



**B3047 London Road/ Worthy Road corridor
active travel improvements
Co-discover workshop event, November 2022**

Key findings

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40 members of the public attended the co-discover workshop, showing their interest in helping to inform this project, which aims to improve walking and cycling along the B3047 Worthy Road/London Road route.



The most frequent issue that was highlighted on the project route was that shared use paths and pavements were too narrow, particularly for the section of shared use path.



A lack of street lighting was raised as an issue - predominately in the 'rural' section of the route between Abbots Barton and Bedfield Lane and through Headbourne Worthy to the A34 overbridge.



Difficulty in crossing the road was a key concern in Abbots Barton.



The rural section of the route was reported to have a range of issues, most notably debris on pavements, narrow paths and people wanting to see a reduction of the speed limit to 30mph.



Vegetation debris on the shared use path is a slip hazard which narrows the available width, was raised as an issue for the rural part of the route from Bedfield Lane to Cassandra Road.

Introduction

B3047 Worthy Road/ London Road – background



Background

The B3047 Worthy Road/London Road corridor was identified as a primary cycle route, and a walking route, within the City of Winchester Local Cycling and Walking Infrastructure Plan (LCWIP).

This LCWIP forms part of the Winchester Movement Strategy which identifies the following priorities:

- reduce city centre traffic;
- support healthier lifestyle choices; and
- invest in infrastructure to support sustainable growth.



The project

Hampshire County Council and Winchester City Council would like people who live in the Kings Worthy, Headbourne Worthy and Abbots Barton areas to be involved in the development of a plan for improving walking and cycling along or across the B3047 corridor between Kings Worthy and Winchester.

The timeline for the project is as follows:

- Stage 1 - Co-discover workshop November 2022.
- Stage 2 - Prepare feasibility designs (December 2022 to Spring 2023).
- Stage 3 - Co-refine workshops (February 2023).
- Stage 4 - Apply for funding to deliver B3047 improvements (Spring 2023).
- Construction – Dates to be confirmed.



Project area

B3047 Worthy Road/ London Road – aims and method



The aim of the B3047 Worthy Road/ London Road project is to create a more inclusive route for all by making it safer and more attractive to travel along, or to get across the B3047 Worthy Road/London Road corridor by:

- providing more space for people to walk, cycle and wheel;
- making the route safer to all road users;
- improving the local environment and air quality; and
- increasing accessibility to local shops and services for all.



A co-discover 'drop-in' workshop event was held in Kings Worthy in November 2022. The purpose of this event was for local people to share their knowledge and experiences of the issues with and barriers to using the B3047 Worthy Road/ London Road corridor. This was also an opportunity for local people to say what changes they would like to see along this route.

Participants were invited to mark locations on maps where there are issues. The use of post-it notes allowed people to give details of the issues and make any suggestions for changes.

People who were unable to attend the event could contact the project team by letter or email with their comments and these have been included within the analysis.

All the comments have been collated, and the findings summarised in this report. These will be considered by the project team when designing active travel proposals for the B3047 corridor.

Summary of responses



The co-discover drop-in event was attended by 40 members of the public and 3 councillors from Winchester City Council. Some comments related to the whole route in general and others were attributed to specific locations, which participants at the event were able to mark on a map.

