle facilities on Lees Lane. It is recommended that the design speed of the road is reduced to 20mph. The opportunity to

upgrade the western footway to a shared use path could be investigated. Toucan crossings are also proposed at this junction.

**348.2.3** Although this part of the route is welcomed for being the only section designated for cyclists, there is capacity for the segregated track to be widened and the surface to be improved.

**348.2.4** The segregated route comes out into an alley way and wayfinding is ambiguous. Shared use sign could be installed to make it clear to the cyclist that the route continues here.

**348.2.5** Traffic flows on St Andrew’s/Kings Road appear to be suitably low to safely accommodate cycling in the carriageway, however a 20mph zone could be implemented. This could be supported by cycle symbols on road. Sinusoidal speed humps could be installed if necessary.

**348.2.6** Investigate provision of a raised table at junction to calm traffic and enhance the attractiveness of the route and area for cyclists and pedestrians.



348.2.1 Forton Road to Lees Lane



348.2.5 Parked cars on St Andrews Road



348.2.2 Lees Lane



348.2.6 White Hart Road

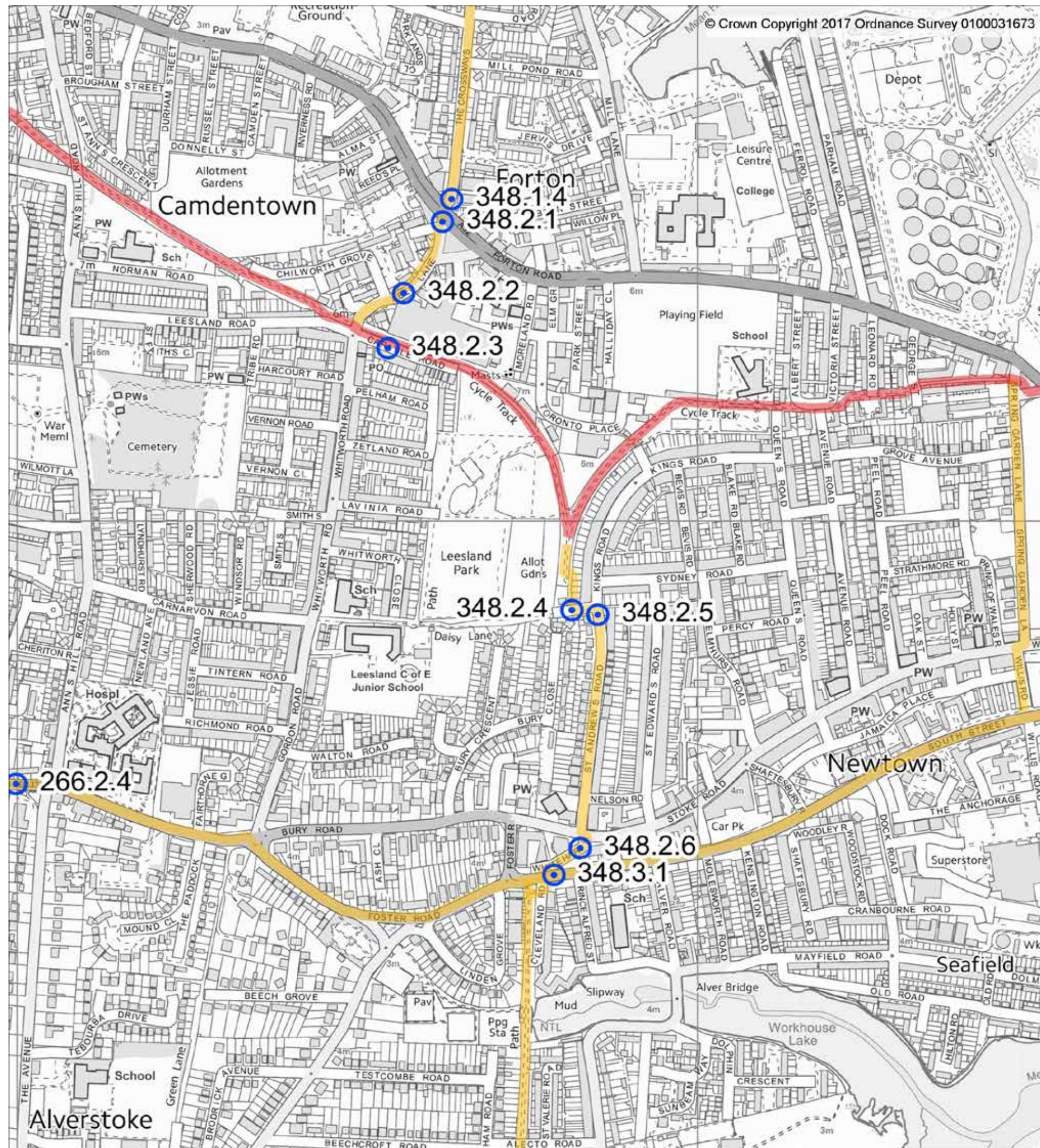


348.2.3 Old railway track



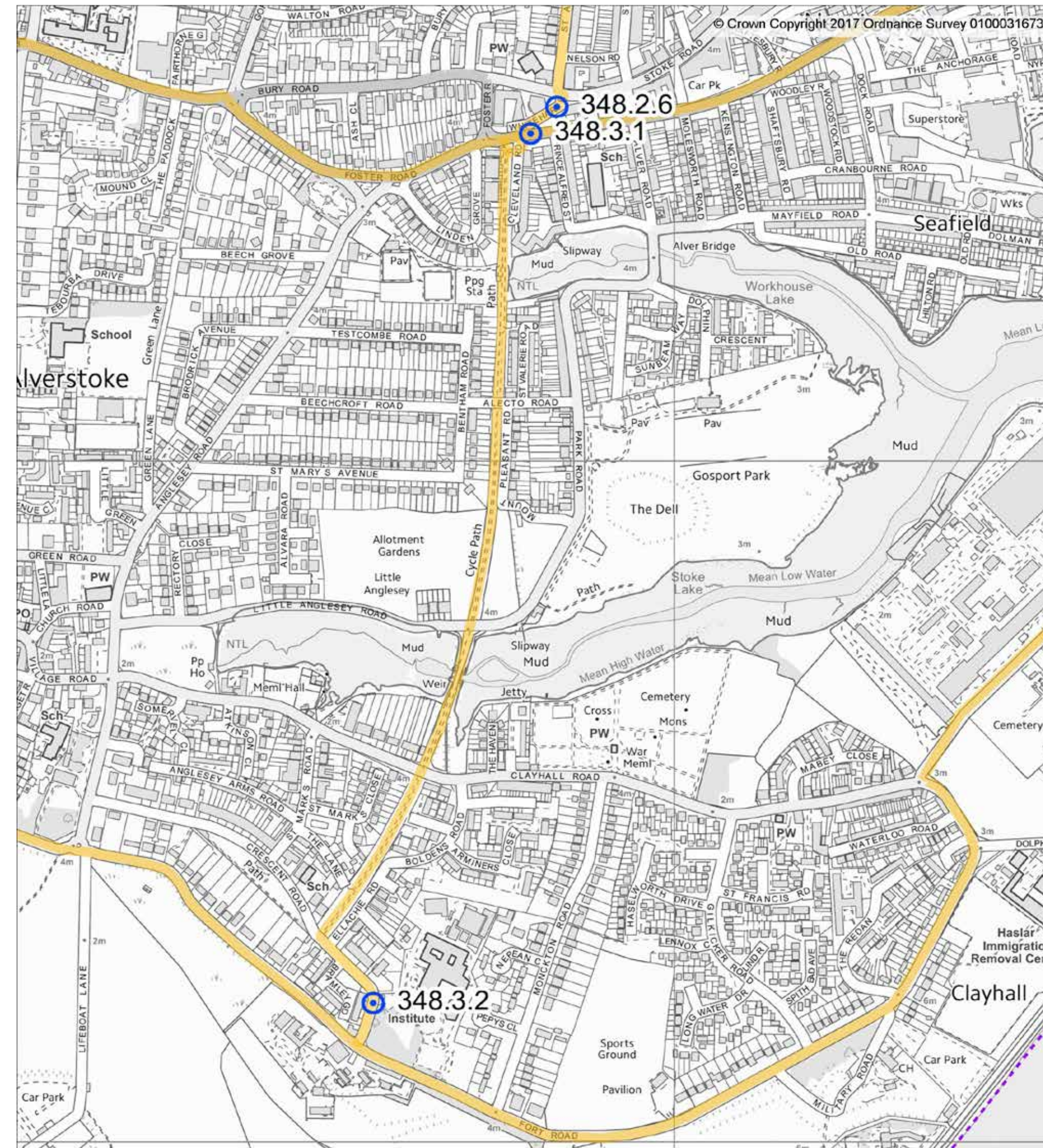
348.2.4 Alley Way on Daisy Lane





Route 348 Map 3

0 0.1 0.2 kilometres



Route 348 Map 4

0 0.1 0.2 kilometres



Key:

- Primary route
- Secondary route
- Potential options

## 348.3 Stoke Road – Crescent Road junction with Fort Road

### Existing conditions

The last section of this route is much more pleasant as it is mostly segregated cycle path and is completely off road, smooth, comfortable and well screened with trees. It follows the alignment of NCN 2 from Foster Road to Crescent Road. It is traffic free with the exception of Crescent Road which is a quiet residential street.

### Barriers to walking and cycling

This part of the route is good overall but at the very end where the segregated path joins Crescent Road and meets Fort Road, the lack of cycling provision and no entry sign with no alternative route negatively impacts on route continuity and safety.

### Potential options

**348.3.1** The existing informal crossing over the B333 South Street could be upgraded to a toucan crossing. The connection from White Hart Road to South Street could be improved. This could include the removal of the barriers and enhancements to the public realm.

**348.3.2** Provide contraflow lane for cyclists on south section of Crescent Road and install road markings to make this clear to drivers pulling into Crescent Road from the opposite direction.



# Access to bus stops

## Description

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.

This LCWIP includes assessments and suggested improvements for access to bus stops. 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 42 sets of stops (often pairs) proposed for Gosport 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 Station Road reflect this situation.
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 Vian Close 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 Grange Road roundabout 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 mass transit routes are proposed along the A32 and existing bus way and therefore replicate 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). The area with this 400m radius for each of the stops has therefore been assessed. GIS technology has been used to calculate the total area (m<sup>2</sup>) within 400m of all stops (as many areas overlap) to estimate the total cost of measures. These costs are based on access to the stops, rather than the stops themselves, as these measures are included within the main TCF bid.

All routes to stops would benefit from wayfinding signage.

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

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

## References:

1. CIHT's Bus stops in urban developments [ciht.org.uk/media/4459/buses\\_ua\\_tp\\_full\\_%20version\\_v5.pdf](https://www.ciht.org.uk/media/4459/buses_ua_tp_full_%20version_v5.pdf)

## A32 at Standard Aero

### Existing conditions

Pedestrian footways run alongside the A32 which is a single carriageway road at this location, with on-road cycle facilities. Pavements are generally quite wide, with trees and are constrained on both sides by private properties

### Barriers to walking

Volume of traffic, although as above, footways are quite wide and there is a controlled crossing point.

### Potential options

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

- installing missing tactile paving;
- paving the pedestrian desire line through to Fraser Road;
- public realm enhancements outside of Standard Aero employment site (not essential).

### Cost estimate

The cost for these improvement measures (without the public realm enhancements) is estimated to be around £20,000. 60% of the 42 sets of bus stops 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 £504,000.

## Vian Close

### Existing conditions

Vian Close stops are on the Eclipse Busway and are surrounded by a residential area.

### Barriers to walking

A number of large employment sites including Standard Aero are outside of the 400m radius; improvements to the walking experience may encourage people to travel further to and from these stops.

### Potential options

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

- dropped kerbs and tactile paving;
- improve coherence of the route through wayfinding;
- public realm enhancements;
- pavement widening where possible.

### Cost estimate

The cost for these improvement measures is estimated to be up to £100,000. 30% of the 42 sets of bus stops (13, rounding up) along the route could be expected to benefit from similar measures, therefore, the total cost estimate for access “medium level infrastructure required” bus stops is £1.26m.

## Grange Road Roundabout

### Existing conditions

The roundabout is surrounded by a mix of residential areas and major employment sites such as the Huhtamaki manufacturing centre and HMS Sultan. It is very close the proposed extension of the Eclipse Busway between Rowner Road and Military Road.

### Barriers to walking

Volume and dominance of traffic, and difficulties crossing arms of the roundabout may be barriers to walking in this location.

### Potential options

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

- narrow carriageway and widen footways using space from hatching;
- widen crossing points and increase presence through surfacing or zebra crossings;
- install missing footway section on south east of roundabout;
- public realm enhancements to enhance pedestrian environment.

