Walk Wheel Cycle Trust

Stakes Hill Road, Waterlooville

Community Engagement Summary Note

Colin Dunigan
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Image: Walk Wheel Cycle Trust

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About this report

Walk Wheel Cycle Trust

Walk Wheel Cycle Trust (WWCT) is the charity making it possible for everyone to walk, wheel and cycle.

We work directly with communities to make change happen. Then we evidence the impact to influence policies to push those changes further.

Because people-powered movement changes everything. Our health. Our wellbeing. Our world. www.walkwheelcycletrust.org.uk

Walk Wheel Cycle Trust is a registered charity no. 326550 (England and Cymru), SC039263 (Scotland) and 20206824 (Republic of Ireland)

Report partner

This summary has been written with the cooperation of Hampshire County Council (HCC) and Havant Borough Council (HBC).

Contents

1. Introduction

1.1 Purpose of this document

This document, forms part of the Stakes Hill Road project outputs, funded by Active Travel England (ATE), and provides a summary of the community engagement carried out as part of our work to assess the feasibility of design options to make Stakes Hill Road, Waterlooville a safer and more attractive route for walking, wheeling and cycling journeys.

It will:

- Provide background and contextual information about Stakes Hill Road and Waterlooville, and the wider National Cycle Network
- Provide an overview of the community engagement carried out before the design work was conducted
- Provide an overview of the issues and opportunities identified by the Waterlooville residents, about the route and wider residential streets
- Summarise what Waterlooville residents told us about the changes they'd like to see, to improve the route to better encourage active travel

This report does not go into detail regarding specific design recommendations, please refer to the main project report (15577-NCN-RE-01) for these.

2. Project Background

2.1 Context

Overview

NCN 222 runs from Petersfield to northern Portsmouth, via Waterlooville in Hampshire. The focus of this project is along Stakes Hill Road, a key movement corridor into Waterlooville for people walking, wheeling and cycling.

High traffic volumes mean that many people do not feel safe to cycle along the route, and in some locations, the footways and crossings provide a poor level of service for people walking, wheeling and cycling.

This project seeks to identify ways to reduce traffic speeds and volumes along Stakes Hill Road from the junction with Frendstaple Road and Waterlooville Town Centre, to allow people cycling to share the carriageway on constrained sections and/or a longer length. Due to the proximity of schools just south of the Frendstaple Road roundabout, the report does consider provision slightly south of this boundary, as a connector of the NCN to local schools.

This has taken place through extensive engagement with the local community, to identify barriers to active travel and then to collaboratively design improvements to the route in the next phase of the project.

Stakes Hill Road

Stakes Hill Road is a key movement route into Waterlooville for people walking, wheeling and cycling between the town centre and areas to the south (Figure 2.1 below), and is an on-road section of the National Cycle Network.

This project links schools and colleges to Waterlooville town centre, with residential housing in between. The schools are poorly served by infrastructure for walking, wheeling and cycling. The community is also

physically separated from surrounding communities by the presence of the A3(M), and is not located close to a railway station.

