

Data Monitoring Report

North Winchester

March 2026



CONTROL SHEET

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- Appendix 2: Full turning counts
- Appendix 3: PV² and PMV² assessments
- Appendix 4: Full personal injury collision data
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Report Introduction

Background

The [Kings Barton residential development](#) is expected to develop 2000 new homes, a district centre, primary school, and 200-space park and ride site, with vehicle access being re-routed from Andover Road through the development.

Further details can be found in the [Hampshire County Council Decision Day Report](#) on the Andover Road Strategy.

Purpose

This report, prepared by Hampshire County Council's Area Strategy and Scheme Development team, presents baseline traffic data collected on roads surrounding Andover Road.

Traffic surveys will be repeated following the diversion of Andover Road to monitor any impacts on surrounding roads as outlined in paragraph 12 of the Andover Road Decision Day report. This report will be updated and published to share the findings in line with the "monitor and manage" approach agreed in the Decision Day report above.

Scheme development

The baseline traffic data may also be used to assist with scheme development in the area, such as determining the most appropriate transport interventions if required in a given location.

Wider policy and development context

The [Winchester Movement Strategy](#) was adopted by Hampshire County Council and Winchester City Council in spring 2019, following an extensive process of engagement and public consultation in 2018. It identifies these three priorities:

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

Following this, the [City of Winchester Local Cycling and Walking Infrastructure Plan \(LCWIP\)](#) was published in September 2025. The plan identifies Bereweke Road as a

primary walking and cycling route into Winchester City Centre. Stoney Lane and Bereweke Avenue are featured as secondary routes.

The B3420 Andover Road and surrounding areas have historically been subject to a series of other studies:

- [Andover Road Corridor Multi-Modal Study](#), May 2023. Recommendations include a new large Northern Park and Ride site off Andover Road, enhanced pedestrian and cycle links from Kings Barton and Kings Worthy to central Winchester, and delivery of bus priority measures on the Andover Road corridor;
- The [Winchester Local Plan 2020-2040](#) has gone through final modifications, and it is anticipated that it will be adopted by Summer 2026. This includes the site allocation at Sir John Moore Barracks. Winchester City Council has also indicated that they are commencing work on a new local plan this year.
- The [Fulford Liveable Neighbourhood scheme](#), 2025. Within this pilot scheme, Hampshire County Council aim to reduce city traffic, support healthier lifestyle choices, and create a more 'liveable' atmosphere. This was identified within the [Winchester Mini Holland Feasibility Study](#);
- The [M3 Junction 9 Plans](#) from National Highways plan to improve M3 Junction 9, which may have an impact on Andover Road both in the short term as a result of construction impact, and in the longer term due to reduced congestion on the A34 and M3 Junction 9 changing routes people drive.

Methodology

Several different types of data have been collected for this monitoring report, and the methodology used for each of these are summaries below in Table 1.

| Type of Data | How it was collected |
|---|--|
| Automated traffic counts (ATCs) | Counts with a camera which collect numbers of vehicles and speed over a 24-hour period for 7 days each time, showing averages, 85 th percentile speeds, classifications, and volumes of each vehicle travelling past the camera in both directions. |
| Turning counts | Counts manually completed that collect a sample of numbers of pedestrians, cyclists, vehicles in each possible turning at each junction over 12 hours. |
| Personal Injury Collision (PIC) review | Collected over a five-year period from the location of the potential crossing and the surrounding area to determine if there are any injuries that have occurred related to road layout. |
| PV ² and PmV ² pedestrian crossing assessment (Appendix 3) ¹ | A methodology used to understand the volume of pedestrians (P) against the volume of vehicles (V) over 12 hours, to determine which type of crossing is most suitable for the road users on a typical day. |
| Healthy Streets pre-scheme and proposed scheme audit (Appendix 5) | A site visit and street audit undertaken using the Healthy Streets Methodology to gage the suitability of the street for each user. |

Table 1: Methodology of each type of data collected

¹ PV² results are an initial indicator for the demand of a crossing based on raw traffic flows and numbers of pedestrians crossing at a point on a road or junction over a 12-hour period. The PV² data does not account for site-specific factors such as user vulnerability, age, vehicle speeds, or crossing width, but uses the number of pedestrians (P) x number of vehicles (V)² in two-way total hourly flows. These factors are weighted in the PmV² assessment to provide site-specific support for different types of crossings.

Traffic Data Monitoring

Timelines and Location

The locations of each of the sites that ATC and turning-count data were collected from are displayed below in Figure 1, Figure 2, and Table 2.