### Cost estimate

The cost for these improvement measures is estimated to be over £250,000. As approximately 10% (4, rounding down) of the 42 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 £1m.

## 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	25	£0.504m
2	13	£1.26m
3	4	£1m
	Subtotal	£2.76m

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 £1.73m, the resulting projected cost of measures is £2.01m. 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 routes 266, 267, 268 and 350.

# Table of recommendations

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.

Recommendation	Brief description	Cost
<b>Route 350: Fareham to Gosport</b>		
350.4.1	Lighting	High
350.4.2	Advanced stop lines	Low
350.4.3	Retain shared use path next to new scheme	Medium
350.5.1	Existing layout sufficient; future busway plans propose facilities for pedestrians and cyclists	N/A
350.5.2	Existing layout sufficient; future busway plans propose facilities for pedestrians and cyclists	N/A
350.5.3	Existing layout sufficient; future busway plans could install wayfinding signage and remove barriers	Low
350.5.4	Toucan crossing	High
350.5.5	Toucan crossing	High
350.5.6	Remove barriers and widen Shared Use Path	Medium
350.5.7	Widen segregated cycle path or move to road	Medium
350.6.1	Improve access	Medium
350.6.2	Segregated cycle tracks	High
350.6.3	Raised zebra crossing and on-road symbols	High
350.6.4	Mandatory cycle lanes with light segregation, or segregated cycle tracks (space dependent), toucan crossing, protection at junctions, cycle parking	High
<b>Route 265: Stubbington to Gosport</b>		
265.3.1	Bus stop bypass	Medium
265.3.2	Pedestrian and cycle priority with raised crossings	Medium

Recommendation	Brief description	Cost
265.3.3	Traffic regulation order	Low
265.3.4	Change of priority	Low
265.4.1	Crossing point	Medium
265.4.2	Pedestrian and cycle priority with raised crossings, and maintenance	Medium
265.4.3	New bridge, or cantilever facility	High
265.4.4	Signalised crossing, and move statutory service	High
265.4.5	None	N/A
265.4.6	Crossing points	Medium
265.4.7	Improved crossing/connection	Medium
265.5.1	Shared use path or on-road facility with reduced design speed	High
265.5.2	Shared use path	Medium
265.5.3	Reduce design speed and cycle symbols	High
265.5.4	Reduce design speed and cycle symbols	High
265.5.5	Narrow junction mouth and refresh markings	Medium
265.5.6	Toucan crossing	High (also in 350.6.4)

Table of recommendations

Recommendation	Brief description	Cost
<b>Route 266: Lee-on-the-Solent to Gosport via Alverstoke</b>		
266.1.1	Improve perceived personal security through public realm improvements	Medium
266.2.1	Wayfinding and improved connections to improve access to existing facilities	Low
266.2.2	Widened crossing points with enhanced priority for pedestrians and cycles	Medium
266.2.3	Mandatory cycle lanes with light segregation, or segregated cycle tracks (space dependent)	Medium
266.2.4	Mandatory cycle lanes with light segregation, or segregated cycle tracks (space dependent)	Medium
266.3.1	Widen cycle lanes or segregate (space dependant), protect cyclists from bus manouevres into South Cross Street	High
<b>Route 267: Lee-on-the-Solent to Hardway via Rowner</b>		
267.1.1	Segregated route or modal filter	High/Low
267.1.2	Wayfinding	Low
267.1.3	Cycle symbols	Low
267.1.4	New junction layout	High
267.2.1	Segregated cycle tracks and priority crossing of side roads.	High
267.3.1	Segregated cycle facilities	High
267.3.2	Formalisation of parking, and wayfinding	Low
267.3.3	Widening, dropped kerbs, wayfinding, lighting	Medium
267.3.4	Cycle lanes with light segregation on road, and wayfinding	Medium
267.3.5	Permeable neighbourhood with wayfinding	Medium/High
267.3.6	Point closure	Low
<b>Route 268: Rowner to Gosport via Elson</b>		
268.3.1	Segregated cycle tracks	High
268.3.2	Segregated cycle tracks	High