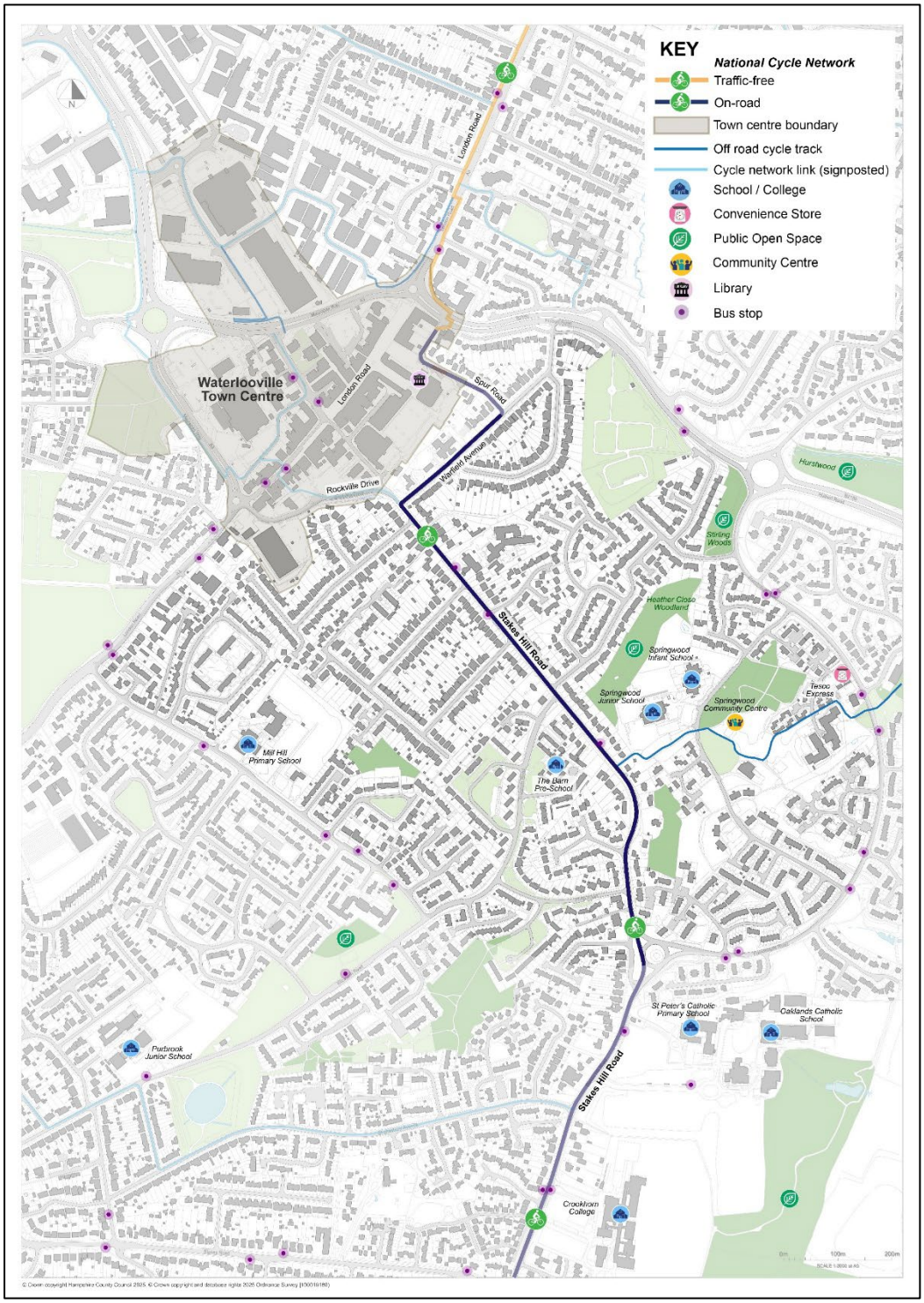

Figure 2.1 Stakes Hill Road, Waterlooville - Context Plan.

3. Engagement process

To support inclusive and effective engagement, an awareness-raising strategy was implemented. This included stakeholder mapping, email campaigns, printed materials, stakeholder meetings, and the creation of an online project page. These activities were designed to inform, involve, and encourage participation from a wide range of stakeholders in line with best practice.

Walk Wheel Cycle Trust carried out these activities with Hampshire County Council staff, who provided support at events, contacted stakeholders, and reviewed project communications.

3.1 Raising awareness

The following activities were undertaken to raise awareness of the scheme and to encourage participation in the engagement process

- Stakeholder mapping by WWCT and HCC
- Call with local councillors
- Email distribution by HCC
- Posters printed and distributed in the town
- Social Media campaigns
- Leaflet drops
- Community Mapping Tool (CMT)

Stakeholder mapping

In line with the best practice, a stakeholder mapping process was undertaken at the beginning of the engagement process to identify groups and individuals with an interest in the scheme and to assess the level of engagement required with each.

This was shared with Hampshire County Council, who also maintain a database of contacts and stakeholders for publication of events to

relevant stakeholders, in addition to the one coordinated by Walk Wheel Cycle Trust.

Call with Local Councillors

An online stakeholder meeting was held in May 2025 with councillors from local and neighbouring wards, along with a Hampshire transport officer specialising in local bus operation.

The discussion focused on significant congestion, safety issues, and behavioural challenges along Stakes Hill Road and the wider area south of Waterlooville town centre. School-related traffic was identified as the predominant concern, with several schools and colleges generating severe congestion twice daily. Staggered finish times, aggressive driving, unsafe parking, and limited on-site capacity for drop-off and pick-up result in prolonged gridlock. Residents, particularly those living in Durham Gardens, reported frequent obstruction and increasing frustration.

Active travel provision was widely considered to be inadequate. Walking and cycling routes were described as low-quality, with some footpaths reported to be frequently waterlogged and deterring use. Although cycling routes are signposted, their actual usage is unclear. These conditions reinforce reliance on private vehicles, especially for school journeys.

Additional traffic flow issues were highlighted, including recurring peak-time congestion at the Frendstaple Road roundabout. While local bus services are generally reliable, they become delayed in the same traffic, offering little advantage over car travel. A lack of amenities within the ward also forces residents to drive elsewhere for daily needs, further increasing traffic volumes.

Broader connectivity concerns were raised regarding insufficient safe, attractive walking and cycling links between homes, schools, and the town centre. Public feedback also referenced limited resting places, poor-quality public realm, and a lack of space for pedestrians during busy periods.

Immediate challenges identified included:

- Acute traffic congestion driven by school activity.
- Unsafe or unattractive walking and cycling routes limiting active travel uptake.
- Inadequate road layout, particularly at roundabouts and junctions.
- Bus delays caused by general traffic, reducing the appeal of public transport.
- Limited local amenities, resulting in additional car trips.
- Community frustration arising from aggressive driving and recurring gridlock.

This meeting also led to the online sharing of information and awareness raising of the subsequent engagement events by local councillors to their constituents. One example of a social media (Facebook) post, is shown below, by Councillor Nick Adams-King:

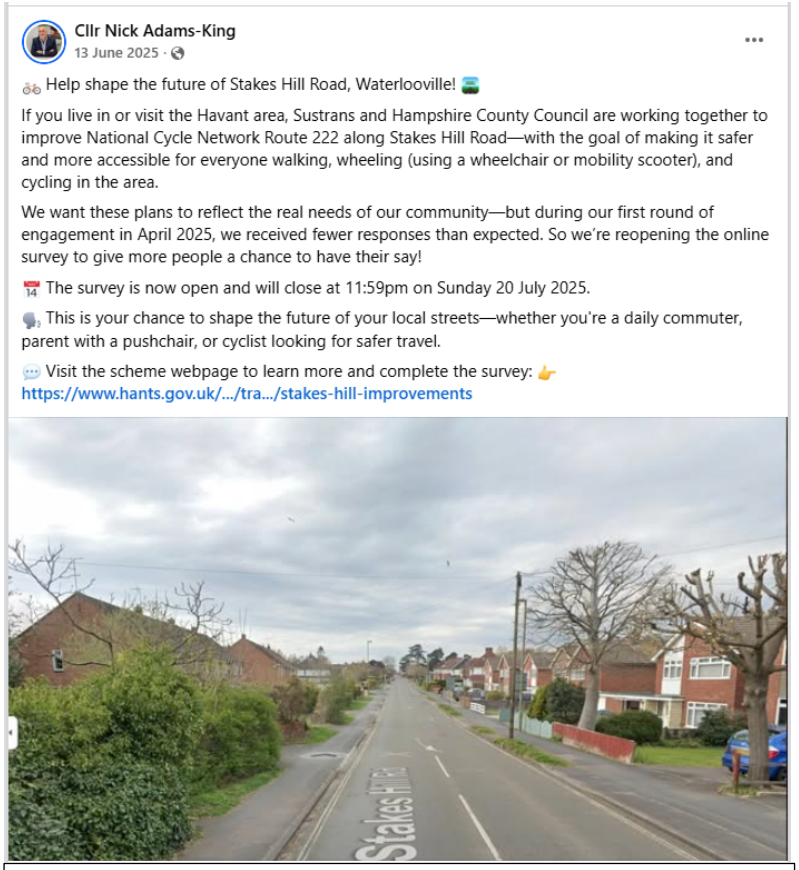

Figure 3.1.2 an example of a social media post by Cllr Adams-King.

Email distribution

Ahead of engagement events, HCC distributed emails to their database of relevant contacts, including local councillors and stakeholders, informing them of the project and the different ways to get involved. In addition, WWCT emailed stakeholders and organised the in-person events. The emails were circulated the week commencing 17th March by HCC to coincide with the launch of the online CMT platform and the distribution of printed leaflets to local properties.

Posters

Posters were created and distributed locally by Hampshire County Council, across local venues, and displayed on lamp posts etc in the town centre and area surrounding Stakes Hill Road.

Social media campaign

A social media campaign was launched, from Hampshire County Council social media accounts, to local people, to support the awareness raising of the project. WWCT produced a poster for using with online advertising of the events, and subsequently the online Community Mapping Tool website.

Following the in-person engagement events in April, another social media campaign was launched in June, to further raise awareness of the project and allow people to comment.

Leaflet delivery

A GPS tracked leaflet drop was commissioned for delivery on the week commencing 23rd March, before the April in-person events were due to take place.

The leaflet provided information on the Stakes Hill Road project, with links to additional online information (via the CMT) and details of the in-person workshops.