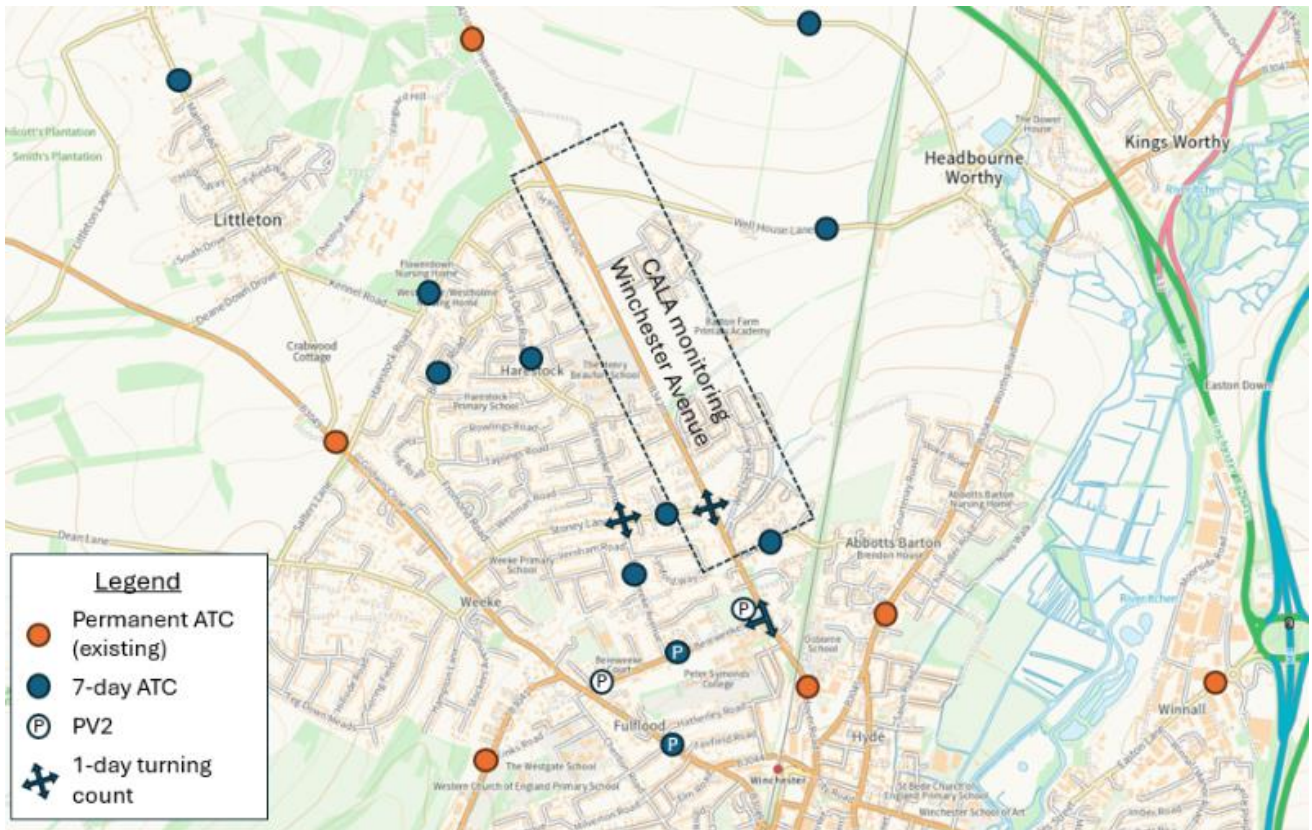


Figure 1: Locations for data monitoring in North Winchester

Each of the ATC sites has data collected from 6th May 2025 to 12th May 2025, aside from the data collected for Berewecke Road / Andover Road, which has been collected from 20th October 2025 to 26th October 2025.²

² Due to data collection issues ATCs, PV² assessments, and turning counts for the Berewecke Road / Andover Road junction surveys were re-run in October 2025. This data remains in a neutral week, without interruptions from school holidays or public holidays, however, is not the same week that other data in the surrounding area was completed.

| Data Collected | Date |
|---|--|
| Automated traffic counts (volume, speed, length and classification) | 6 th -12 th May 2025 (from permanent counter) |
| 7-day automated traffic counts – Bereweke Road near Andover Road junction (volume, speed, length and classification) | 20 th -26 th October 2025 |
| 7-day automated traffic counts – all other sites (volume, speed, length and classification) | 6 th -12 th May 2025 |
| Turning count – Bereweke Road / Andover Road junction | 21 st October 2025 |
| Turning count – Bereweke Avenue / Stoney Lane junction and Stoney Lane / Andover Road junction | 6 th May 2025 |
| PV ² assessments – Bereweke Avenue / Bereweke Road junction (Appendix 3) | 6 th May 2025 |
| PV ² assessments – Bereweke Road / Andover Road junction (Appendix 3) | 21 st October 2025 |
| PV ² assessments – Stockbridge Road / Fordington Road junction and Bereweke Road / Silwood Close junction (Appendix 3) | 8 th May 2025 |

Table 2: Data collection dates

These weeks are selected to provide a ‘neutral’ traffic sample, which does not interfere with school holidays or public holidays, roadworks or other diversions. A 7-day sample is taken to represent the traffic volumes and speeds, and pedestrian counts on both weekdays and weekends.

