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Winchester Local Cycling and Walking Infrastructure Plan (City Focus)

September 2025



Hampshire
County Council



Winchester
City Council



Foreword from Councillor Adams-King



Councillor Nick Adams-King
Leader of Hampshire County Council

“ Hampshire County Council is committed to delivering better environments where people can walk and cycle – both for their day-to-day journeys and in our public spaces. Walking and cycling are a big part of the solution to a number of the greatest challenges that we face including climate change, air pollution, obesity and equal access for all to more active and greener ways to travel.

If we are to meet our 2050 Vision for Hampshire to be prosperous, expand people's life opportunities, achieve our climate change emergency targets and our public health goals, we need walking and cycling to be safe, direct and attractive for everyone of all ages. We want to do even better for our residents, and we need our networks to be accessible to everyone and cater for the majority of users, whether they are walking with a double buggy, or have a health condition or disability that makes our public spaces more challenging to use.

Walking and cycling have the potential to replace shorter car trips made in Hampshire, including around a third of all commuting trips. Walking and cycling are practical everyday ways of travelling, for even just part of a journey, that can help to make us healthier, happier and greener, with more equal access on foot, by bike or public transport to key services such as schools and shops, and we look forward to boosting these sustainable ways of travelling for everyone in Hampshire.

Hampshire County Council and Winchester City Council officers, local interest groups and local councillors from across political parties have worked together to develop a common understanding of what improvements are needed. This has resulted in this document, the Winchester City Focus Local Cycling and Walking Infrastructure Plan. We embrace the Government's objective of making walking and cycling the natural choice for short journeys. This aligns closely with our own aspirations.

However, achieving our ambition and delivering the measures in this plan depend on central Government supporting us with sustained and significant funding for active travel infrastructure. Having this plan in place is the first step we must take in order to be able to make the case for whatever funding the Government subsequently makes available.

”

Councillor Adams-King

Foreword from Councillor Learney



Councillor Learney,
Cabinet Member for Climate Emergency

“ One of the pleasures of living and working in Winchester is the number of great places to walk and cycle. However, to tackle the climate emergency, improve the health of our residents and prevent our streets clogging up from the weight of traffic we need walking and cycling to be the first choice for everyday journeys, not just a leisure activity.

Winchester City Council is committed to working hand in hand with Hampshire County Council to dramatically increase the number of journeys undertaken by bike and foot throughout the district.

As a regular cyclist in and around Winchester I see for myself the daunting issues even the most confident cyclist faces when making what would be a straightforward journey by car.

At a time when the cost-of-living crisis is still on everyone's mind, we need to make it much easier to take the cheap option to go to school, work or get the groceries.

Talking to local children about walking and cycling to school or the nearby playground, young people give a clear message. They want to walk and cycle and enjoy the freedom many of us had as children but their parents perceive local streets to be too dangerous for anything but a car based lifestyle.

The Local Cycling and Walking Infrastructure Plan (LCWIP) lays out the core network of preferred cycle routes which will help our residents reach key areas for work, shopping, health or leisure by bike. The Winchester City LCWIP routes also link to nearby market towns and villages. By setting out clear priorities for intervention it will help us direct limited funding to where it will have most impact.

We will not forget the needs of those on foot which are often very different. Even when we drive, walking is often part of the overall journey. Over the years, traffic engineering has increasingly produced streets which feel harsh and unfriendly, designed to prevent pedestrians from getting in the way of the car rather than make life easier for them. We need an approach which will create neighbourhoods and centres we can enjoy walking through and to. The LCWIP sets out key zones for focus and investment but is only one of the tools we will be using for improvement.

The LCWIP supports the City Council's new local plan which prioritises sustainable travel and creating neighbourhoods which are permeable and well connected to the wider walking and cycling networks.

Working with the County Council, Parish Councils, partners, and most importantly our residents we look forward to making walking and cycling the obvious and easy choices and to a greener, healthier city.”

Councillor Kelsie Learney
Cabinet member for Climate Emergency
Winchester City Council

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Section one

Introduction

Hampshire County Council (HCC) and Winchester City Council (WCC) share the desire to secure investment for sustainable transport measures, including walking and cycling infrastructure. This will help to provide a healthy alternative to the car for local short journeys to work, local services or schools. Both Councils work closely with health authorities to ensure that local ambitions for health and wellbeing are supported by transport policy and this is particularly integral to the delivery of Hampshire's new Local Transport Plan 4 (LTP4).

In doing so, residents of Winchester will experience benefits, such as: a reduction in air pollution, fewer delays and decreasing frequency of collisions on the road and improving accessibility for people of all ages and ability.

What is an LCWIP?

Local Cycling and Walking Infrastructure Plans (LCWIP), as set out in the national Cycling and Walking Investment Strategy (CWIS), are a strategic approach to identifying cycling and walking improvements required at the local level.

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

Walking and cycling policies

This plan is supported by policies developed and delivered by Hampshire County Council including Local Transport Plan 4 (adopted February 2024) and Hampshire's walking and cycling strategies which:

- provide a clear statement on Hampshire County Council's aspirations to support walking and cycling in the short, medium and long term;
- provide a framework for support of local walking and cycling strategies;
- provide a means of prioritising Hampshire County Council's funding to the best value walking and cycling investments, and;
- support Hampshire County Council in realising funding opportunities for walking and cycling measures.

