

Environment Department Gateway Process
Scheme Name: Hockley Viaduct NCN23
Reference: 3119172

HOCKLEY VIADUCT NCN23 CYCLE ROUTE

Background, Aims and Objectives

The [National Cycle Route Network Route 23](#) is promoted by the cycling charity Sustrans and aims to connect Reading to Southampton via Basingstoke, Alresford and Winchester. Large parts are already in place and the section through Winchester offers one of the most exciting sections of the route, running alongside the River Itchen, making use of parts of the old railway embankment (Didcot to Southampton line) and passing over the Hockley viaduct in Winchester. The route would also provide a bike-friendly means of reaching Winchester City Centre from the new South Park and Ride site.

The viaduct is located in open countryside, south of Winchester, and lies within the newly formed South Downs National Park. It crosses the valley of the River Itchen and linked the (now defunct) Didcot, Newbury and Southampton Railway line with the London and South Western Railway (LSWR) main line, on the west side of the valley. The structure comprises 33 arches and is over 600 metres long. It is largely constructed of concrete, but with brickwork arches and parapets

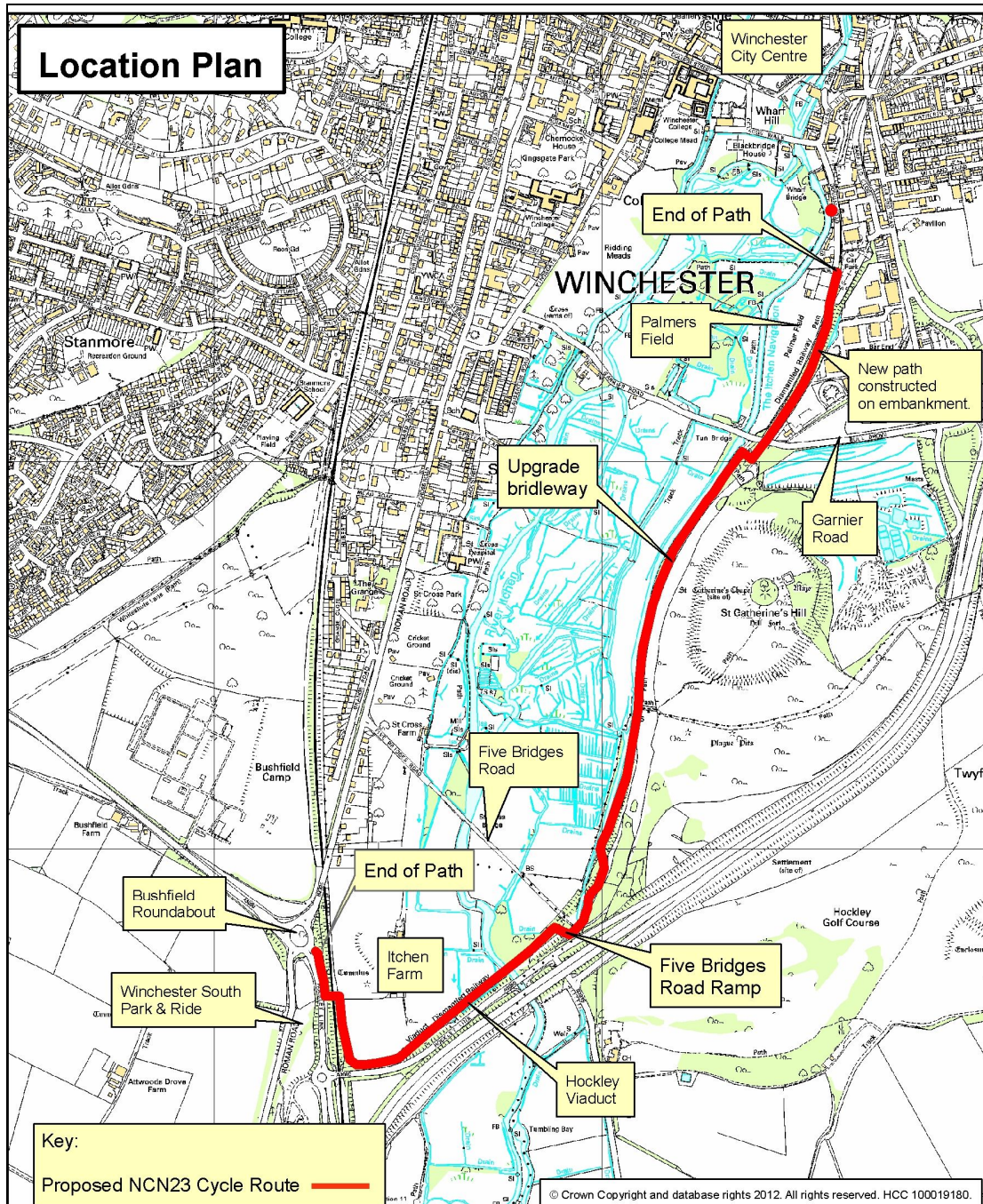
At present, the viaduct is accessible and used by walkers. A local [Friends](#) group was set up in 2007 to lobby for the structure to be properly preserved and its future properly planned. The Friends of Hockley Viaduct have engaged with County Councillors and the local MP, all of whom are committed to supporting discussions between the City Council, the County Council and Sustrans regarding the proposed cycle route. In the meantime, the Friends have been promoting the interest of the viaduct in terms of the flora and fauna which can be found there and they have supported basic environmental activity such as weed-clearing and litter-picking.