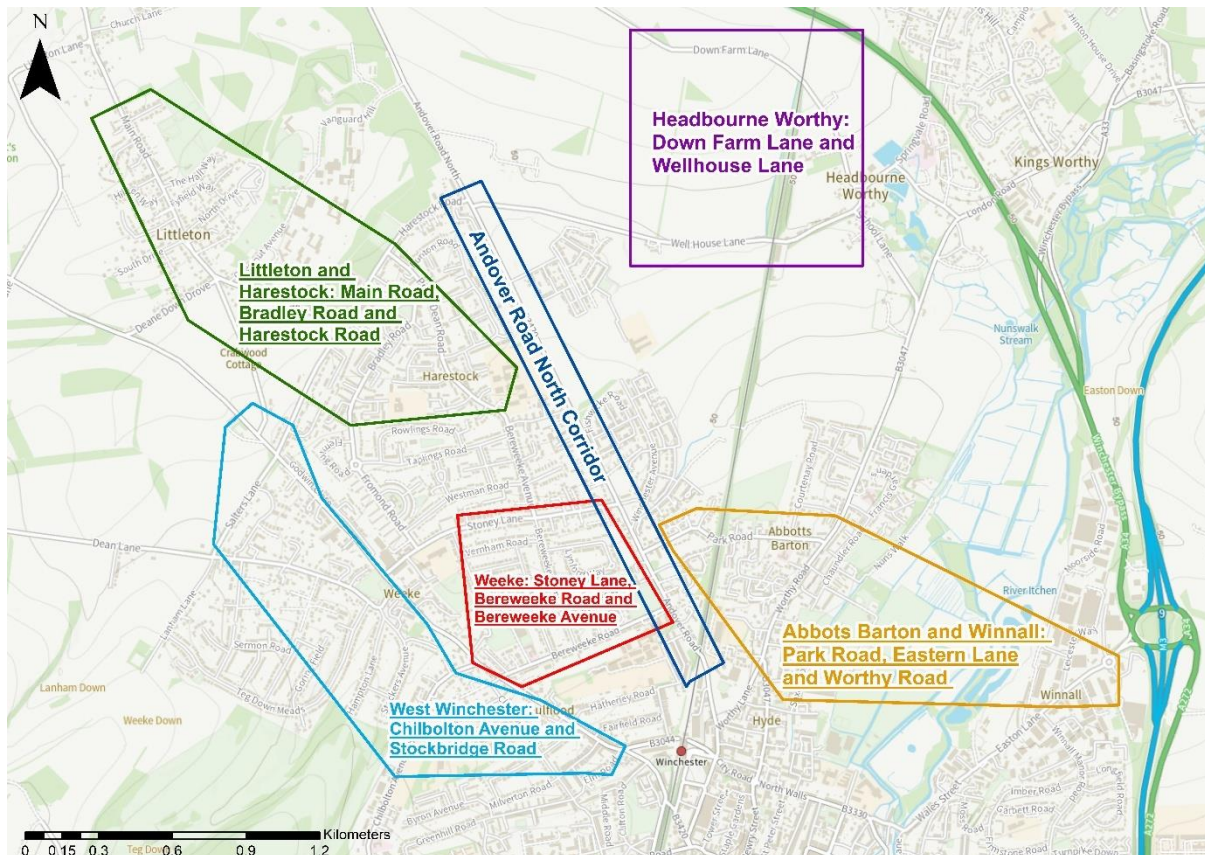


Figure 2: Andover Road Corridor

Fullood and Weeke

Automated Traffic Counts

Automated Traffic Counts (ATCs) are a method to collect data for traffic speeds, volumes and vehicle classification using electronic devices. The data produced is to show where and when traffic is busiest in terms of flow, speed, and volume, to help assess traffic patterns, and impacts that schemes produce, both in the immediate and surrounding areas.

ATCs have been taken for 7 days in three locations in Weeke:

- Stoney Lane (May 2025)
- Bereweeke Avenue (May 2025)
- Bereweeke Road (May 2025)
- Bereweeke Road (near Andover Road junction – October 2025)

Volume

Data from the ATC has been presented below in Table 3 for representative samples in May and October 2025. Table 8 below displays the average 7-day counts for both the 12-hour period 07:00-19:00 and 24-hour period, and the AM and PM peak volume in each direction.

| Location | 7-day 12-hour mean average | 7-day 24-hour mean average | AM peak hour | PM peak hour |
|---|----------------------------|----------------------------|--------------|--------------|
| Stoney Lane eastbound | 2323 | 2793 | 310 | 279 |
| Stoney Lane westbound | 2131 | 2574 | 219 | 300 |
| Stoney Lane combined | 4454 | 5367 | | |
| Bereweeke Avenue northbound | 808 | 957 | 95 | 123 |
| Bereweeke Avenue southbound | 1076 | 1212 | 303 | 175 |
| Bereweeke Avenue combined | 1884 | 2169 | | |
| Bereweeke Road eastbound (May 2025) | 1842 | 2170 | 302 | 206 |
| Bereweeke Road westbound (May 2025) | 1538 | 1827 | 220 | 204 |
| Bereweeke Road combined (May 2025) | 3380 | 3997 | | |
| Bereweeke Road eastbound (October 2025) | 1902 | 2178 | 266 | 228 |
| Bereweeke Road westbound (October 2025) | 1578 | 1859 | 245 | 186 |
| Bereweeke Road combined (October 2025) | 3480 | 4037 | | |

Table 3: ATC Volume for Weeke

The volume counts for Bereweeke Avenue sit within the ‘low traffic flow’, which is < 2500 motor vehicles per day. Bereweeke Road in both time periods record volumes that sit within ‘moderate traffic flow’ range, which is between 2500-5000 vehicles per day and Stoney Lane experiences a ‘heavy traffic flow’ range of >5000 vehicles per day.³

Stoney Lane reports the highest peak flows for all averages and peak times, which coincides with having the highest speeds of the three roads. The lowest volumes are seen on Bereweeke Avenue; these volumes remain within low traffic flow.

Speed

Data from the ATC has been presented below in Table 4 for representative speed samples in May and October 2025. This includes average 12-hour and 85th percentile 12-hour speeds. All speeds are recorded in miles per hour (mph).

| Location | 12-hour mean average | 12-hour 85 th percentile |
|---|----------------------|-------------------------------------|
| Stoney Lane eastbound | 27.2 | 32.5 |
| Stoney Lane westbound | 26.3 | 31.3 |
| Bereweeke Avenue northbound | 24.8 | 29.9 |
| Bereweeke Avenue southbound | 24.1 | 29.7 |
| Bereweeke Road eastbound (May 2025) | 22.7 | 28.2 |
| Bereweeke Road westbound (May 2025) | 21.7 | 27.1 |
| Bereweeke Road eastbound (October 2025) | 20.3 | 25 |
| Bereweeke Road westbound (October 2025) | 17.4 | 23.3 |

Table 4: ATC Speeds for Weeke

The data above shows that each road monitored within Weeke has a 12-hour average speed under 30mph. Bereweeke Road sits lowest at 20.3 (eastbound) and 17.4mph (westbound), and Stoney Lane records the highest average speeds at 27.2 (eastbound) and 26.3mph westbound) for the 12-hour mean average.

The 85th percentile data shows that Stoney Lane has speeds of 32.8mph whilst other locations have speeds under the posted limit. The location with the lowest 85th percentile speeds is Bereweeke Road (westbound).

Length and Classification

Data from the ATCs is presented in Table 5 to show the proportion of large vehicles (such as heavy goods vehicles) using the road throughout the day. The table below displays the percentage of heavy goods vehicles using the roads for 24 hours over a 7-day period (May 2025) for both directions of travel.

³ LTN 1/20 [Cycle Infrastructure Design](#)

The length and classification of vehicles in the permanent ATC counters varies in methodology from the 7-day temporary ATC counters. The permanent ATC counters classify vehicles by type of vehicle, such as: 'car', 'Heavy Van', and 'Articulated Lorry', whereas the temporary ATC counters provide classification in length, such as: <5.2m, 5.2-6.5m.