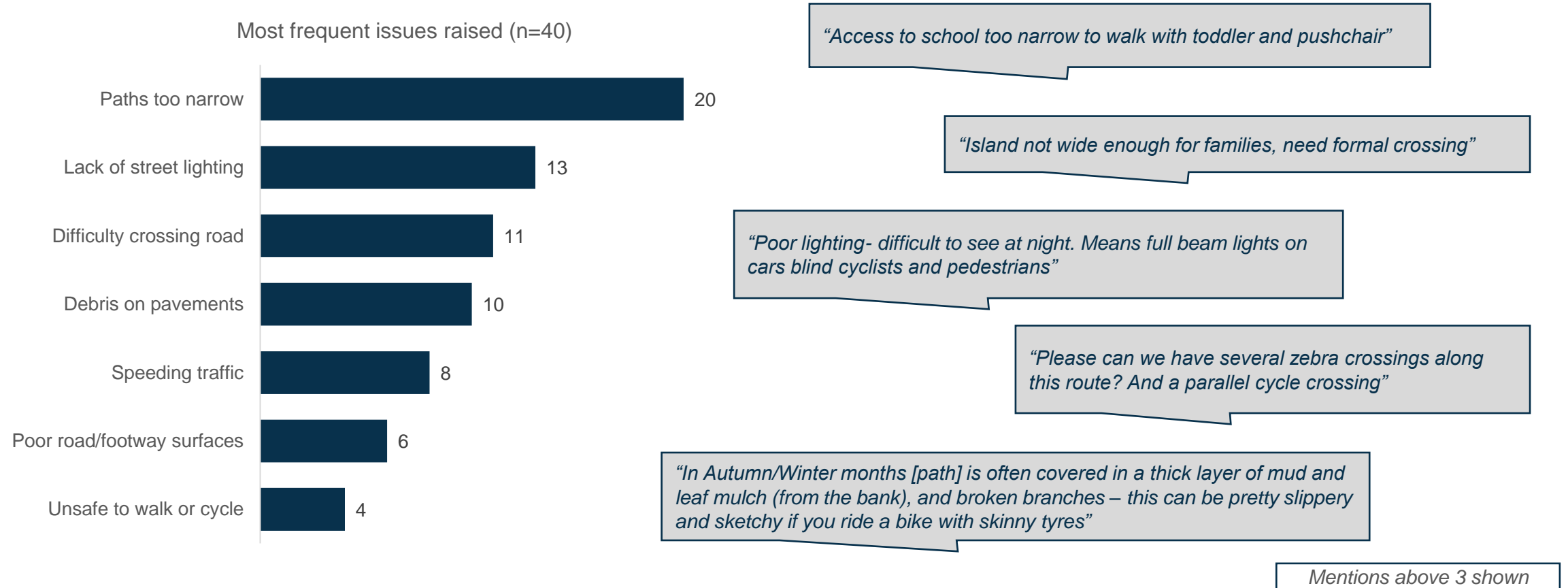


Additionally, 5 people sent in emails with their views and suggestions relating to the B3047 Worthy Road/London Road corridor. Again, some comments were general, and some were related to specific locations described by the correspondent.

Detailed findings

Issues and barriers

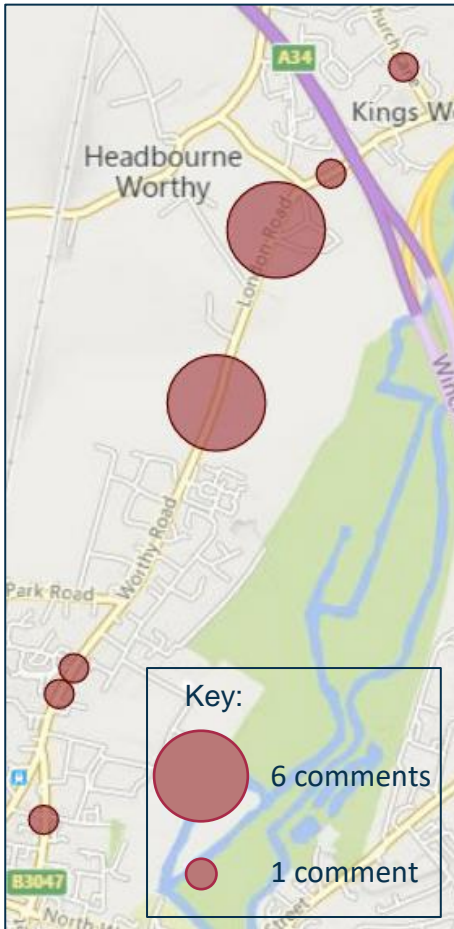
The most frequently mentioned themes relating to issues and barriers to walking and cycling were paths or shared pathways being too narrow (20), a lack of street lighting (13), lack of safe crossings (11), debris on the pavements (10) and speeding traffic (8).



Width of shared use path / pavements is too narrow



Issue/ barrier



The most frequent issue relating to specific locations on the route was about pavements and shared use paths being too narrow.