Figure 3.1.3 Leaflet (2-page) delivered to residents ahead of events

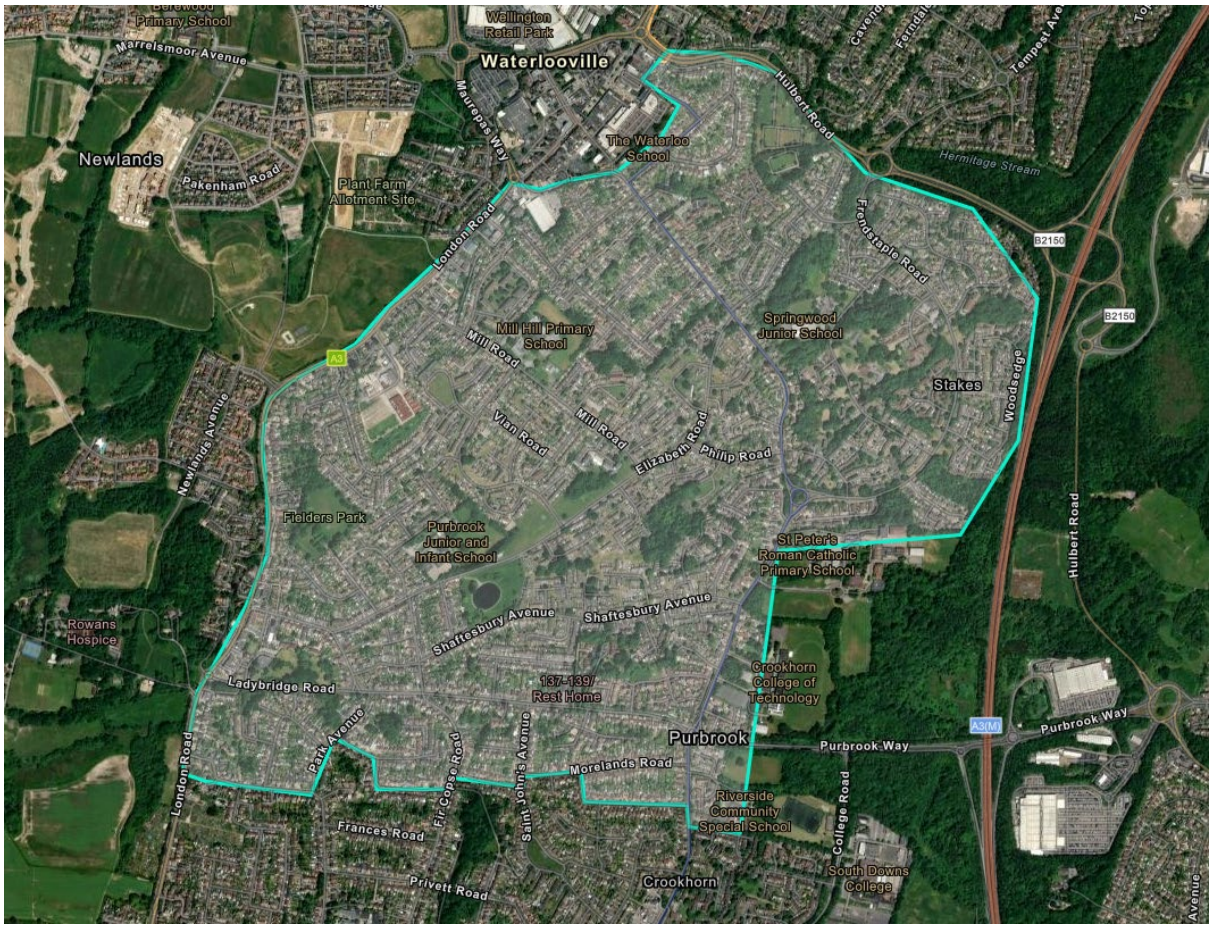

Figure 3.1.4 Area targeted for leaflet delivery

The leaflet distribution company claimed to have delivered the leaflets requested, in the timeframe commissioned, but there was little evidence that they distributed them to the area specified. As a result, attendance at the in-person events was lower than anticipated.

Following the in-person engagement events, we commissioned a second flyer delivery through Royal Mail, delivered from 16th June across two weeks, to approx. 8,944 addresses across the postcode areas of 'PO7 7' and 'PO7 8'. The flyer provided an overview of the project, linked to the HCC webpage, and linked to the CMT survey, so people could share their views.

Project webpage hosted on HCC website

A dedicated project page was launched on Hampshire County Council's website, which included an overview of the scheme, details of how to get involved, and a link to a Community Mapping Tool digital feedback survey for those who couldn't join in person.

This page has been regularly updated, to keep the public and community informed about the scheme as it progresses over time.

3.2 Engagement delivery

3.2.1 Digital engagement via the Community Mapping Tool

Walk Wheel Cycle Trust's Community Mapping Tool (digital engagement platform) was used to host a digital survey, for the community to feedback information to inform the project, in a geographically located way, via a pin drop and associated survey questions.

This was used to gather information about current barriers, issues, opportunities, and specific locations that people wanted to see improved as part of the future design scheme, as well as gathering information about travel patterns and behaviours.

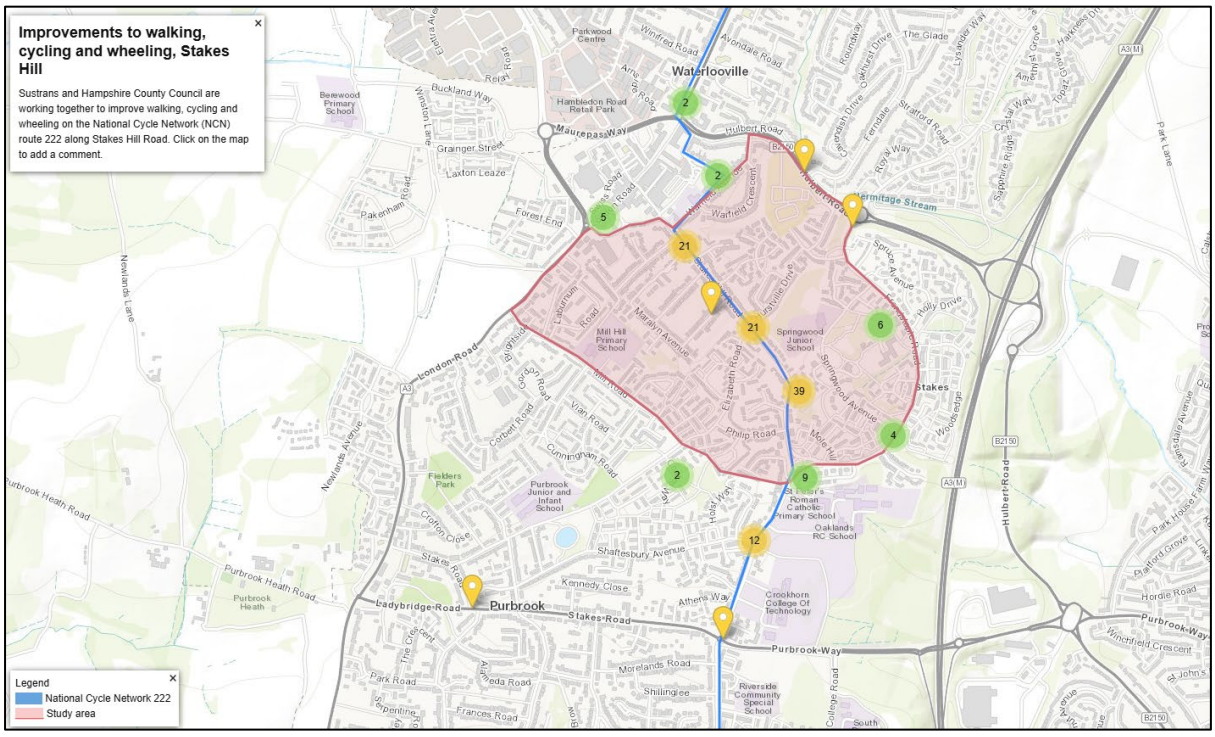

Figure 3.2.1 Community Mapping Tool, with community comments

The CMT was initially launched on 19th March for six weeks, to seek feedback from the local community. After the in-person engagement events which had a lower turnout than anticipated, the CMT was re-launched on 9th June for a further six weeks, to 20th July 2025.