Whilst not directly comparable, classifications have been made for this data report to identify two classifications: small and large vehicles. To improve comparability and avoid overstating large-vehicle proportions, the temporary ATC counters are classified so any vehicle ≥ 6.5 m in length is a "large" vehicle, and anything <6.5 m is "small". Permanent ATC data classifies vehicles through type, such as cars, motorcycles and vans (including Heavy Vans). These have been compared to the temporary data to class as "small"; buses, coaches, LGVs, minibuses, rigid HGVs and articulated HGVs are classed as "large". Therefore, the percentages displayed for length and classification do not have the same methodologies but are comparable through relative categorisation.

| Location | Percentage of large vehicles |
|--|------------------------------|
| Stoney Lane Eastbound/Westbound | 3.0% |
| Berewecke Avenue Northbound/Southbound | 3.7% |
| Berewecke Road Eastbound/Westbound | 3.3% |

Table 5: ATC classification for Weeke

Over a 24-hour period for 7 days, Stoney Lane accounts for the lowest proportion of large vehicles although it does have higher overall flows than the other roads. Berewecke Road experiences the lowest proportion of large vehicles.

Turning Counts

Turning count data is collected to show the volumes and directional vehicle movements at each junction. This data has been collected at three junctions within Weeke:

- Stoney Lane / Berewecke Avenue junction
- Stoney Lane / Andover Road junction
- Berewecke Road / Andover Road junction

Stoney Lane / Andover Road junction

| Location | Time | Cycles | Motor Vehs | HGV (%) |
|---|-----------|--------|------------|---------|
| Andover Road North → Andover Road South | 12-hour | 21 | 3167 | 1.4 |
| | Peak hour | 3 | 374 | 0.8 |
| Andover Road North → Stoney Lane West | 12-hour | 4 | 620 | 1.3 |
| | Peak hour | 1 | 78 | 0 |
| Andover Road South → Andover Road North | 12-hour | 14 | 2664 | 1.4 |
| | Peak hour | 3 | 345 | 0 |
| Andover Road South → Stoney Lane West | 12-hour | 46 | 1719 | 0.2 |
| | Peak hour | 6 | 197 | 0 |
| Stoney Lane West → Andover Road North | 12-hour | 3 | 725 | 0.8 |
| | Peak hour | 0 | 91 | 0 |
| Stoney Lane West → Andover Road South | 12-hour | 29 | 1773 | 0.3 |
| | Peak hour | 4 | 222 | 0.4 |
| Combined | 12-hour | 117 | 10668 | 1 |
| | Peak hour | 11 | 1157 | 0.1 |

Table 6: Turning count data for Andover Road / Stoney Lane junction

The turning count data for Stoney Lane / Andover Road junction shows slightly lower cycling numbers than the Bereweke Avenue / Stoney Lane and Bereweke Road / Andover Road junctions.

Vehicle movements total 10,668 in 12 hours, in which most of the movements are made from vehicles travelling north to south on Andover Road (3167). 45% of traffic travelling on Andover Road turns onto Stoney Lane.

The majority of cyclist movements are made moving from Andover Road southbound turning onto Stoney Lane, and from Stoney Lane turning onto Andover Road northbound.

Stoney Lane / Berewecke Avenue junction

| Location | Time Period | Cycles | Motor Vehs | HGV (%) |
|---|-------------|--------|------------|---------|
| Berewecke Avenue North → Stoney Lane East | 12-hour | 12 | 822 | 0.6 |
| | Peak hour | 2 | 123 | 0.8 |
| Berewecke Avenue North → Berewecke Avenue South | 12-hour | 18 | 741 | 0.5 |
| | Peak hour | 6 | 187 | 0.5 |
| Berewecke Avenue North → Stoney Lane West | 12-hour | 2 | 460 | 0.4 |
| | Peak hour | 0 | 51 | 0 |
| Stoney Lane East → Berewecke Avenue North | 12-hour | 26 | 709 | 0.8 |
| | Peak hour | 5 | 99 | 0 |
| Stoney Lane East → Berewecke Avenue South | 12-hour | 2 | 303 | 1 |
| | Peak hour | 0 | 47 | 0 |
| Stoney Lane East → Stoney Lane West | 12-hour | 24 | 1331 | 0.8 |
| | Peak hour | 3 | 144 | 0.7 |
| Berewecke Avenue South → Berewecke Avenue North | 12-hour | 16 | 502 | 0.8 |
| | Peak hour | 4 | 86 | 0 |
| Berewecke Avenue South → Stoney Lane East | 12-hour | 3 | 245 | 1.6 |
| | Peak hour | 0 | 38 | 0 |
| Berewecke Avenue South → Stoney Lane West | 12-hour | 3 | 158 | 0.6 |
| | Peak hour | 1 | 24 | 0 |
| Stoney Lane West → Berewecke Avenue North | 12-hour | 3 | 463 | 0.9 |
| | Peak hour | 0 | 54 | 0 |
| Stoney Lane West → Stoney Lane East | 12-hour | 25 | 1427 | 0.7 |
| | Peak hour | 4 | 159 | 0 |
| Stoney Lane West → Berewecke Avenue South | 12-hour | 3 | 212 | 2.3 |
| | Peak hour | 1 | 42 | 4.8 |
| Combined | 12-hour | 137 | 7373 | 0.8 |
| | Peak hour | 18 | 858 | 0.6 |

Table 7: Turning Count data for Berewecke Avenue / Stoney Lane junction

Table 7 above shows the turning count data for the Berewecke Avenue and Stoney Lane junctions, which recorded the lowest vehicular traffic volumes of the three turning counts, and the highest cycling counts. The busiest movement recorded was travelling eastbound on Stoney Lane for both cycling and vehicle traffic.