LTP4 has a vision, two guiding principles and policies to help achieve the vision and outcomes of the plan.

The vision

A carbon neutral, resilient and inclusive transport system designed around – and with – people: which supports health, wellbeing and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire's unique natural and built environment.

The two guiding principles are:

1. Give people a choice of high-quality travel options.
2. Provide a transport system that promotes high-quality, prosperous places and puts people first.

The core and theme policies which support this LCWIP are:

- **CP1** – putting people and places at the heart of our decisions
- **CP6** – Encourage sustainable travel behaviour
- **HP1** – Deliver the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips
- **HP3** – Widen participation and broaden the appeal of walking and cycling as a natural travel choice.

Why do we want an LCWIP for Winchester City?

Transformative walking and cycling improvement programmes in other parts of the country are helping to build healthy and friendly neighbourhoods. In this regard, the plan will help us to improve both the physical and mental health of our residents. It will support the aims of our public health strategies by making local places healthy and safe, and building physical activity into daily routines.

Winchester is a large district and can be categorised in to two distinct areas: the City of Winchester and the surrounding Winchester District. These areas are very different in character with the city having an urban focus on the retail and employment centre, which is surrounded by the suburban residential area, and the District which is comprised of market towns, rural settlements and a large rural hinterland. The rural/ urban contrast between the two has been a key factor in the decision to have one LCWIP for the District produced in two documents – the Winchester District Focus document (which was approved in December 2024 <https://documents.hants.gov.uk/transport/winchester-district-lcwip-2024-Final.pdf>) and this Winchester City Focus document¹.

This City Focus document covers the City Centre and adjoining residential areas, shown in Figure 1 below. The networks in the City and District documents combine to form one coherent network for Winchester.

Hampshire County Council and Winchester City Council are committed to developing a LCWIP for Winchester, through a long-term and ambitious programme of measures; engaging with stakeholders and users to develop the wider network.

Both councils are committed to improving roads and paths in Winchester, helping to build healthier and friendlier neighbourhoods and supporting active, healthier modes of transport such as walking, cycling and public transport that are accessible to everyone.

Walking and cycling are good for the economy. Whilst it might be harder to do a weekly shop without a car, studies have shown that people walking and cycling spend more than people driving in local shops per month, through multiple visits; and that traders frequently overestimate access by car. Walking and cycling schemes frequently achieve better value for money than schemes aimed at relieving congestion alone, and have wider benefits such as improved public health, air quality, reduced community severance and congestion relief.

For further information on the Hampshire County Council walking and cycling strategies, please follow this link – [Strategic transport – plans and policies | Hampshire County Council \(hants.gov.uk\)](#)

1 As this is the second part of the Winchester LCWIP some of the context and general LCWIP information has not been repeated in this document. For a full background on LCWIPs, please refer to the Winchester District Focus document which can be found here: [Strategic transport – plans and policies | Hampshire County Council \(hants.gov.uk\)](#)

Winchester City LCWIP boundary

Figure 1 shows the City LCWIP boundary and how it sits within the District.

The Winchester City LCWIP boundary is indicative and some sections of the city cycling routes fall outside of this boundary where appropriate to provide a coherent route.

Whilst this boundary shows the area covered by the City Focus LCWIP, the networks of both the city and district LCWIPs align to form one network for Winchester, which can be seen in Figure 10.

It is also important to make connections to adjoining LCWIPs, in this instance alongside the Winchester District network, it is important to ensure coherence with the emerging South Downs National Park (SDNP) LCWIP. The boundary of the SDNP authority can be seen on figure 1.