There were approximately 120 responses to the Community Mapping Tool.

3.2.2 In-person co-discover events:

Co-discover engagement took place in April 2025, with public events at Waterlooville Library, Springwood Community Centre and at St Peter's Catholic Primary School, to listen to a range of local people, and those travelling to Waterlooville town centre. The engagement events were attended by three staff members from Walk Wheel Cycle Trust, and two staff members from Hampshire County Council.

A number of engagement activities were used, designed to gather information from the local community, to help inform design development. Information was gathered through post it notes, annotations on maps, questions, and voting using sticky dots.

The information was subsequently collated, analysed and is presented in section 4.

Examples of the project boards and engagement activities created for the in-person engagement sessions are shown below:

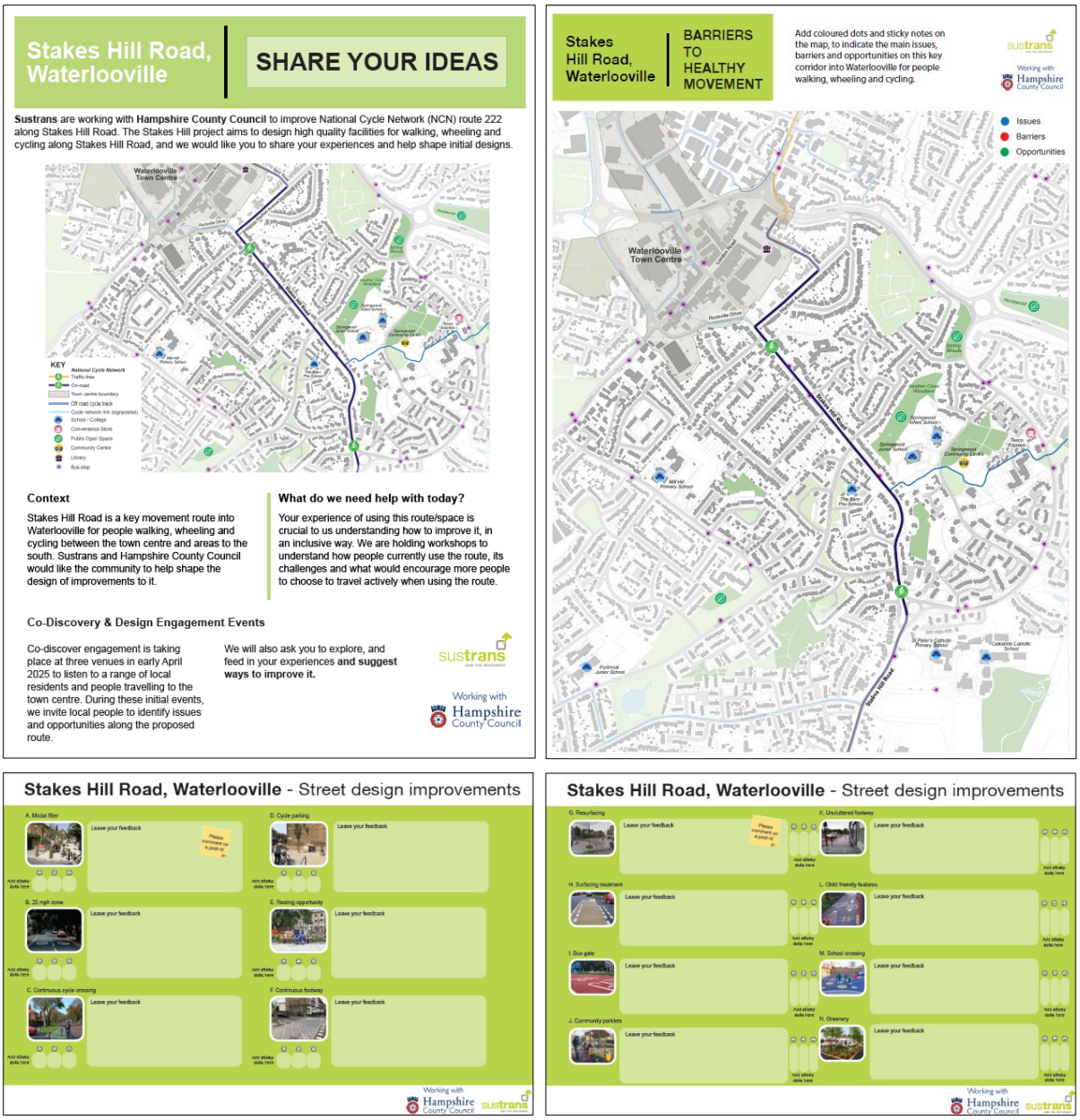

Figure 3.2.2 Engagement activities used during the events

St. Peters Primary School event

The first Co-Discover event took place on Wednesday 2nd April 2025 (3 - 5pm) at St Peter's Catholic Primary School. It was a drop-in session located inside the school grounds, designed to capture the views of parents, carers and school staff at the end of the day. Approximately 20 people were engaged at that event, including both adults and children.