Bereweke Road / Andover Road junction

| Location | Time Period | Cycles | Motor Vehs | HGV (%) |
|---|-------------|--------|------------|---------|
| Andover Road North → Andover Road South | 12-hour | 37 | 4404 | 0.8 |
| | Peak hour | 5 | 514 | 0.4 |
| Andover Road North → Bereweke Road West | 12-hour | 14 | 1171 | 0.3 |
| | Peak hour | 2 | 199 | 0.5 |
| Andover Road South → Andover Road North | 12-hour | 31 | 3413 | 1 |
| | Peak hour | 7 | 474 | 0.2 |
| Andover Road South → Bereweke Road West | 12-hour | 25 | 644 | 0.9 |
| | Peak hour | 2 | 71 | 0 |
| Bereweke Road West → Andover Road North | 12-hour | 13 | 1135 | 0.7 |
| | Peak hour | 0 | 166 | 0 |
| Bereweke Road West → Andover Road South | 12-hour | 13 | 912 | 1.2 |
| | Peak hour | 0 | 101 | 0 |
| Combined | 12-hour | 133 | 11679 | 0.9 |
| | Peak hour | 14 | 1318 | 0.2 |

Table 8: Turning Count data for Bereweke Road / Andover Road junction

The Bereweke Road / Andover Road junction had the highest volume of combined vehicle movements across the three turning counts, totalling 11679 vehicles in 12 hours. The highest volume directional route is the southbound route on Andover Road North, with 4404 vehicles over 12 hours.

23% of traffic from Andover Road (running both North to South and South to North) turns onto Bereweke Road within the 12-hour period.

Andover Road Corridor

Automated Traffic Counts

ATCs have been undertaken at two locations in the Andover Road study area. The data produced is to show where and when traffic is busiest in terms of flow, speed, and volume, to help assess traffic patterns, and impacts that schemes produce. ATCs have been taken at:

- Andover Road at the intersect with Vanguard Hill
- Andover Road southeast of the railway bridge

Volume

Data from an automated traffic counter has been presented below for representative samples in May 2025. Table 9 below displays the average 7-day counts for both the 12-hour period 07:00-19:00, 24-hour period and 85th percentile.

| Location | 7-day 12-hour mean average | 7-day 24-hour mean average | AM peak hour | PM peak hour |
|--|----------------------------|----------------------------|--------------|--------------|
| Andover Road – Vanguard Hill northbound | 4580 | 6081 | 533 | 622 |
| Andover Road – Vanguard Hill southbound | 5546 | 6448 | 941 | 888 |
| Andover Road – Vanguard Hill combined | 10126 | 12529 | | |
| Andover Road – SE of railway bridge northbound | 3862 | 5099 | 380 | 516 |
| Andover Road – SE of railway bridge southbound | 4806 | 5725 | 627 | 562 |
| Andover Road – SE of railway bridge combined | 8668 | 10824 | | |

Table 9: ATC volumes for Andover Road North

The volume counts sit within the ‘moderate traffic flow’ of 2500-5000 vehicles per day, and ‘heavy traffic flow’ range of >5000 vehicles per day.⁴ Combining both directions, the 12-hour 7-day average flows are 10126 vehicles at the northern site, and 8668 at the site on the railway bridge. The southern site is approximately 2000 vehicles fewer on average.

⁴ LTN 1/20 [Cycle Infrastructure Design](#)

Speed

Data from an automated traffic counter has been presented below for representative samples in May 2025. This includes average 12-hour and 85th percentile speeds. All speeds are recorded in miles per hour (mph).

| Location | 12-hour mean average | 12-hour 85 th percentile |
|--|----------------------|-------------------------------------|
| Andover Road – Vanguard Hill northbound | 47.4 | 52.8 |
| Andover Road – Vanguard Hill southbound | 46.4 | 51 |
| Andover Road – SE of railway bridge northbound | 22.7 | 26.7 |
| Andover Road – SE of railway bridge southbound | 22.2 | 27.3 |

Table 10: ATC speeds for Andover Road North

Southeast of the railway bridge, the speed limit is 30mph, with a 20mph limit posted heading into the city. At their recorded point, speeds do not exceed the 30mph limit at the railway bridge. At Vanguard Hill, the 85th percentile recorded speeds exceed the 50-mph limit.

Length and Classification

Data from the ATCs is presented to show the proportion of large vehicles (such as heavy goods vehicles) using the road throughout the day. The table below displays the average percentage of heavy goods vehicles using the roads over a 7-day, 24-hour period (May 2025) for both directions of travel.

| Location | Percentage of large vehicles |
|-------------------------------------|------------------------------|
| Andover Road – Vanguard Hill | 4.6% |
| Andover Road – SE of railway bridge | 2.3% |

Table 11: ATC classification for Andover Road North

Records at both points at Andover Road show less than 5% of vehicles classed as 'large vehicles'. There are fewer at the southern ATC, closer to the city centre.

Littleton and Harestock

Automated Traffic Counts

ATCs have been taken within the Littleton and Harestock areas. The data produced is to show where and when traffic is busiest in terms of flow, speed, and volume, to help assess traffic patterns, and impacts that schemes produce. ATCs have been taken at:

- Harestock Road
- Main Road
- Bradley Road
- Priors Dean Road

Volume

Data from an automated traffic counter has been presented below for representative samples in May 2025. Table 14 below displays the average 7-day counts for the 12-hour period 07:00-19:00, peak hours, and 24-hour period.

| Location | 7-day 12-hour mean average | 7-day 24-hour mean average | AM peak hour | PM peak hour |
|-----------------------------|----------------------------|----------------------------|--------------|--------------|
| Harestock Road northbound | 3174 | 3696 | 451 | 440 |
| Harestock Road southbound | 3281 | 3737 | 453 | 465 |
| Harestock Road combined | 6455 | 7433 | | |
| Main Road northbound | 529 | 628 | 380 | 627 |
| Main Road southbound | 537 | 629 | 64 | 88 |
| Main Road combined | 1066 | 1257 | | |
| Bradley Road northbound | 469 | 559 | 74 | 73 |
| Bradley Road southbound | 473 | 553 | 77 | 97 |
| Bradley Road combined | 942 | 1112 | | |
| Priors Dean Road northbound | 1284 | 1571 | 130 | 217 |
| Priors Dean Road southbound | 1680 | 1985 | 350 | 284 |
| Priors Dean Road combined | 2964 | 3556 | | |

Table 12: ATC volume for Littleton and Harestock

The 24-hour average flows show that Harestock Road experiences heavy traffic flow, with 7433 vehicles in 24-hours on average. Priors Dean Road, with 3556 vehicles in 24-hours on average, is within the moderate traffic flow volumes, whilst Main Road, and Bradley Road experience low traffic flows, with 24-hour average volumes recorded under 2500 vehicles per day.