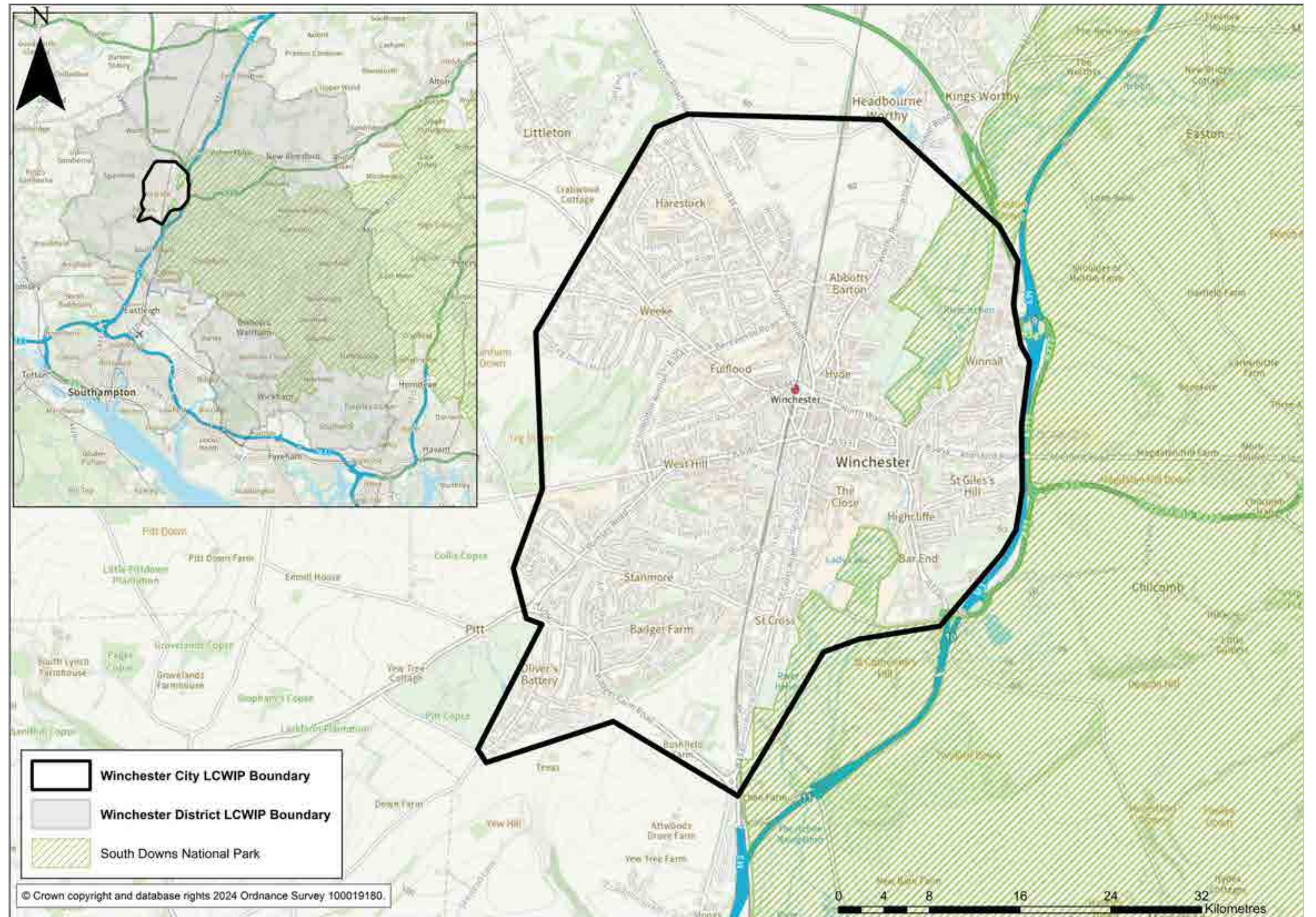


Figure 1 – Winchester City LCWIP boundary and context

Description of the City of Winchester

Winchester City² has a population of around 45,200 residents and 8,200 students. It is located on the western side of the District and is approximately 2,000 hectares in size. Winchester City Council is the Local Planning Authority and Hampshire County Council is the Highway Authority.

Winchester City is comprised of the City Centre and the surrounding urban areas including Badger Farm, Oliver’s Battery, Littleton, Harestock and Kings Barton. The key features of the City Centre include the High Street, which is mainly comprised of retail and business units, the Cathedral and a number of public open spaces.

Much of the City Centre layout is a legacy of historical urban planning, particularly from the 9th to 12th centuries, which has influenced today’s public realm and the historic setting of the city. Winchester city centre contains a range of uses and functions which are often grouped into distinct ‘quarters’ such as civic, leisure, entertainment and retail quarters, and a cathedral close area. The public realm plays a significant role in providing the setting for each of these quarters and in connecting them together via the pedestrianised High Street. Whilst Winchester comprises a rich built heritage and areas of high-quality public realm, large portions of the City Centre, particularly those north of and west of

the pedestrianised High Street are dominated by vehicle movements.

The road network in the City Centre includes a one-way system and many of the roads and pavements are narrow owing to the historic nature of much of the city. The levels of traffic that use the city exceed the capacity of the transport network.

The River Itchen runs through the city, to the east of the City Centre. There is also a mainline railway which runs through the city north to south. Due to the railway and river, there are a number of bridges and tunnels which form barriers to people walking and cycling.

The road network, railway line and river all contribute to a high level of severance in Winchester City.

The areas adjacent to the City Centre are mainly comprised of housing, education (and associated student accommodation), local shopping areas, a hospital, prison, sports and leisure park and a number of open spaces and sports pitches. Figure 2 includes the main land uses in the city, showing the general composition of the area in land use terms³.

The South Downs National Park borders the city on its eastern side and there are links for people walking from the city out onto the South Downs Way,

which is a 160km trail from Winchester to Eastbourne in East Sussex⁴.