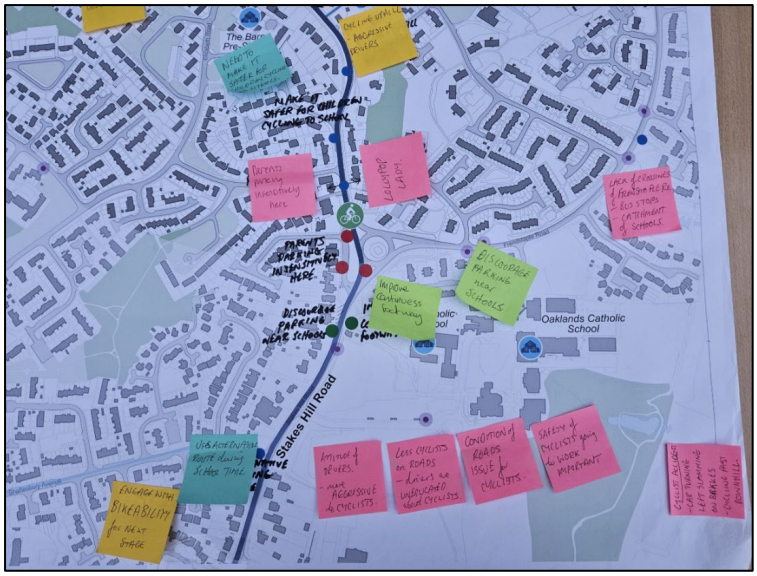

Figure 3.2.2.1 Comments from school engagement session

Waterlooville Library and Learning Centre

The second Co-discover event took place on Thursday 3rd April (12 - 2pm) at Waterlooville Library & Learning Centre. The team hired a room inside the library and held a drop-in session there to gather information.

In response to low attendance in the booked room, we facilitated the session in the library entrance and on-street outside the library, targeting people walking past. About 15 people were engaged in this session, all adults.

Figure 3.2.2.2 Comments from library engagement session

Springwood Community Centre

A third public event was held at Springwood Community Centre on 3rd April (6pm - 8pm). The event was held outside the community centre, for maximum visibility, but the event had a low resident attendance (assumed due to failed leaflet delivery in the local area) although it was attended by passing residents, invited local stakeholder groups, community centre staff, an ex-councillor, and members from a local interest group. Approximately 8 people were engaged during the session.

Figure 3.2.2.3 Comments added during Springwood Community Centre session

4. Engagement feedback

To get an overview of whether people feel Stakes Hill Road and the surrounding residential streets should be improved for walking wheeling and cycling, we asked two questions, both at the in-person engagement events and via the CMT:

Question 1: Do you think **Stakes Hill Road** should be improved for the safety of people walking wheeling and cycling?

Question 2: Do you think the residential streets surrounding Stakes Hill Road should be improved for the safety of people walking wheeling and cycling?

The results are shown below:

Question 1: (answered by 135 people)

- 93.3% said they agreed
- 5.9% said they were unsure
- 0.7% said they disagreed

Question 2: (answered by 131 people)

- 84.7% said they agreed
- 12.2% said they were unsure
- 3.8% said they disagreed

This shows there is a significant amount of support from local people for improvements both to Stakes Hill Road itself, and to the surrounding residential streets, to create safer infrastructure for walking wheeling and cycling.

4.1 Key Issues Identified

School-Related Traffic

- Drop-off and pick-up times create significant vehicle congestion spikes, with staggered finishing times at different schools around Stakes Hill extending congestion periods.
- Aggressive driving, pavement parking (especially around Durham Gardens/Stakes Hill Road junction), and gridlock at roundabouts were reported, with visible conflict between residents and parent/carer drivers observed on site.

Crossings

- General lack of regular crossings along Stakes Hill Road was reported as a significant barrier to active travel, and to children's independence on the journey to/from school.
- Rockville Drive was reported as difficult and dangerous to cross.
- Stakes Hill Road – lack of controlled crossings means that at school peak times it becomes difficult to cross, and is perceived as unsafe.
- Children and families crossing to get to Springwood School rely on cars stopping to allow them to cross Stakes Hill Road to the footpath onto Springwood Avenue. Children and young families were observed running across the road between breaks in vehicle flow, due to lack of safe crossing points.
- Reports of drivers failing to stop for pedestrians at the raised crossing near Springwood Avenue
- Lack of safe crossings at Frendstaple Road roundabout is a barrier to school children at peak times of day
- Crossings were reported as being needed near Beechwood Avenue

- Improved crossings were reported as being needed near Oaklands Catholic School. Difficulty crossing opposite Oaklands when no lollipop person is present.
- Desire for zebra/controlled crossings in various locations including Rockville Drive and Rockville/Stakes Hill Road junction.
- Need for a crossing on Ladybridge Road, particularly for children.

Parking

- Parking on Shaftesbury Avenue and other nearby streets creating pinch points and reducing visibility.
- Dangerous parking on footways and zig-zags around St Peter's School.
- Parents/carers U-turning and stopping near school entrances, creating safety issues.
- Conflicts with residents over parking in areas such as Mole Hill and Lombardy Rise.
- Insensitive or illegal parking near lollipop staff and on bends such as Springwood Avenue.
- Bus stop locations contributing to pavement narrowing during busy periods.

Driver behaviour

- Aggressive or inconsiderate driver attitudes towards cyclists.
- Drivers passing too close to people cycling, particularly near Elizabeth Road.
- Tailgating of drivers complying with the 30mph speed limit.
- Failure of drivers to stop at informal or raised crossing points.