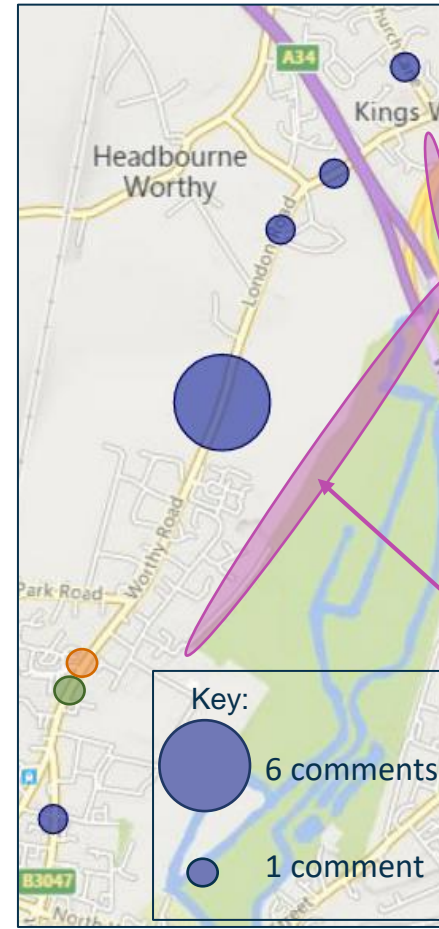
This was most frequently mentioned around Pudding Lane and in the 'rural' section between Abbots Barton and Headbourne Worthy

There were three comments that referred to narrow paths being an issue along the whole of the route.

Narrow paths contributed to feeling unsafe walking and/or cycling along the whole route, which was reported by three people.



Solution



Ten participants wanted to see wider pathways at 5 locations along the route. The most frequent location for this request was on the rural section between Abbots Barton and Headbourne Worthy.

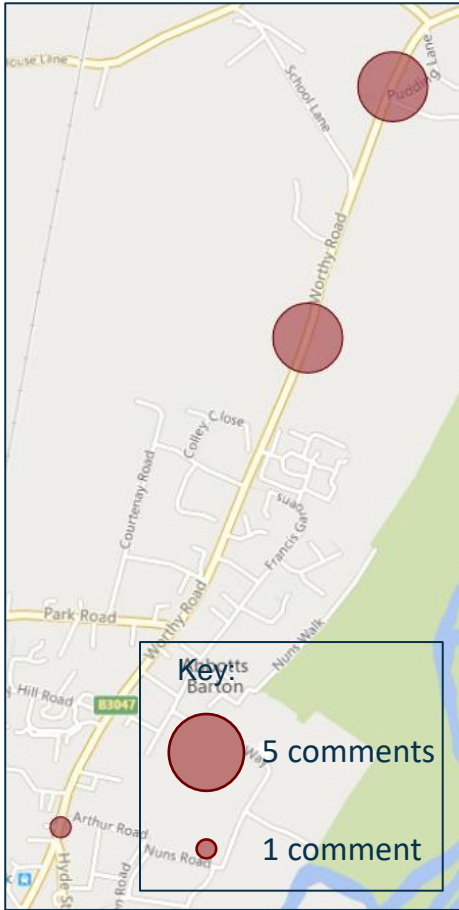
In two locations, alternative solutions were suggested - using a chicane where there isn't space to widen paths (green dot) and using signage to communicate pedestrian priority (orange dot).

There were 9 comments that highlighted the Nuns Walk footpath as a possible traffic-free alternative route – but it would need widening and resurfacing, and poor drainage and mud at the North end needs resolving.

Lack of street lighting affects safety & comfort



Issue/ barrier



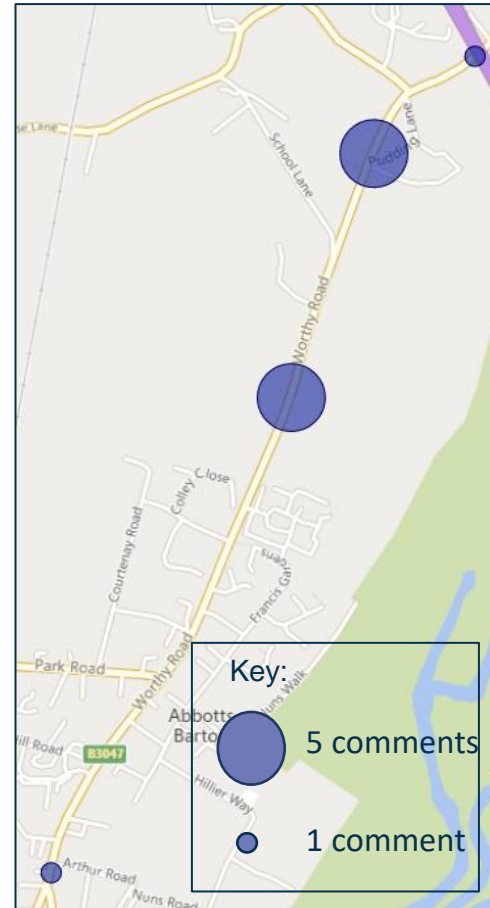
A lack of street lighting was raised as an issue by eleven people in three locations between Bedfield Lane and Cassandra Road.