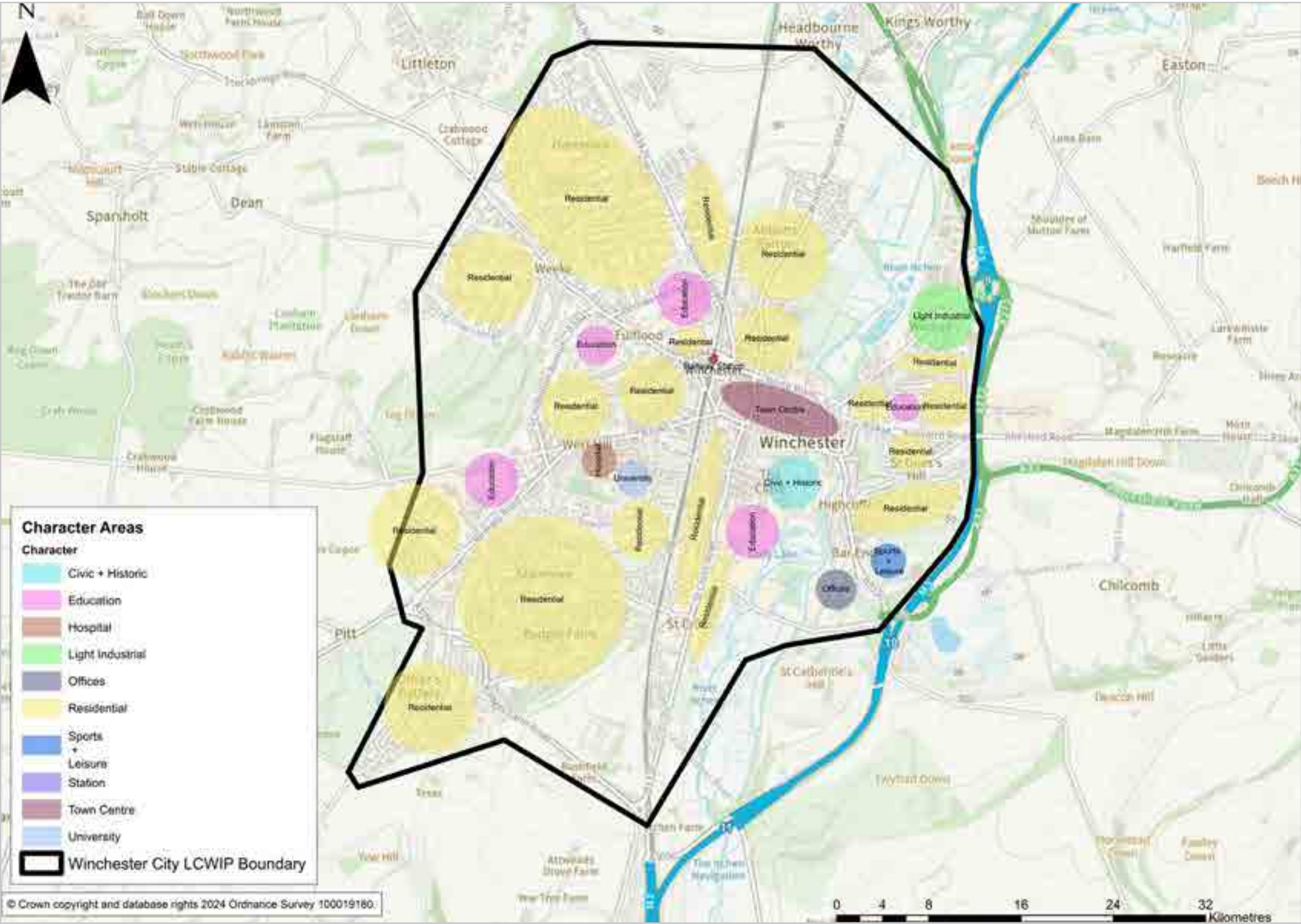


Figure 2 – Winchester City land use clusters

2 For the purposes of this document Winchester City is the area covered by this City Focus LCWIP, any reference to the city centre will be referred to as such.
3 This figure has been recreated from a map produced in the Mini-Holland Feasibility Study
4 [South Downs Way – National Trails](#)

Local trip generators

Winchester City has a number of trip generators see Figure 14. It functions as a service centre for a wide catchment area and is also an important tourist destination due to the many attractions including the Cathedral, The Great Hall, museums and the Christmas market amongst others.

People also travel to Winchester for shopping and the City Centre is especially busy on market days. The weekly markets in Winchester change how space is used in the pedestrianised areas, particularly on the High Street.

There are a number of large employers located in Winchester City including Royal Hampshire County Hospital, Winchester and Southampton Universities, Winchester City Council and Hampshire County Council.

The City Centre is host to a number of sporting events throughout the year, which attract large numbers of people – those taking part in the events which include half marathons, cycling events, Santa fun runs and parades, and the Winchester Hat Fair – and those who visit to watch the events.

Transport

As Winchester is an historic city and much of the available space has been given to cars, the provision for people walking here is poor in places especially considering it is a key destination for employment and

tourism. Pavements in much of the city are narrow and the topography in places is steep. Severance is also an issue for people walking, cycling and driving in the city as a result of the railway line and river.

Walking and cycling in Winchester

Walking is already a key mode of transport in Winchester City. Travel to Work data from the 2011 Census showed that nearly half of Winchester City’s working age residents live and work within Winchester’s main urban area (47%). Table 1 summarises the mode used for journeys to work by all city residents, compared to that of the whole Winchester District area, and Hampshire.

Table 1 Mode of travel to work (Census 2011)

Mode of travel	City area	Entire Winchester District	Hampshire
Car	44%	68%	68%
Walk	32%	15%	12%
Train	11%	6%	3%
Bus	5%	3%	5%
Car passenger	4%	4%	6%
Bicycle	3%	2%	4%
Other	1%	2%	2%

Walking is a key mode of transport to local schools in the area. The Hampshire School Census (March 2024) shows that approximately 58% of pupils attending schools in Winchester walk to school, whilst 2% of pupils cycle.

Travel movements in the city, particularly east–west, are limited by severance (roads, railway line, river). Whilst levels of walking to and from work and school are high, severance resulting from wide or busy roads heavily influences the ability of residents to safely move around different parts of Winchester. During engagement on the **Winchester Movement Strategy (WMS)**, 1,330 people were asked about their concerns about moving in and around Winchester. 71% indicated that traffic/congestion was their greatest concern with 43% selecting the dominance of motor vehicles as a concern and 45% referencing poor air quality. Additionally, 37% highlighted difficulty cycling in and around the city and 24% said overcrowded pavements were an issue for them.