- Increased HGV traffic and speeding leading to vibration impacts on nearby homes.

Traffic congestion

- Frendstaple Road acting as a bottleneck during peak periods.
- Observations that temporary traffic lights previously created useful gaps in flow.
- Heavy congestion around schools during start and end times.
- Shaftesbury Avenue used as an alternative route to avoid school-related delays.

Vehicle speeds

- Vehicles regularly exceeding speed limits along Stakes Hill Road, particularly near Warfield Avenue and Elizabeth Avenue.
- Speeding around bends creating hazardous conditions for pedestrians and bus users.
- Long, straight sections encouraging higher speeds.
- Night-time and school-time speeding contributing to safety concerns for children.

Road Safety (General)

- Near misses between pedestrians and vehicles at Frendstaple Road roundabout.
- Safety concerns for children and families near Oaklands School and Springwood Avenue.
- Increased lorry movements affecting perceived and actual safety.
- Frequent collisions at the Elizabeth Road junction.

- Poor visibility at junctions such as Gloucester Road due to parked vehicles.

Pedestrian Connectivity & Footways

- Narrow, uneven or sloped pavements, especially at Hopfield Close and Broadland Avenue.
- Overgrown hedges obstructing footways.
- Very narrow pavement width near the Springwood Avenue bus stop.
- Limited access from Coates Way and Sullivan Way to schools.
- Poor footway condition around care facilities, affecting wheelchair users.

Cycle Infrastructure

- Lack of safe and continuous cycling routes throughout Stakes Hill Road.
- Need for wider carriageway or segregated cycle space.
- Missing or faded cycle lane markings in Springwood Park.
- Inconsistent routes forcing cyclists between road and pavement, especially near Spur Road and Philip Road.
- Hazardous junctions leaving cyclists positioned between traffic queues (e.g., Warfield Avenue).
- Bus routes restricting opportunities for off-road cycling options.

Conflicts Between Road Users

- Conflict between pedestrians and cyclists on shared use footways.

- Tensions between school traffic and residents in areas such as Mole Hill and Lombardy Rise.
- Reports of an incident between someone on a bicycle and motor vehicle near the junction with Hurstville Drive
- Cyclists travelling at speed on pavements contributing to perceived danger.
- Some people reported that people in car's behaviour has worsened and become more aggressive towards people on bicycles, over time.

Public Transport

- School buses interacting with traffic at busy access points.
- Bus stop positions contributing to pavement pinch-points and congestion.
- Suggestions to relocate the southbound bus stop to improve traffic flow.

Wayfinding

- A lack of signage indicating public footpaths and cycle routes was reported in multiple locations, including Springwood Park, Sweetbriar Gardens, Frendstaple Road, Lavender Road, and Lantana Close.

Environmental and Maintenance Issues

- Subway prone to flooding in heavy rain.
- Trip hazards such as scaffolding bridges at Rockville Drive.
- Overgrown vegetation narrowing pavements.
- Poor road surface conditions, including potholes at Spur Road.

- Accumulated rubbish and poorly maintained walking links (e.g., Place Crescent to Holst Way).
- Undulating footways (lowered for driveway access) were raised as a barrier several times, especially in the context of wheelchair accessibility around South Africa Lodge care home.

Other Issues

- High levels of motor traffic during the school run creates peak-time congestion, increasing safety concerns for active travel.
- Older children using mopeds for school journeys, can be intimidating, especially when they are on the pavements.
- Rat-running on Hurstville Drive, Shaftesbury Avenue and other local streets was reported.
- Desire for broader environmental improvements such as naturalising the stream at Rockville Drive.

4.2 Opportunities Highlighted

- Upgrading walking and cycling infrastructure would support safer school travel by reducing car dependency and volume of cars on the road at peak times. Suggestions of more formal crossings were commonly made to improve crossing by children.
- Through-traffic was reported in adjacent residential streets, with some people suggesting modal filters in key locations may be an opportunity to reduce this.
- Suggestions for continuous footway to improve pedestrian access to St Peter's School.
- Increasing the number of formal rest opportunities for those with low mobility was suggested, to improve accessibility of Stakes Hill Road (there are currently a number of low walls facilitating informal rest opportunities).

- There was strong support for upgrading the NCN to better facilitate children walking to and from school, improving childhood independence.
- Exploring behaviour change initiatives was suggested for the schools. Requests to engage with Bikeability for example.
- A number of opportunities were suggested to incorporate placemaking into the route, such as seating, pocket parks and artwork, which would enhance the local environment and improve the attractiveness of the route for walking, wheeling and cycling.
- There are already a number of positive placemaking features in the area, some of which have been initiated by the local community. These include a timber on-street book library, made by a local group 'Waterlooville Men's Shed'. Positive items such as these should be encouraged and facilitated as they improve the attractiveness of the route, increase pride in the area, and make it feel cared for. This creates a more attractive streetscape for people walking, wheeling and cycling.

5. Conclusions

5.1 Summary of findings

Across all engagement routes – the Community Mapping Tool, the in-person Co-Discover events, and targeted school-focused sessions – a consistent and clear picture emerged. The Stakes Hill Road corridor does not currently provide a safe, attractive or intuitive environment for people walking, wheeling or cycling. Instead, it is dominated by high traffic volumes, driver behaviour concerns, and insufficient crossing opportunities, all of which particularly affect children and families.

Safety and comfort were the strongest recurring themes.