This was most frequently reported in the Pudding Lane area and the 'rural' section between the northern edge of Abbotts Barton and Headbourne Worthy, although two people felt it was an issue along the whole route.

Lack of street lighting contributed to people feeling unsafe walking and/or cycling along the route, which was reported by three people.



Solution



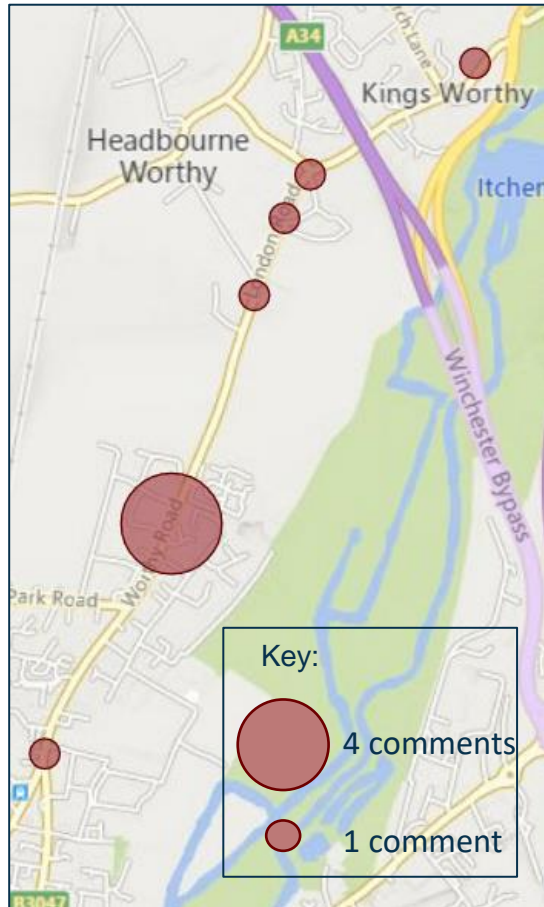
12 people stated that additional street lighting would improve this issue and/or remove the barrier to traveling on foot or cycling.

The locations correspond to the ones where street lighting was reported as an issue.

There is an additional location (at the top of the map) where more street lighting was given as a solution to poor visibility under the A34 bridge.

Difficulties experienced crossing the road

↔ Issue/ barrier

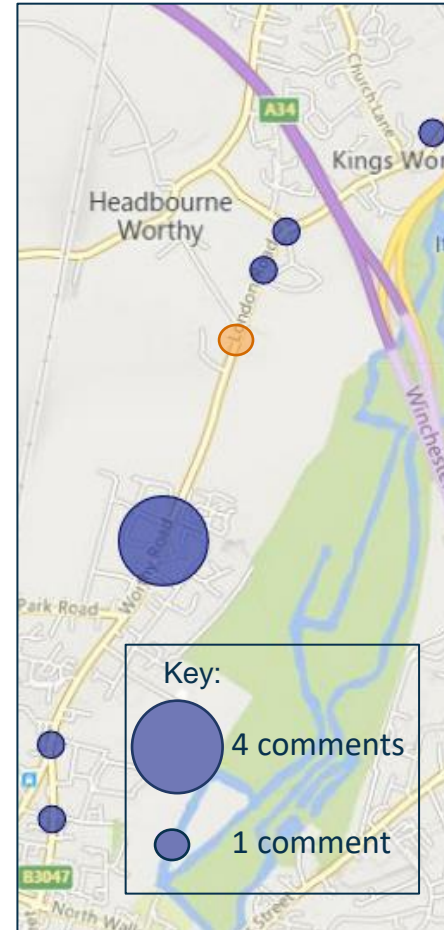


Nine people reported that difficulty crossing the road was an issue along the route.

This was particularly highlighted within the Abbotts Barton area, between Dyson Drive and Stoke Road.

An additional two people identified difficulty crossing the road along the whole route.