A Commonplace survey was carried out in July 2022 to gather feedback on current walking infrastructure and improvements that Winchester residents wanted to see in their area. Lots of the walking-related feedback mentioned that the current City Centre layout was not welcoming to people walking. Respondents also flagged a desire for improved pedestrian crossings and pavements. This theme was also identified in the WMS consultation where almost half of respondents spoke of concerns regarding motorised traffic, with many finding the proximity and speed of vehicle movement threatening, particularly around the central one-way system. Despite these challenges, walking is a key mode of transport with almost 70% of residents who responded to the WMS considering walking to be their main and most frequent mode of transport.

Existing cycle routes in the city include National Cycle Network route 23 see Figure 12 (NCN 23), the South

Downs Way and National Byway. There are very few roads or cycle facilities on the city’s road network that would meet current LTN1/20 design guidance. Instead, the main cycle routes follow quietway low-traffic alignments, north to Abbotts Barton, south to Hockley and St Cross and east to Winnall, which reduce the need for people cycling having to mix with motor traffic. Cycle crossing facilities on these routes are generally poor/non-existent. Whilst these cycle routes are beneficial to the city, it is recognised that they aim to serve people cycling for leisure, rather than everyday trips to school, work or the shops.

There is cycle parking located around the City Centre including a cycle hub near the railway station with 100 covered spaces. In 2024, a new covered cycle parking facility was installed in the Middle Brook Street car park, which includes cycle parking for standard and cargo bikes. Covered cycle parking is also available in the Colebrook Street car park and St. Maurice’s Covert. Some of these cycle parking facilities also have cargo bike stands. Bike lockers are available at the Sports and Leisure Park and all Park and Ride (P&R) sites. There are also a number of Sheffield stands located around the city.

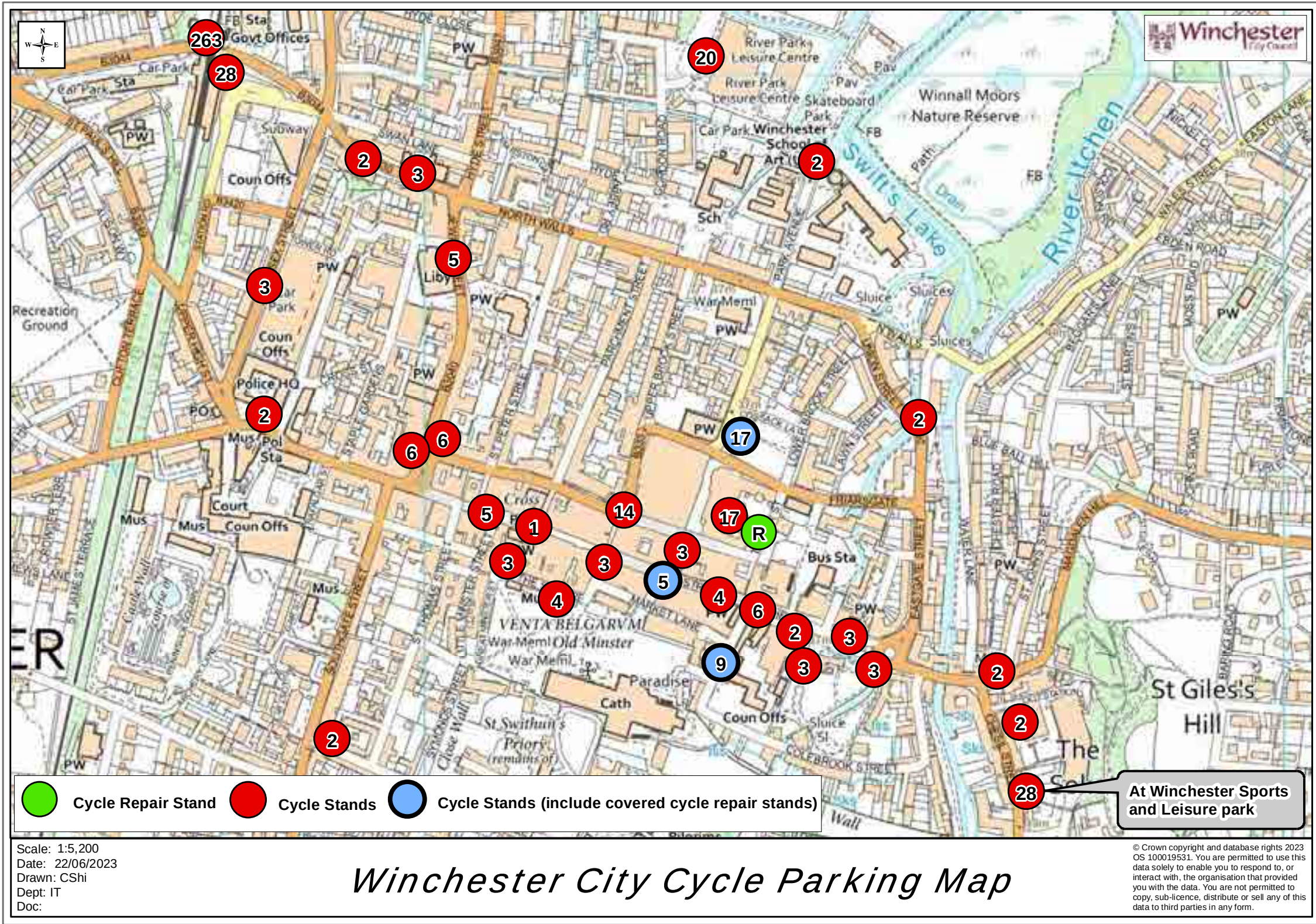


Figure 3 – Cycle parking in Winchester city centre

See Figure 3 for all the cycle parking and associated infrastructure in the City Centre.