Speed

Data from an automated traffic counter has been presented below for representative samples in May 2025. This includes average 12-hour and 85th percentile speeds. All speeds are recorded in miles per hour (mph).

| Location | 12-hour mean average | 12-hour 85 th percentile |
|-----------------------------|----------------------|-------------------------------------|
| Harestock Road northbound | 33.7 | 39.1 |
| Harestock Road southbound | 32.3 | 37.8 |
| Main Road northbound | 20.7 | 26.5 |
| Main Road southbound | 17.7 | 23.7 |
| Bradley Road northbound | 28.8 | 34.3 |
| Bradley Road southbound | 29.5 | 35.4 |
| Priors Dean Road northbound | 24.4 | 30.6 |
| Priors Dean Road southbound | 25.8 | 30.7 |

Table 13: ATC speeds for Littleton and Harestock

The speed limit on Main Road, Bradley Road, and Priors Dean Road is 30mph. The average speed does not exceed the speed limit, but 85th percentile speeds are shown to exceed at 35.4mph on Bradley Road (southbound). Harestock Road has a 40mph limit, and the average and 85th percentile speeds do not exceed the posted limit.

Length and Classification

Data from the ATCs is presented to show the proportion of large vehicles (such as heavy goods vehicles) using the road throughout the day. The table below displays the average percentage of heavy goods vehicles using the roads over a 7-day period (May 2025) for both directions of travel.

| Location | Percentage of large vehicles |
|------------------|------------------------------|
| Harestock Road | 4.3% |
| Main Road | 3.1% |
| Bradley Road | 8.6% |
| Priors Dean Road | 4.3% |

Table 14: ATC classification for Littleton and Harestock

Bradley Road carries a higher proportion of large vehicles over 24 hours than Harestock Road, Priors Dean Road and Main Road. Main Road has the fewest large vehicles at only 3.1%, in comparison to Bradley Road at 8.6%.

Chilbolton Avenue and Stockbridge Road

Automated Traffic Counts

ATCs have been taken at both ‘ends’ of the Stockbridge Road study area, and Chilbolton Avenue. The data produced is to show where and when traffic is busiest in terms of flow, speed, and volume, to help assess traffic patterns, and impacts that schemes produce. ATCs have been taken at:

- Stockbridge Road (north of Harestock Road junction)
- Stockbridge Road (at Fordington Road junction)
- Chilbolton Avenue

Volume

Data from an automated traffic counter has been presented below for representative samples in May 2025. Table 17 below displays the average 5-day counts (Monday to Friday) and 7-day counts (Monday-Sunday) for both the 12-hour period 07:00-19:00 and 24-hour period.

| Location | 7-day 12-hour mean average | 7-day 24-hour mean average | AM peak hour | PM peak hour |
|---|----------------------------|----------------------------|--------------|--------------|
| Stockbridge Road (north of Harestock Road) northbound | 3018 | 3535 | 426 | 395 |
| Stockbridge Road (north of Harestock Road) southbound | 3173 | 3645 | 398 | 439 |
| Stockbridge Road (north of Harestock Road) combined | 6191 | 7180 | | |
| Stockbridge Road (at Fordington Road) eastbound | 2977 | 3575 | 367 | 405 |
| Stockbridge Road (at Fordington Road) westbound | 3150 | 3902 | 373 | 450 |
| Stockbridge Road (at Fordington Road) combined | 6127 | 7477 | | |
| Chilbolton Avenue northbound | 5712 | 7159 | 735 | 640 |
| Chilbolton Avenue southbound | 5677 | 6699 | 678 | 728 |
| Chilbolton Avenue combined | 11389 | 13858 | | |

Table 15: ATC volumes for Chilbolton Avenue and Stockbridge Road

Data from the volume ATC collection shows that each of the roads within this location experience heavy traffic flows.⁵ Chilbolton Avenue has higher traffic flows than at both Stockbridge Road sites, with a 24-hour average of 13858 vehicles.

Speed

Data from an automated traffic counter has been presented below for representative samples in May 2025. This includes average 12-hour and 85th percentile speeds. All speeds are recorded in miles per hour (mph).

| Location | 12-hour mean average | 12-hour 85 th percentile |
|---|----------------------|-------------------------------------|
| Stockbridge Road (north of Harestock Road) northbound | 31.2 | 38 |
| Stockbridge Road (north of Harestock Road) southbound | 30.7 | 37.7 |
| Stockbridge Road (at Fordington Road) eastbound | 24.2 | 28.2 |
| Stockbridge Road (at Fordington Road) westbound | 24.1 | 29.2 |
| Chilbolton Avenue northbound | 31 | 36.7 |
| Chilbolton Avenue southbound | 29.5 | 35.4 |

Table 16: ATC speeds for Chilbolton Avenue and Stockbridge Road

Both Stockbridge Road north of Harestock Road and Chilbolton Avenue have posted speed limits of 40mph. The southern Stockbridge Road site has a posted limit of 30mph. None of the sites in either the mean average or the 85th percentile exceed the posted speed limits.

The highest speeds in this location are seen on Stockbridge Road at the Harestock junction travelling northbound, followed by the southbound travel.

Length and Classification

Data from the ATCs is presented to show the proportion of large vehicles (such as heavy goods vehicles) using the road throughout the day. The table below displays the average percentage of heavy goods vehicles using the roads over a 7-day, 24-hour period (May 2025) for both directions of travel.

| Location | Percentage of large vehicles |
|--|------------------------------|
| Stockbridge Road (north of Harestock Road) | 1.7% |
| Stockbridge Road (at Fordington Road) | 5.2% |
| Chilbolton Avenue | 2.4% |

Table 17: ATC classification for Chilbolton Avenue and Stockbridge Road

⁵ LTN 1/20 [Cycle Infrastructure Design](#)

Stockbridge Road north of the junction with Harestock Road, and Chilbolton Avenue both have proportions of large vehicles under 2.5%, whilst Stockbridge Road at Fordington Road has a 5.1% proportion of large vehicles.