↔ Solution



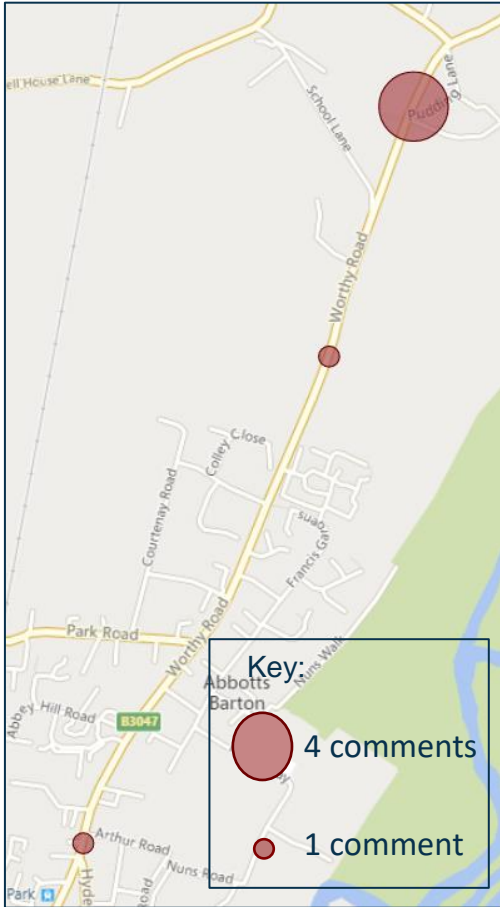
Proposed locations to install safe road crossings virtually mirrored those where difficulty crossing the road was reported, with Abbotts Barton being the area where this suggestion was made most frequently.

In the School Lane location (identified by the orange dot) the suggested solution was to use bollards to prevent its use as a vehicular through-route rather than adding a crossing.

Slippery vegetation debris on shared use path



Issue/ barrier



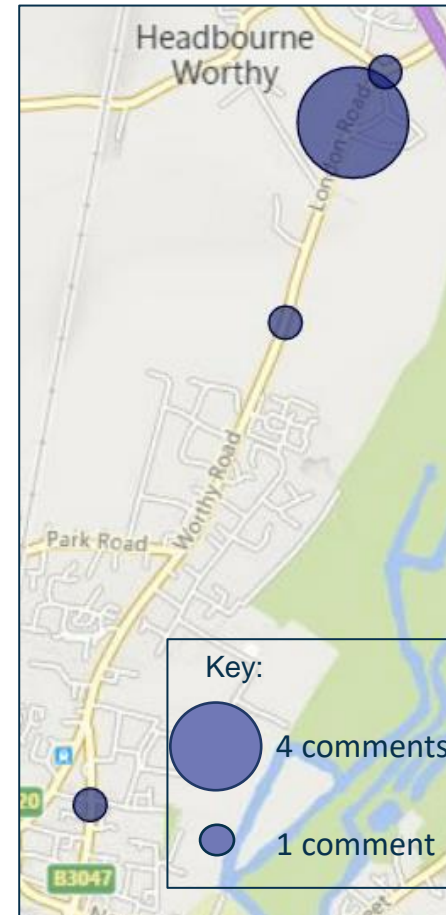
Debris on the paths such as leaves and mud etc, was reported as a problem by six participants. This makes the paths slippery for both cyclists and pedestrians but also narrows the usable space of the paths.

This was highlighted most frequently within the Pudding Lane area of the route.

Four people also raised debris on pavements as an issue along the whole route.



Solution



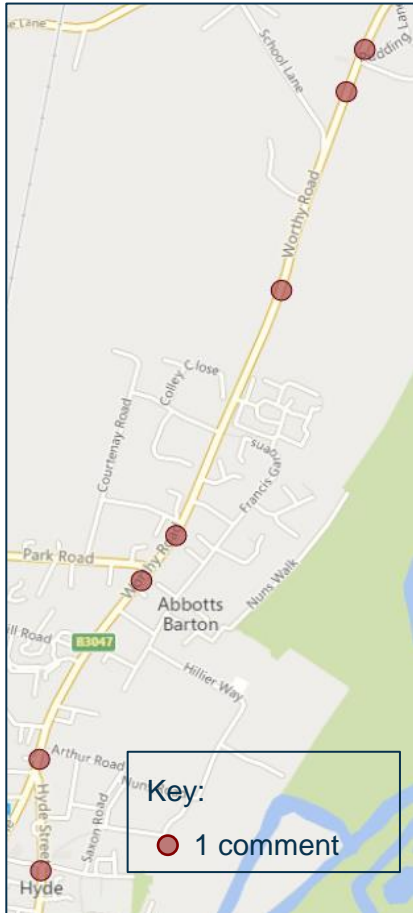
In the areas where debris was reported, participants would like to see regular cleaning of the paths and footways.