As with walking, respondents to the July 2022 Commonplace survey identified that existing cycle routes are not of good quality and there are a lack of cycle routes, especially leading to key locations, such as the leisure centre. There was felt to be a lack of space

for people cycling, the existing cycle routes and paths are disconnected and there is a need for additional continuous and segregated cycle paths. Additionally, concerns were expressed about traffic speeds and difficulties crossing busier main radial roads. Locations where speeding vehicles were most frequently raised as a concern included Worthy Road, North Walls, Jewry Street, Chilbolton Avenue and Romsey Road. 75% of

the 896 respondents felt that creating safe cycle routes into and through the city would help to reduce City Centre traffic and help to improve air quality, and 77% of respondents felt that creating safe cycle routes into and through the city would support healthier lifestyle choices. Cycle counts undertaken in winter 2021 and summer 2022 identify North Walls and Kingsgate Street as the two busiest locations for cycle flows, followed by Worthy Road and Stockbridge Road.

Public transport

There is a bus station located in the City Centre which is located within the Central Winchester Regeneration (CWR) area.

There are two main bus operators in Winchester: Stagecoach and Bluestar. Stagecoach operates the majority of local routes, with Bluestar offering a longer service to Southampton via Chandler's Ford. National Express operates direct coach services to London Heathrow Terminal 5, London Victoria Station, Gloucester Green bus station in Oxford, Birmingham coach station, and Bournemouth bus station. Megabus operates a north–south bus service that runs through Winchester, with stops at destinations such as Oxford, Manchester, Manchester Airport and Bicester. These services depart from the St. Catherine's Park and Ride site as there is not sufficient turning space on The Broadway for the vehicles to manoeuvre safely. There is a Megabus service running from Glasgow to Southampton that stops at the Bar End Park and Ride in the south of Winchester.

Winchester is served by two large and three smaller Park and Ride sites consisting of just over 2,000 car parking spaces – see Figure 4. The Park and Ride services were introduced on the outskirts of the city to reduce the number of people driving into the City Centre and parking, to help reduce City Centre congestion and pollution levels. Service operates at regular intervals and drop passengers throughout the city. Key drop off-points include:

- The Broadway (WCC offices)
- Jewry Street
- Railway Station
- Sussex Street (HCC offices)



Figure 4 – Winchester Park and Ride bus route

Winchester City LCWIP

The Park and Ride buses don’t operate on a Sunday, but their car parks are available for people to use free of charge and to walk into the City Centre (which is promoted as Park and Stride). Wayfinding along the routes supports these trips.

There are plans to expand the Park and Ride scheme, with investigation currently underway to locate a site to the north of Winchester where there is currently no Park and Ride provision (although P&R lite is committed as part of the Kings Barton development). The emerging Local Plan includes provision for a Park and Ride at the Sir John Moore Barracks site to the north of the City Centre.

“ The P&R is now busy, as are the city centre car parks. Traffic demand is set to grow and, over time, more people are expected to come to Winchester for a range of purposes. The city centre is dominated by motorised traffic, with peak time congestion on main roads and little room to accommodate additional vehicle traffic. In addition, there are plans for commercial growth in the central area of Winchester, along with a commitment to develop city living accommodation. ”

Extract from **Winchester Movement Strategy** 2019

There is one railway station located within the City Centre which provides frequent connections to/from London Waterloo (three services an hour) as well as

other locations in the south (Weymouth, Portsmouth, Southampton and Bournemouth). There are less frequent services to the Midlands and the northwest to Reading, Oxford, Birmingham and Manchester. The railway station is served by South Western Railway and Cross Country services.

Census data shows that, in 2011, 41% of Winchester residents worked outside of Winchester District. This number dropped significantly in 2021 to 23%. This is very likely due to the impact of the COVID-19 pandemic, which saw a dramatic increase in people working from home.

EBIS reports | Business and economy | Hampshire County Council (hants.gov.uk)

Many Winchester-based workers commute into Winchester by train, as do students attending both Peter Symonds Sixth Form College and the University of Winchester. Between April 2022 and March 2023, there were approximately 3.7 million entries and exits at Winchester Railway Station. The railway station is an important gateway and arrival point for visitors to the city, as well as being a transport hub for onward travel by residents. Therefore, improving active travel links to and from the station is an important part of encouraging sustainable travel across Winchester.