Winchester City Council, who own and are responsible for the maintenance of the viaduct, are the lead authority for the delivery of the NCN23 Hockley Viaduct project. WCC Members have approved in principle a plan to transfer the management of the viaduct to Sustrans, the organisation which co-ordinates and promotes the National Cycle Network. In November 2011, Winchester City Council Members authorised officers to appoint Sustrans to carry out a tender exercise to procure urgently-needed repairs to the viaduct, the timing of which is significant in terms of minimising harmful impacts on local plant life and wildlife. The tender was awarded by Cabinet in April to Avon Construction and works started on site in June 2012 to refurbish the viaduct.

Winchester City Council is funding a significant part of the project, with a the main part of their funding contribution being used for the refurbishment of the viaduct and ensuring its long term maintenance as part of NCN Route 23. Hampshire County Council agreed to support the project with a LTP contribution of £254,000 programmed in the 2012/13 HCC Capital Programme. It was conditioned that the HCC funding must be spent on infrastructure improvement elements of the project. Sustrans' funding has been secured through a DfT allocation.

The development of the NCN 23 Hockley Viaduct was included as a priority within the Winchester Town Access Plan and the scheme links to the recently

implemented HCC NCN23 Black Path scheme that connects Winchester City Centre to the M3 J9.



TITLE: NCN23 Hockley Viaduct Cycleway

DIRECTOR OF ECONOMY, TRANSPORT AND ENVIRONMENT

July 2012

Scale: 1:14,000 FS21845

Hampshire County Council
 Economy, Transport and Environment

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PROJECT APPRAISAL

1. Executive Summary

Scheme Outline

- 1.1. The scheme provides for the completion of NCN23 from Winchester City Centre to the South Winchester Park and Ride. In order to achieve this there is a need to link up several sections of existing bridleway and public highway with new sections of ramps and pathways, which includes the integration of the Hockley viaduct. This will utilise parts of the old railway embankment owned by Winchester College and the City Council.
- 1.2. The scheme consists of the construction of new sections of ramps and pathway (shared pedestrian and cycle route), the provision of traffic management and signing measures, the enhancement of some existing bridleways and the refurbishment of the Hockley viaduct (works on the refurbishment begun in June and are funded by Winchester City Council).
- 1.3. The scheme once complete will provide an exciting and attractive new route into the City, bringing the Hockley viaduct back into a practical use whilst providing a key commuter and leisure route linking the park and ride sites to the South and East of the City, and other areas, to the City Centre. It will also link into stage 1 of NCN23 which was completed during 2011 in partnership between the City and County Councils which runs from the City Centre to Winnall.