The additional location identified on this map related to clearing of gravel where a dropped kerb needed to be replaced.

Speeding traffic



Issue/ barrier

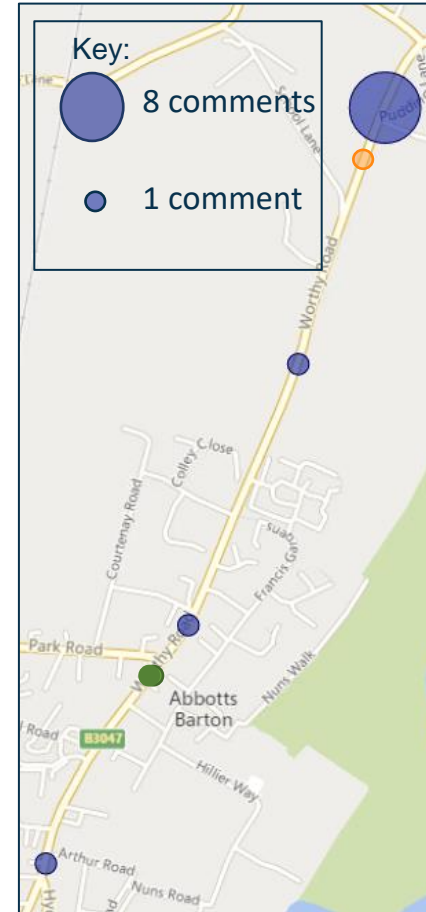


Seven participants identified locations where speeding traffic was an issue. These were pinpointed almost along the entire length of the route, apart from the far North section around the A34.

Speeding traffic was recognised as contributing to people feeling unsafe walking and/or cycling along the whole route.



Solution



In four of the areas where speeding was identified as an issue, participants suggested a reduction in the speed limit. This was most frequent in the Pudding Lane area.

The other two suggestions to reduce speed were to add a crossing point that would contribute to reduced traffic speed (green dot near Park Road junction) and to add a gateway entry point restricting vehicle access (orange dot South of Pudding Lane).

Poor road and footway surfaces



Issue/barrier

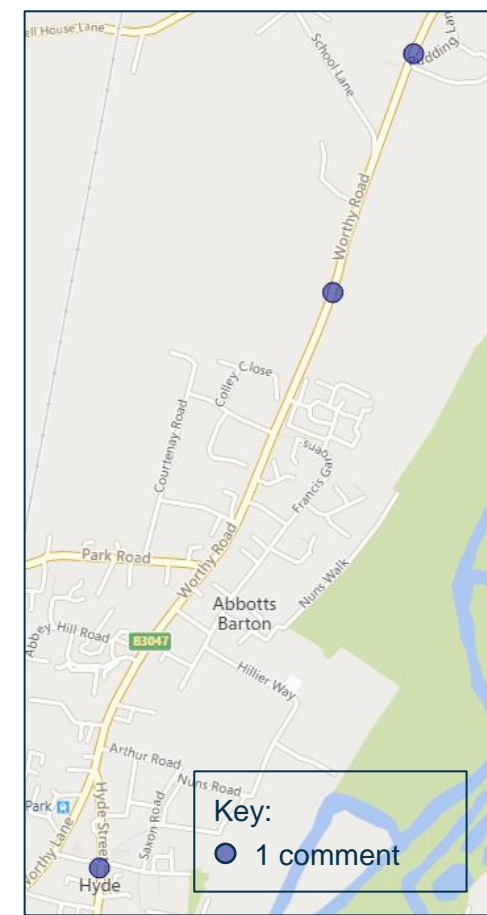


Three participants mentioned poor road and footway surfaces in three locations along the route. These were Hyde Street, the rural section between Abbotts Barton and Headbourne Worthy, and Pudding Lane.

This was identified as an issue for the whole route by an additional three people.