Winchester City Council has aspirations to redevelop and regenerate the Station Approach⁵ area around the station. This is likely to include new development

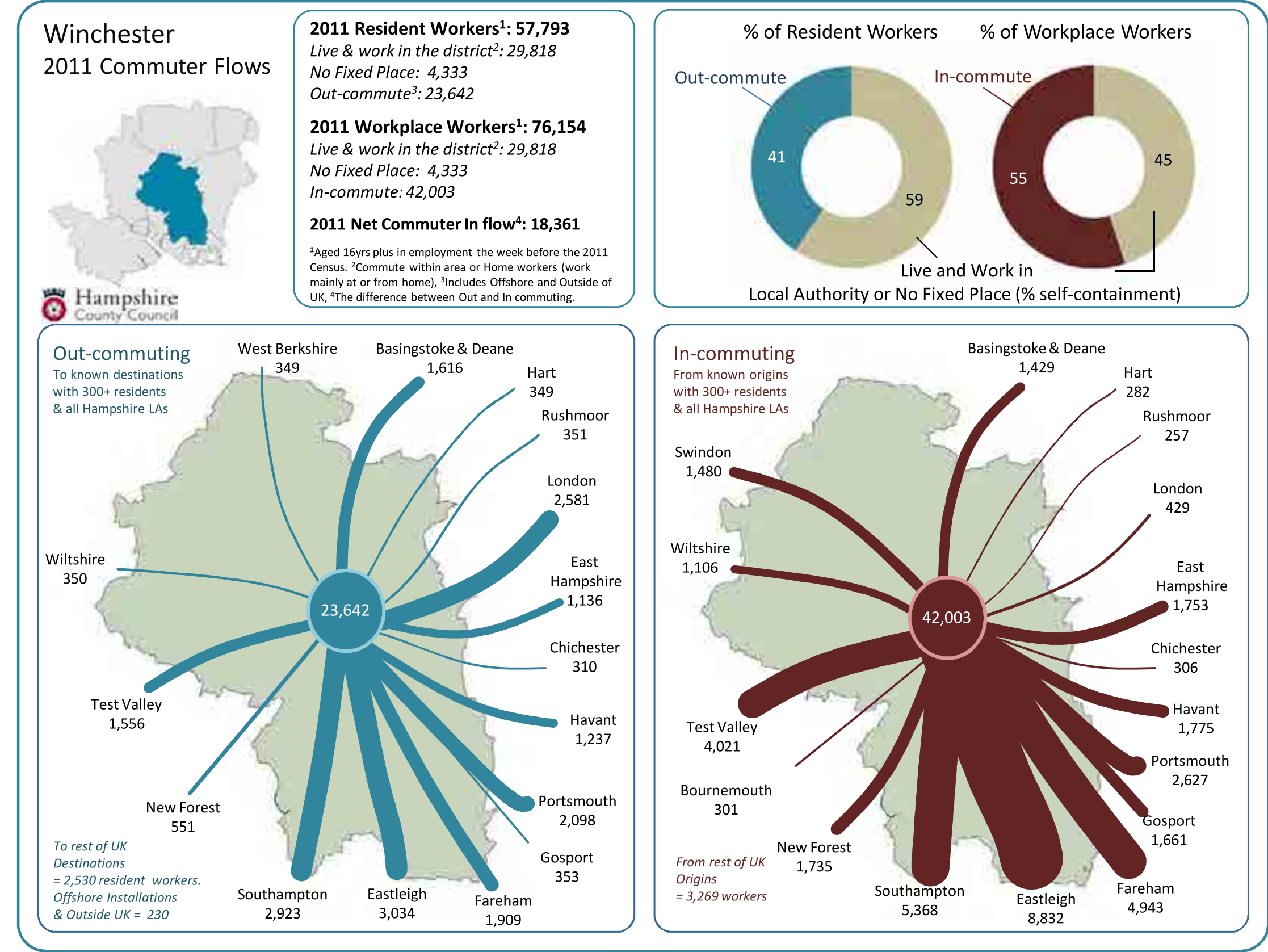


Figure 5 – 2011 commuter flows

of some land currently used for car parking, as well as improvements to the public realm that reflect the railway station’s role as a gateway arrival point.

5 Home – Station Approach

Driving

The City Centre is focused around a one-way system, with a number of key arterial roads leading out of the city to other locations including employment and residential areas in the wider city area.

There are several major roads within close proximity to the city including the M3 motorway to the east and the A34 to the north, both of which are part of the Strategic Road Network (SRN) managed by National Highways (NH). The A31 is located to the east (which forms part of the Major Road Network – see Figure 12), managed by HCC.

Due to the nature of the City Centre, there are a significant number of daily deliveries made by HGVs and LGVs. A freight strategy has been developed to look at how these deliveries can be managed to reduce the impact on the city’s road network.

Winchester City AQMA

In 2003, an Air Quality Management Area (AQMA) was declared for exceedances of the annual mean NO2 (nitrogen dioxide) legal limit and 24-hour mean PM10 (large particulate matter) legal limit. The 24-hour PM10 AQMA was later revoked in 2013 after measured concentrations demonstrated consistent compliance with standards. Figure 6 shows the extent of the remaining AQMA.

The AQMA remains in place due to Government concerns over any temporary improvements achieved