Recommendation	Brief description	Cost
268.3.3	Segregated cycle tracks	High
268.4.1	Redesign of the layout of the two roundabouts to better support pedestrian and cycle movements towards Elson Road.	High
268.4.2	20mph design speed and traffic calming measures	Medium
268.4.3	Widen Shared Use Path and improve connection from St. Helier Road	Medium
268.4.4	Wayfinding and alternative surfacing for crossing. Consultation with Muserum over 24hr access. Alternatively realign route via Heritage Way.	Medium
268.4.5	Road narrowing to support lower speeds, if required	Medium
268.4.6	Upgrade crossing to a toucan crossing and upgrade on-road advisory cycle lanes to segregated.	High
268.4.7	Shared Use Path (SUP), road narrowing and toucan crossing	Medium
268.4.8	Improve connection/remove barriers	Low
<b>Route 346: Fort Fareham to Lee-on-the-Solent</b>		
346.2.1	Priority crossing on desire line and controlled crossing. Widen SUPs and provide priority of side roads. Segregated cycle tracks, or continuation of SUP	High
346.2.2	Widen SUP, segregated cycle tracks, raised crossings for cycle priority	Medium
346.2.3	Uncontrolled crossing points widened and upgraded to Zebra crossings. Continuation of SUP.	Medium
346.2.4	SUP widened where possible, continuation of SUP to High Street and segregated cycle tracks on Manor Road	High
346.2.5	On the approach to junction, continuation of SU/segregated cycle tracks. Raised rossing or surface treatment on side roads.	Medium
346.2.6	Pedestrianising Pier Street through a point closure at its junction with High Street. Alternatively, removal of parking to accommodate cycle lanes.	High
<b>Route 347: Fareham Common to Privett</b>		
347.3.1	Shared use path	Medium
347.3.2	Shared use path and reduce design speed of road by school and college	High
347.3.3	Accessibility improvements to layout	Medium
347.3.4	Introduce cycle facilities	High
347.3.5	Widen shared use of introduce segregated cycle tracks	High

Table of recommendations

Recommendation	Brief description	Cost
<b>Route 348: Elson to Anglesey</b>		
348.1.1	Investigate widening and covert to shared use path	High
348.1.2	Reduce design speed and amend design of mini roundabout junctions	High
348.1.3	Segregated cycle tracks or light segregation	High
348.1.4	Connections into Forton Road junction proposed in TCF bid	High
348.2.1	Toucan crossings, advanced stop lines and cyclist early release signals	High
348.2.2	Reduce design speed, upgrade footway to SUP and provide toucan crossings.	High
348.2.3	Widen segregated route and improve surfacing	Medium
348.2.4	Wayfinding	Low
348.2.5	Reduce design speed, signage and sinusoidal speed humps	Low
348.2.6	Raised table	Medium
348.3.1	Toucan crossing and public realm improvements	High
348.3.2	Contraflow cycle facility	Medium
<b>Gosport walking zone</b>		
Z3.1.1	Reduced design speed and public realm improvements	Medium
Z3.1.2	Zebra or parallel crossing	Medium
Z3.1.3	Narrow carriageway and continuous footways	High
Z3.2.1	Reduced design speed, public realm improvements and cycle parking	High
Z3.2.2	Improve footway provision and continuous footways	Medium
Z3.2.3	Public realm improvements and cycle parking	Medium
Z3.2.4	Controlled crossing	Medium
Z3.3.1	Reduced design speed and public realm improvements	Medium
Z3.3.2	Reduced junction radii and continuous crossings at all side entry points	Medium

Recommendation	Brief description	Cost
Z3.3.3	Uncontrolled crossings	Medium/High
Z3.3.4	Benches	Low
Z3.3.5	Public realm improvements	Medium
Z3.4.1	Reduced design speed and public realm improvements, and continuous footways	Medium
Z3.5.1	Reduced design speed and widen footways	Medium
Z3.5.2	Reduce junction radii, tactiles and continuous footways	Medium
Z3.6.1	Tighten radii, provide zebra crossing, tactiles	Medium
Z3.7.1	Formalise desire line	Low
Z3.7.2	Parallel crossing	Medium
Z3.7.3	New junction layout to prioritise pedestrians	Medium
Z3.8.1	Widen footway (may involve one-way road layout), tactiles	Medium
Z3.9.1	Improved pedestrian link including continuous footways	Medium
Z3.9.2	Improved public realm	Medium
Z3.9.3	Improved crossings over entrances	Medium
Z3.9.4	Uncontrolled crossing	Medium
Z3.9.5	Uncontrolled crossing	Medium
Z3.10.1	Reduced design speed and zebra crossing	Medium
Z3.10.2	Upgraded pedestrian facilities over entrance	Medium
Z3.10.3	Continuous footway and raised table	Medium
Z3.10.4	Wayfinding and upgraded materials	High
Z3.11.1	Uncontrolled crossings	Medium
Z3.11.2	Tighten junction radii and improve pedestrian priority	Medium
Z3.11.3	Tighten junction radii and improve pedestrian priority	Medium