Alternative Options

- 1.4. A number of alternative route options were considered, however a key objective of the project and a pre-requisite with respect to a significant proportion of the WCC funding was for the Hockley viaduct to be integrated into the cycle route and for the viaduct to be upgraded.

Measures of Success

- 1.5. This route has been identified as a missing link in the cycle route network and there is therefore no before data available. Following the implementation of the scheme, cycle counts will be carried out to identify the level of cycle usage on the new facility.

2. Finance

2.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	12	1.2	Winchester CC	500
	Client Fee	0	0	LEADER Funding	48.630
	Supervision	30	3.0	Sustrans (DfT)	200
	Construction & Land	964.901	95.8	South Downs Way HCC LTP	3.771 254.5
	Total	<u>1006.901</u>	<u>100</u>	Total	<u>1006.901</u>

2.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	0	
	Capital Charge	0	
	Total Expenditure	<u>0*</u>	

* The HCC contribution will not create an asset for HCC with a significant (recordable) revenue cost, therefore there is no HCC revenue implications to report.

3. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)		01.10.2012	31.03.2013	

The majority of the cycle route to be constructed is off highway. There are two sections of the route to be constructed adjacent to the Hockley Link, which is a traffic sensitive area, therefore any temporary traffic management measures will need to be restricted to outside of the peak period.

4. Scheme Details

4.1. A location plan is in the background section and detailed plans will be displayed at the meeting.

4.2. **Domum Road to Garnier Road (Plan ref 509-31-A):** The cycle route will begin at Domum Road and from the existing public footpath, a new 2.5m shared use cycle route will be constructed of tarmac taking the NCN23 route up onto the embankment at a gradient of 1:20. The cycle route will continue along the embankment, which is land owned by Winchester College, and over

the existing Garnier Road bridge, which will be de-vegetated and a post and rail fence added. A new 2.5m shared use tarmac cycleway will be constructed and will bring the cycle route down from the embankment at a 1:20 gradient and link in to the end of the car park where the cycle route will connect to the existing bridleway.

4.3. Garnier Road to Five Bridges Road (Plan ref 509-50): The existing, HCC maintained bridleway will be upgraded and the path widened to 3.0m where achievable with localised narrowings down to 2.5m where required. The route will be brushed with sharp sand to soften appearance. Vegetation will be cleared to a clearance area 3.5m above the path and 2.25m either side of the path.

4.4. Five Bridges Road to Hockley Viaduct (Plan ref 509-21-A): A new ramp will be constructed to bring a 2.5 m shared use cycle route up onto the existing old railway embankment. The section up onto the old railway embankment will be across HCC Highway maintained verge (WCC will take on the maintenance of the cycle route across this HCC highway land). A number of trees will need to be removed on the embankment. On the approach to the Hockley viaduct a new 10m long timber post and rail fence will be constructed, which will tie in with the ends of the viaduct parapets. The viaduct structure itself will undergo extensive maintenance including re-pointing the brickwork, reconstructing the parapets, new viewing points added, drainage improvements and resurfacing to accommodate pedestrians and cyclists.

4.5. Hockley Viaduct to Bushfields Roundabout (Plan ref 509-40-B): The cycle route will exit the viaduct and connect to an existing driveway (access to Itchen Farm). A new shared use cycleway running east-west will then be constructed on existing HCC highway verge adjacent to the Hockley Link (WCC will take on the maintenance of the cycle route across this HCC highway land). The new cycle route will then turn north and will be constructed on HCC Estate Land (Itchen Farm) where the cycle route will run parallel to the Hockley Link on the approach to Bushfields roundabout. The cycle route will utilise the existing Itchen Farm access road and then connect to Bushfields roundabout along existing HCC Highway verge (HCC will take on the maintenance of the cycle route across this highway land). The new section of the NCN23 will then connect to the existing cycle route network linking to the Winchester South Park and Ride and towards Otterbourne, Eastleigh and Southampton.