Residents repeatedly expressed concerns about:

- A lack of safe, regular or well-located crossings, leading to children and families running between breaks in traffic or relying on driver goodwill.
- Aggressive or inattentive driver behaviour, including close passes, speeding and failure to stop at raised crossings.
- School-related congestion and parking behaviour that creates localised but acute safety issues.

This feedback aligns with established evidence that people will avoid walking, wheeling or cycling where traffic speeds and volumes are high and where crossing opportunities are poor. While attitudes varied on reducing vehicle traffic, there was strong, broad support for measures that directly improve safety: more crossings, lower speeds, better driver compliance, improved pavements and more rest/stopping places.

A lack of continuous, dedicated cycling provision was also seen as a fundamental barrier. People cycling currently navigate a patchwork of inconsistent facilities and busy on-carriageway sections, which many respondents said they or their children would not feel comfortable using.

Taken together, these issues mean that many everyday journeys — including short school trips — default to the car, reinforcing the very pressures that make active travel less viable.

5.2 Interpreting the findings:

The lived experience shared during engagement placed a particular spotlight on children's independence. For parents, carers and school staff, the route's current condition undermines confidence in allowing children to travel more autonomously. This reinforces car dependency for even very short journeys and intensifies peak-time risks around the schools.

From a design perspective, the issues raised correspond directly with several factors that create barriers to people walking wheeling and cycling — notably high vehicle speeds, insufficient protection for cycling, poor crossing provision, and conflict between modes.

The route's challenges are not equally distributed:

- School communities experience acute conflicts linked to parking, crossing and driver behaviour.
- Library and Community Centre respondents highlighted broader corridor-wide issues affecting walking, wheeling and cycling.
- Online responses reinforced concerns about driver behaviour, speeding and the lack of continuous safe cycle provision.

The feedback was consistent: the route is not providing adequate facilities for safe walking wheeling or cycling, for current users, nor for facilitating the necessary future increases in active travel in and around the town.

5.2 Design Implications:

The findings point to a strong mandate for a design approach that prioritises safety, comfort, and continuous provision for people walking, wheeling and cycling. The following themes should underpin the next stage of design development:

1. Significantly improving crossing provision along the corridor

Crossings are needed more frequently and in locations aligned with desire lines, particularly near schools, bus stops and key trip attractors. Designs should support safe, independent journeys for children.

2. Reducing vehicle speeds and addressing poor driver behaviour

Speeding is prevalent along several sections of the route. Traffic-calming measures – such as reduced lane widths, entry treatments or lower speed limits – should be explored to improve safety.

3. Tackling school-related congestion and unsafe parking

Peak-time parking and vehicle manoeuvres create significant visibility and safety risks. Design considerations could include:

- Formalising some on-street parking
- Preventing pavement parking
- Reviewing access management at schools
- Supporting behaviour-change initiatives with school communities

4. Delivering continuous, coherent cycling infrastructure

The route currently forces people cycling to switch between inconsistent cycle infrastructure provision. Improvements should seek a predictable, legible route with segregated facilities wherever feasible, and mixed-traffic cycling only where speeds and volumes are demonstrably low.

5. Enhancing pedestrian comfort and accessibility

Narrow, uneven and obstructed pavements limit access for wheelchair users, mobility aid users and families with prams. Footway widening, surface improvements and better lighting should form part of the final design.

6. Strengthening sense of place and restfulness

Residents expressed a strong interest in small-scale placemaking interventions such as seating, greening, and community-led features. These help create a more welcoming and cared-for street environment.

7. Supporting behaviour change and understanding travel patterns

Engagement with schools through travel planning, cycle training and awareness campaigns should complement physical interventions, supporting a shift away from short car trips.

6. Recommendations for next steps

There was a clear mandate from the residents and stakeholders who participated in the engagement activities to improve safety and comfort for walking, wheeling and cycling along Stakes Hill Road and its surrounding residential streets.

Across channels, a large majority supported change (c. 93% supporting improvements on Stakes Hill Road; c. 85% for the wider streets), with concerns concentrating on crossing scarcity and location, excess vehicle speeds, and acute school-run conflicts (parking, manoeuvres, visibility).

The lived experience of local people highlights risks to children's independence and everyday access to local destinations. Taken together, the feedback indicates that doing nothing would perpetuate conditions that residents consider unsafe and exclusionary, particularly at school peaks.

In line with these findings, the next stage should prioritise frequent, well-located controlled crossings on desire lines, measures to reduce and manage speeds, school-entry/footway improvements, and a continuous, legible cycling facility appropriate to motor vehicle conditions along the route. Parallel public-realm moves (seating, greening, wayfinding) can support comfort and inclusivity for those with lower mobility and create a welcoming route that encourages more people to walk, wheel and cycle.

6.1 Co-refinement of design proposals with community

Following development of the designs, it is recommended that a further community and stakeholder engagement stage is carried out, to co-design and co-refine the designs, before they are progressed.

This will provide the community with the opportunity to review the evidence collected, the design work that has been done following their input, and is a chance to sense-check the emerging design option(s) with local people.

It would also be advisable to review the developing design proposals with a local disability group via an Accessibility Audit, to make the scheme as inclusive, accessible and equitable as possible.

6.2 Design review with HCC

Continued liaison with Hampshire County Council staff (including highways, maintenance and asset management) will be crucial for refining ambition, and meeting expectations for design development and construction delivery.

Further funding to develop the designs and then to eventually deliver the scheme will be necessary, please see main report for further information.

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