Solution

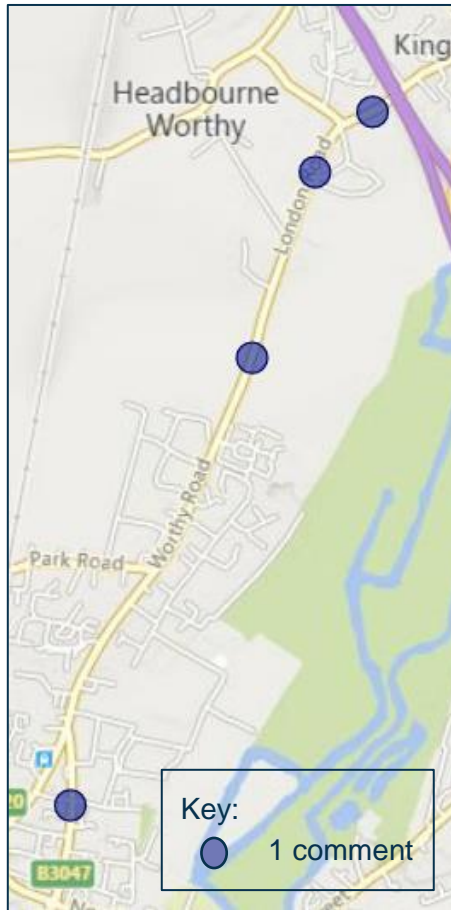


Locations where participants said they wanted to see road repairs correlate with the areas where poor footway and road surfaces were reported.

Other solutions to address issues that were suggested



Separate cyclists and pedestrians



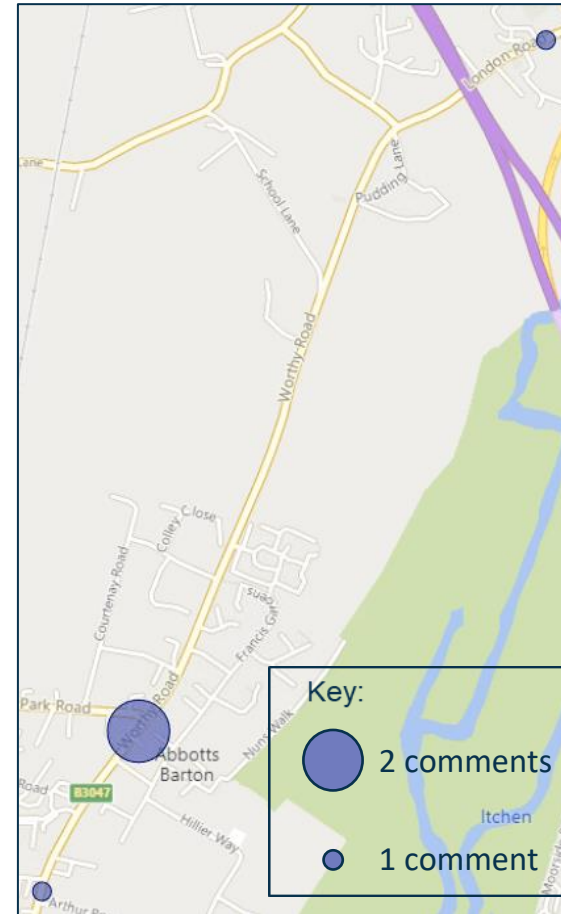
The separation of cyclists and pedestrians was suggested in four locations spread out along the length of the route. Separation was cited in response to narrow pathways and feeling unsafe.

Some people cited the need for complete separation. Others suggested the painting of lines and clear signage.

Conflict between pedestrians and cyclists on shared paths contributed to feeling unsafe walking and/or cycling along the whole route. This was reported by three people.



Replace island refuges with crossings



Four people cited island refuges being too narrow, particularly when crossing with children and because they cause cyclists to be 'squeezed' by motor vehicles.

The suggested solution was to remove and replace them with formal crossings, such as toucan or zebra crossings. Two comments related to the island South of Park Road, one in Kings Worthy and one closer to the City near Arthur Road.

Improving Connectivity

Connectivity was raised an issue along the whole route. Two comments conveyed that the North-south cycle route along Worthy Road/ London Road is poorly connected, and two comments highlighted that high traffic volume inhibits active travel movements from West to East across the B3047 route, particularly for pedestrians trying to access the schools.

To ease this situation solutions were suggested which included the need to have onward connections into the City centre (submitted by two people). The need to join the B3047 with the new National Highways A34 shared use path and to make sure it links in well with the new West/East link from Kings Barton and the route to the City centre via Dyson Drive and the rugby club was also presented.



Hampshire
County Council