# 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.

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
<b>1. ATTRACTIVENESS - maintenance</b>	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	Address surfacing through maintenance programme
<b>2. ATTRACTIVENESS - fear of crime</b>	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		
<b>3. ATTRACTIVENESS - traffic noise and pollution</b>	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 noise and pollution could be improved	
<b>4. ATTRACTIVENESS - other</b>	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			2	Large number of trees present	
<b>ATTRACTIVENESS</b>				<b>6</b>		
<b>5. COMFORT - condition</b>	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.	1	No significant issues identified from desk based study	Pedestrian cut through the Fraser Road could be formalised
<b>6. COMFORT - footway width</b>	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	
<b>7. COMFORT - width on staggered crossings/ pedestrian islands/refuges</b>	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.	2	N/A	
<b>8. COMFORT - footway parking</b>	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	Bollards installed to prevent pavement parking	
<b>9. COMFORT - gradient</b>	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	
<b>10. COMFORT - other</b>	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	
<b>COMFORT</b>				<b>11</b>		
<b>11. DIRECTNESS - footway provision</b>	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.	1		Pedestrian cut through the Fraser Road could be formalised with paving
<b>12. DIRECTNESS - location of crossings in relation to desire lines</b>	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2		
<b>13. DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)</b>	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	N/A	
<b>14. DIRECTNESS - impact of controlled crossings on journey time</b>	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	
<b>15. DIRECTNESS - green man time</b>	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	
<b>16. DIRECTNESS - other</b>	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		
<b>DIRECTNESS</b>				<b>11</b>		
<b>17. SAFETY - traffic volume</b>	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	Traffic volume high but footways are generally wide, and constrained by private properties on both sides	
<b>18. SAFETY - traffic speed</b>	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	No significant issues identified from desk based study	
<b>19. SAFETY - visibility</b>	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	
<b>SAFETY</b>				<b>5</b>		
<b>20. COHERENCE - dropped kerbs and tactile paving</b>	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 some side roads/accesses e.g. Standard Aero. Pavement missing from cut through to Fraser Road	Surface pedestrian cut through the Fraser Road, install missing tactiles. Public realm enhancements outside Standard Aero could be considered, but not essential
<b>COHERENCE</b>				<b>1</b>		
				<b>Total Score</b>	<b>34</b>	

ROUTE SUMMARY

<b>Route Name</b>	400m from A32 stops at Fleetlands/Standard Aero
<b>Length</b>	north and south between next sets of stops
<b>Name of Assessor(s)</b>	NW
<b>Date of Assessment</b>	14.11.2019

Criterion	Performance Scores
Attractiveness	6
Comfort	11
Directness	11
Safety	5
Coherence	1
<b>Total</b>	<b>34</b>

<b>Comments</b>	The route has been assessed against existing infrastructure and with consideration of improvements planned as part of the Transforming Cities Bid for mass transit.
<b>Actions</b>	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
<b>1. ATTRACTIVENESS - maintenance</b>	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.	2		
<b>2. ATTRACTIVENESS - fear of crime</b>	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		
<b>3. ATTRACTIVENESS - traffic noise and pollution</b>	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 noise and pollution could be improved	
<b>4. ATTRACTIVENESS - other</b>	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	Location feels traffic dominated due to width of carriageway and hatching compared to narrow crossing points and paths	Widen paths, improve presence of walking and cycling opportunities, improve public realm
<b>ATTRACTIVENESS</b>				<b>6</b>		
<b>5. COMFORT - condition</b>	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	
<b>6. COMFORT - footway width</b>	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	Potential to widen in many areas
<b>7. COMFORT - width on staggered crossings/ pedestrian islands/refuges</b>	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 could be widened to increase presence of walking and cycling opportunities, change from traffic heavy feel
<b>8. COMFORT - footway parking</b>	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	
<b>9. COMFORT - gradient</b>	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	
<b>10.COMFORT - other</b>	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	
<b>COMFORT</b>				<b>10</b>		
<b>11.DIRECTNESS - footway provision</b>	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		
<b>12.DIRECTNESS - location of crossings in relation to desire lines</b>	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
<b>13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)</b>	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 carriage way. Facility required to cross entrance to factory site - very wide.
<b>14.DIRECTNESS - impact of controlled crossings on journey time</b>	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	
<b>15. DIRECTNESS - green man time</b>	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	
<b>16.DIRECTNESS - other</b>	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 crossing at Tichborne Way (with pedestrian and cycle priority)
<b>DIRECTNESS</b>				<b>9</b>		
<b>17.SAFETY - traffic volume</b>	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	Enhancements to pedestrian/cycle environment required	Narrow carriageway using central hatched area. Widen footpaths, cycle paths and crossing points.
<b>18.SAFETY - traffic speed</b>	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		
<b>19.SAFETY - visibility</b>	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2		
<b>SAFETY</b>				<b>5</b>		
<b>20. COHERENCE - dropped kerbs and tactile paving</b>	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 and dropped kerbs across most arms, path and crossing points missing from south east section	Install dropped kerbs and tactile paving. Coloured surfacing or symbols, or wayfinding could be used
<b>COHERENCE</b>				<b>1</b>		
			<b>Total Score</b>	<b>31</b>		