5. Departures from Standards

N/A

6. Community Engagement

6.1. Winchester City Council has lead on the community engagement where there has been good dialogue with local residents throughout the project, initiated by the Friends of Hockley Viaduct and reinforced at a public meeting in

Shawford in November 2011. Around 30 residents and representatives from stakeholder groups attended the open meeting, along with HCC representatives, at which plans were presented and participants invited, through a workshop based on the Council's successful 'Blueprint' approach, to feed their ideas and aspirations into the process. Feedback from this consultation event was positive to the cycle route proposals and the preservation of the Hockley viaduct.

- 6.2. Comments and suggestions made at the meeting have helped to shape the design and route options which have since been approved as part of a planning application. A web page has been set up to record project progress and public feedback at www.winchester.gov.uk/hockleyviaduct. Formal consultation with statutory consultees was also undertaken for the Public Path Creation Order on the Domum Road section of the route.
- 6.3. In March 2012, WCC officers gave a verbal update on the project to Winchester Town Forum, and invited further comments which have been fed into the design.

7. Statutory Procedures

- 7.1. A Public Path Creation Order was confirmed on 19 March 2012 for the section of the new cycle route along Domum Road as the ownership of Domum Road is not known. The Creation Order ensures access rights for walkers, cyclists and horse riders. This has been made in accordance with the statutory requirements. There were no objections.
- 7.2. A licence is also being applied for to carry out works to the Network Rail bridge which provides access to Itchen Farm.

8. Land Requirements

- 8.1. The County Council has agreed in principle to allow a section of the route through tenanted farm land (Itchen Farm) adjacent to the Hockley Link. The County Council has started formal negotiations with the tenant farmer now that planning consent for the construction of this part of the route has been agreed. The tenant is entitled to compensation based on the area of land lost. This will be determined in accordance with a recognised land compensation formula, and these costs will be absorbed into the existing project budget.
- 8.2. Winchester College has also agreed in principle to allow the route to pass through its land adjacent to Palmers Field, along the old railway embankment. The College asked that this be offset against some open space contributions arising from future developments on its land as set out in its campus development plan. This was agreed by WCC Cabinet and Planning Development Control Committee in April.
- 8.3. An agreement with HCC is also being drawn up to construct parts of the new route on existing highway land. A very small section of the route goes across a section of land still owned by the Secretary of State as this was never

transferred to HCC when the Winchester bypass was taken up and replaced by the M3. As such the Highways Agency approval is needed and this is being sought but as the land is not operational land any longer this should not be an issue.

8.4. Three sections of the route will be constructed on HCC Highway maintained verge. This includes a small section of the route linking Five Bridges Road to the railway embankment and a strip of highway verge adjacent to Hockley Link. These two sections of the cycle route will be maintained by Winchester City Council. A final section of the route will be on highway verge alongside Hockley Link on the approach to Bushfields Roundabout. As this section of the route connects to the existing HCC maintained highway it has been agreed that HCC will take on the maintenance of this section of the route.

9. Maintenance Implications

9.1. Winchester City Council will be taking on the maintenance of the majority of the new cycle route. The ongoing maintenance and management of the viaduct structure itself will be transferred from WCC to cycling charity Sustrans.

9.2. Hampshire County Council will have the maintenance responsibility of the section of the cycle route from Bushfields roundabout to the Itchen Farm entrance. This will generate maintenance costs, which have been incorporated in the revenue implications. The materials selected in the design are standard highway materials to match those existing at the site.

9.3. Hampshire County Council will also continue to maintain the section of the new route which utilises an existing bridleway that is currently maintained by the County Council as part of the Rights of Way network.

Appendix A – LTP3 Priorities and Policy Objectives

3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management)
- Efficient management of parking provision (on and off street, including servicing)
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)
- Work with operators to grow bus travel and remove barriers to access
- Support community transport provision to maintain 'safety net' of basic access to services
- Improve access to rail stations, and improve parking and station facilities
- Provide a home to school transport service that meets changing curriculum needs
- Improve co-ordination and integration between travel modes through interchange improvements
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life
- Improve air quality
- Reduce the need to travel, through technology and Smarter Choices measures

- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school
- Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability
- Outline and implement a long term transport strategy to enable sustainable development in major growth areas

Other

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.