Headbourne Worthy

Automated Traffic Counts

ATCs have been taken for the Headbourne Worthy area. The data produced is to show where and when traffic is busiest in terms of flow, speed, and volume, to help assess traffic patterns, and impacts that schemes produce. ATCs have been taken at:

- Down Farm Lane
- Wellhouse Lane

Volume

Data from an automated traffic counter has been presented below for representative samples in May 2025. Table 20 below displays the average 7-day counts for both the 12-hour period 07:00-19:00 and 24-hour period.

| Location | 7-day 12-hour mean average | 7-day 24-hour mean average | AM peak hour | PM peak hour |
|--------------------------|----------------------------|----------------------------|--------------|--------------|
| Down Farm Lane eastbound | 881 | 972 | 168 | 305 |
| Down Farm Lane westbound | 671 | 761 | 109 | 86 |
| Down Farm Lane combined | 1552 | 1733 | | |
| Wellhouse Lane eastbound | 1805 | 2035 | 317 | 365 |
| Wellhouse Lane westbound | 1707 | 1928 | 262 | 217 |
| Wellhouse Lane combined | 3512 | 3963 | | |

Table 18: ATC volumes for Headbourne Worthy

The volume counts for Down Farm Lane sit within the ‘low traffic flow’ range of <2500 vehicles per day and Wellhouse Lane experiences ‘moderate traffic flow’ range of 2500-5000 vehicles per day.⁶ The volume data shows that traffic flows are heavier on both lanes travelling eastbound.

⁶ LTN 1/20 [Cycle Infrastructure Design](#)

Speed

Data from an automated traffic counter has been presented below for representative samples in May and October 2025. This includes average 12-hour and 85th percentile speeds. All speeds are recorded in miles per hour (mph).

| Location | 12-hour mean average | 12-hour 85 th percentile |
|--------------------------|----------------------|-------------------------------------|
| Down Farm Lane eastbound | 37.7 | 43.7 |
| Down Farm Lane westbound | 34.3 | 39.6 |
| Wellhouse Lane eastbound | 33.8 | 41.2 |
| Wellhouse Lane westbound | 36.6 | 42.3 |

Table 19: ATC speeds for Headbourne Worthy

Speeds are higher on these two roads in comparison to the more suburban roads in Weeke and Harestock. Down Farm Lane and Wellhouse Lane have speed limits of 60mph, and 85th percentile speeds do not exceed 45mph.

Length and Classification

Data from the ATCs is presented to show the proportion of large vehicles (such as heavy goods vehicles) using the road throughout the day. The table below displays the average percentage of heavy goods vehicles using the roads over a 7-day, 24-hour period (May 2025) for both directions of travel.

| Location | Percentage of large vehicles |
|----------------|------------------------------|
| Down Farm Lane | 3.8% |
| Wellhouse Lane | 3.8% |

Table 20: ATC classification for Headbourne Worthy

Down Farm Lane and Wellhouse Lane both record a proportion of 3.8% of large vehicles recorded, which remains relatively low.

Abbots Barton and Winnall

Automated Traffic Counts

ATCs have been taken for the Abbots Barton and Winnall areas. The data produced is to assess traffic patterns and impacts that schemes produce. ATCs have been taken at:

- Park Road (east of Andover Road)
- Easton Lane (east of Moorside Road and Leicester Way)
- Worthy Road (at the junction of Northlands Drive)

Volume

Data from an automated traffic counter has been presented below for representative samples in May 2025. Table 23 below displays the average 7-day for both the 12-hour period 07:00-19:00 and 24-hour period.

| Location | 7-day 12-hour mean average | 7-day 24-hour mean average | AM peak hour | PM peak hour |
|------------------------|----------------------------|----------------------------|--------------|--------------|
| Park Road eastbound | 881 | 972 | 168 | 305 |
| Park Road westbound | 1318 | 1524 | 216 | 192 |
| Park Road combined | 2199 | 2496 | | |
| Easton Lane eastbound | 7680 | 9168 | 833 | 965 |
| Easton Lane westbound | 6024 | 7319 | 719 | 630 |
| Easton Lane combined | 13704 | 16487 | | |
| Worthy Road northbound | 2838 | 3647 | 269 | 461 |
| Worthy Road southbound | 3374 | 3985 | 684 | 463 |
| Worthy Road combined | 6212 | 10470 | | |

Table 21: ATC volumes for Abbots Barton and Winnall

The ATC volume data shows that Park Road (east of Andover Road) carries light-moderate motorised traffic, whilst Worthy Road and Easton Lane carry very heavier traffic. Easton Lane carries an average of 16487 vehicles in 24 hours in both directions. The peak hours are observed to be higher on Easton Lane than both Worthy Road and Park Road.

Speed

Data from an automated traffic counter has been presented below for representative samples in May 2025. This includes average 12-hour and 85th percentile speeds. All speeds are recorded in miles per hour (mph).

| Location | 12-hour mean average | 12-hour 85 th percentile |
|------------------------|----------------------|-------------------------------------|
| Park Road eastbound | 24.3 | 28.7 |
| Park Road westbound | 24.6 | 28.8 |
| Easton Lane eastbound | 24.2 | 30 |
| Easton Lane westbound | 21.5 | 28.3 |
| Worthy Road northbound | 27.7 | 30.9 |
| Worthy Road southbound | 29 | 32.9 |

Table 22: ATC speeds for Abbots Barton and Winnall

Speeds on Park Road are under the posted speed limit of 30mph. Easton Lane and Worthy Road have similar mean speeds and 85th percentile speeds; the 85th percentile exceeds the posted limit at both sites. The highest speeds are seen on Worthy Road, whilst the lowest speeds are observed on Park Road.