**ROUTE SUMMARY**

<b>Route Name</b>	400m from Grange Road Roundabout
<b>Length</b>	400m as walked in all directions
<b>Name of Assessor(s)</b>	NW
<b>Date of Assessment</b>	13.11.2019

Criterion	Performance Scores
Attractiveness	6
Comfort	10
Directness	9
Safety	5

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
<b>1. ATTRACTIVENESS - maintenance</b>	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
<b>2. ATTRACTIVENESS - fear of crime</b>	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	Low natural surveillance/active frontage	Improve public realm/perceived safety
<b>3. ATTRACTIVENESS - traffic noise and pollution</b>	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 noise and pollution could be improved	
<b>4. ATTRACTIVENESS - other</b>	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		Improve public realm/enhance entrance of existing shared use path
<b>ATTRACTIVENESS</b>				<b>4</b>		
<b>5. COMFORT - condition</b>	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	
<b>6. COMFORT - footway width</b>	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	Widen where possible. Shared use path suggested on southern side of Station Road within TCF proposals.
<b>7. COMFORT - width on staggered crossings/ pedestrian islands/refuges</b>	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	New toucan crossings proposed at Military Road and Cambridge Road as part of TCF proposals.
<b>8. COMFORT - footway parking</b>	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	
<b>9. COMFORT - gradient</b>	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	
<b>10.COMFORT - other</b>	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	
<b>COMFORT</b>				<b>10</b>		
<b>11.DIRECTNESS - footway provision</b>	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		
<b>12.DIRECTNESS - location of crossings in relation to desire lines</b>	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
<b>13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)</b>	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 carriageway. Facility required to cross entrance to factory site - very wide.
<b>14.DIRECTNESS - impact of controlled crossings on journey time</b>	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	
<b>15. DIRECTNESS - green man time</b>	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	
<b>16.DIRECTNESS - other</b>	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 crossing at Tichborne Way (with pedestrian and cycle priority)
<b>DIRECTNESS</b>				<b>9</b>		
<b>17.SAFETY - traffic volume</b>	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	Enhancements to pedestrian/cycle environment required	Narrow carriageway using central hatched area. Widen footpaths, cycle paths and crossing points.
<b>18.SAFETY - traffic speed</b>	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		
<b>19.SAFETY - visibility</b>	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2		
<b>SAFETY</b>				<b>5</b>		
<b>20. COHERENCE - dropped kerbs and tactile paving</b>	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 and dropped kerbs across most arms, path and crossing points missing from south east section	Install dropped kerbs and tactile paving. Coloured surfacing or symbols, or wayfinding could be used
<b>COHERENCE</b>				<b>1</b>		
			<b>Total Score</b>	<b>29</b>		

ROUTE SUMMARY

<b>Route Name</b>	400m from Station Road/Military Road Junction
<b>Length</b>	400m as walked in all directions
<b>Name of Assessor(s)</b>	NW
<b>Date of Assessment</b>	13.11.2019

Criterion	Performance Scores
Attractiveness	4
Comfort	10
Directness	9
Safety	5
Coherence	1

# Borough of Gosport

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**Draft local cycling and walking infrastructure plan**

**September 2021**