Length and Classification

Data from the ATCs is presented to show the proportion of large vehicles (such as heavy goods vehicles) using the road throughout the day. The table below displays the average percentage of heavy goods vehicles using the roads over a 7-day, 24-hour period (May 2025) for both directions of travel.

| Location | Percentage of large vehicles |
|-------------|------------------------------|
| Park Road | 1.6% |
| Easton Lane | 2.4% |
| Worthy Road | 2.0% |

Table 23: ATC classification for Abbots Barton and Winnall

Worthy Road and Park Road show lower proportions of large vehicles within the data collected, whilst Easton Lane shows slightly higher volumes of large vehicles. All large vehicles remain in low proportions between 1.6 and 2.4%.

Personal Injury Collision Review

The latest Personal Injury Collision (PIC) data has been collected for the study area (Andover Road) and surrounding area in North Winchester, for the most recent five years, from 01 May 2020 to 30 April 2025.

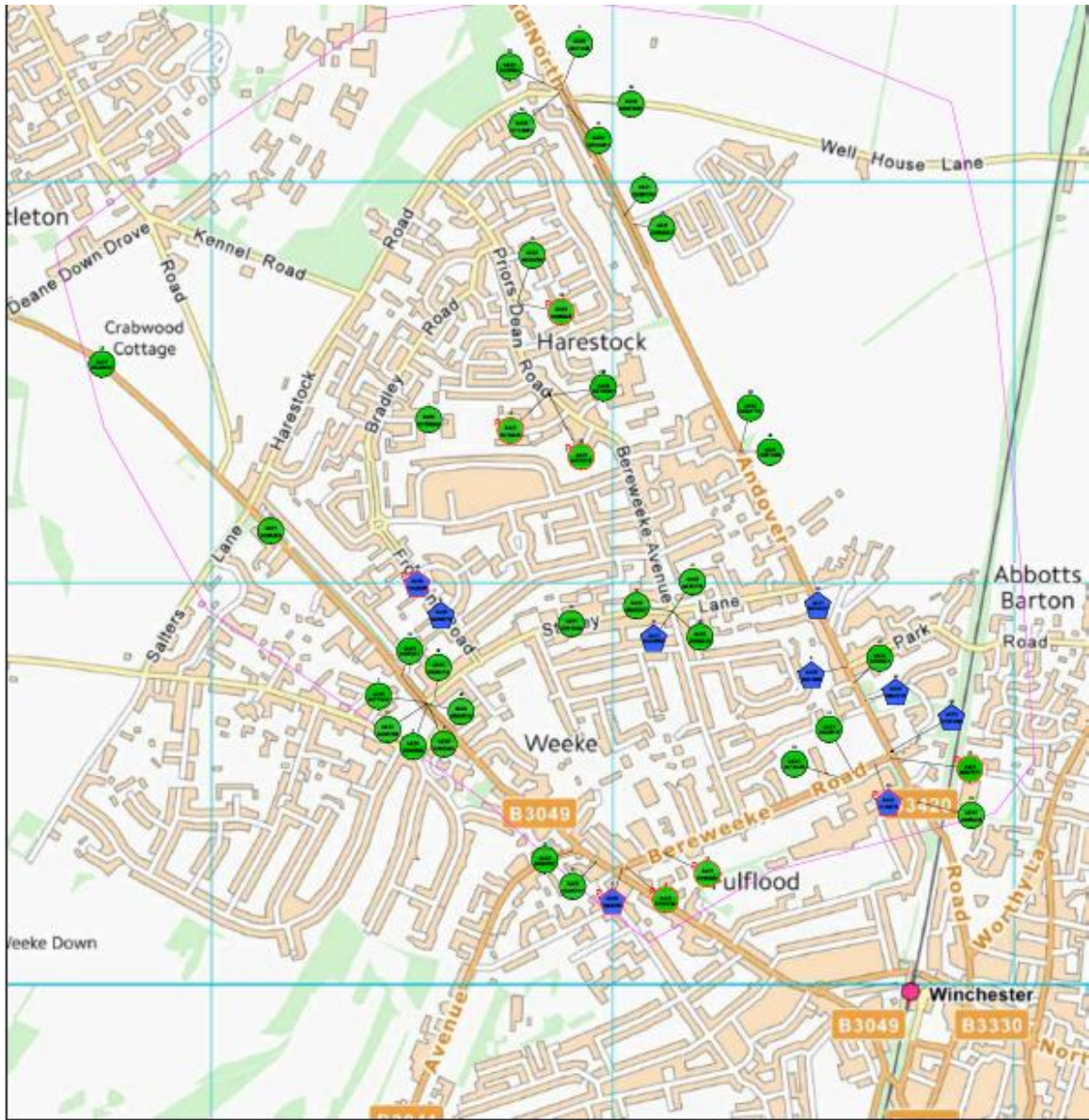
The collisions can be viewed below in Figure 3. Green collisions classify 'slight' collisions, blue as 'serious' and those with a red circle labelled 'P' involve pedestrians.

Within the 46 PICs across the study area, 16 occurred on Andover Road (5 serious; 1 involving pedestrians). Outside Andover Road, 37 collisions occurred (5 serious; 7 involving pedestrians). Prior to the data collected in the last five years, a fatality occurred on the junction of Andover Road and Grove Place in January 2020. Whilst this collision took place outside of the 5-year period, it is important to acknowledge the collision.

There are four identifiable clusters: Priors Dean Road, Harestock; the junction of Stoney Lane and Berewecke Avenue, the junction of Stoney Lane and Stockbridge Road, and the junction of Berewecke Road and Stockbridge Road.

None of the collisions have been attributed to road layout. One of the collisions was attributed to quality of the road surface.

The full list of collisions can be found in the Appendix.





| | | |
|---|--|---|
|  <p>Hampshire County Council <small>FAITHFUL & BOLD - IMPROVING OUR COMMUNITIES</small></p> | <p>Personal Injury Collisions Area of Winchester 01-05-2020 to 30-04-2025</p> <p><small>© Crown Copyright and Database right 2023. All rights reserved. 100010014/14</small></p> |  |
|---|--|---|

Figure 3: Personal Injury Collision Data from 01 May 2020 to 30 April 2025