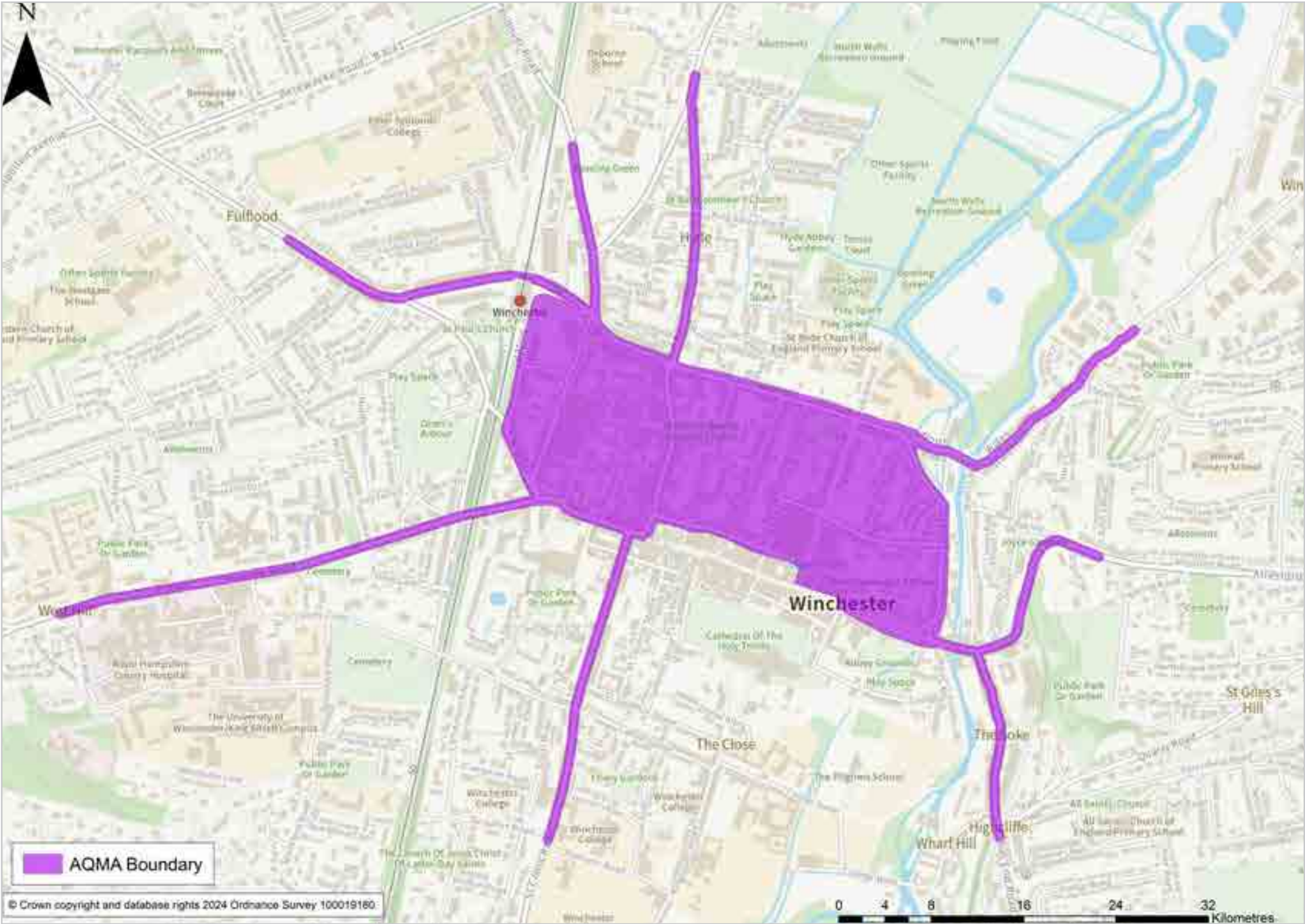


Figure 6 – AQMA boundary

by reduced traffic flows resulting from travel restrictions introduced in the COVID pandemic years of 2020 and 2021. Winchester City Council are continuing to monitor the AQMA. It should however be noted that even if the AQMA is revoked that the air quality in the City Centre is still likely to be poor due the volume of motor vehicles passing through and idling here.

In March 2025 WCC adopted ‘An Air Quality Strategy for Winchester, 2025-2030’ which aims to improve air quality across the district by 2030 and commits to exceeding national air quality targets.

Improving air quality in Winchester - Winchester City Council

Policy context

Local policies informing this LCWIP are summarised below.

Local Transport Plan 4 (LTP4)

LTP4 (2024) covers the whole of Hampshire and proposes transformational changes which:

- move away from planning for motor vehicles, towards planning for people and places;
- look to meet national priorities to decarbonise the transport system;
- reduce reliance on travel by the private car;
- give people a choice of high-quality travel options; and
- support sustainable economic development and regeneration and promote active lifestyles.

LTP4 has two guiding principles:

1. Give people a choice of high-quality travel options.
2. Provide a transport system that promotes high-quality, prosperous places and puts people first.

This LCWIP aligns well with these two principles by looking to improve the walking and cycling infrastructure in Winchester City. This will help to give people a better choice of travel options, especially for short journeys and the improvements should also help to create high-quality places that are designed with people in mind.

LTP4 also looks to embed a new way of transport planning by putting people and places first. This is set

Winchester City LCWIP

out in the Road User Utility Framework (RUUF) in Figure 7, which describes a hierarchy of consideration when developing transport strategies and schemes.

This LCWIP takes the RUUF into account in the potential options of the route audits, and looks to reallocate road space in Winchester to provide more opportunities for people to walk and cycle.

As well as putting people at the heart of the Hampshire transport network, another core driver for

change in LTP4 is the need to reduce carbon emissions across the county, as identified in the Hampshire County Council Climate Change Strategy 2020-2025. The strategy identifies Hampshire County Council's role as one to lead, empower and stimulate action on climate change, and plans such as the Winchester City LCWIP support this.

Winchester Movement Strategy (2019)

The Winchester Movement Strategy (WMS) is the adopted transport strategy for

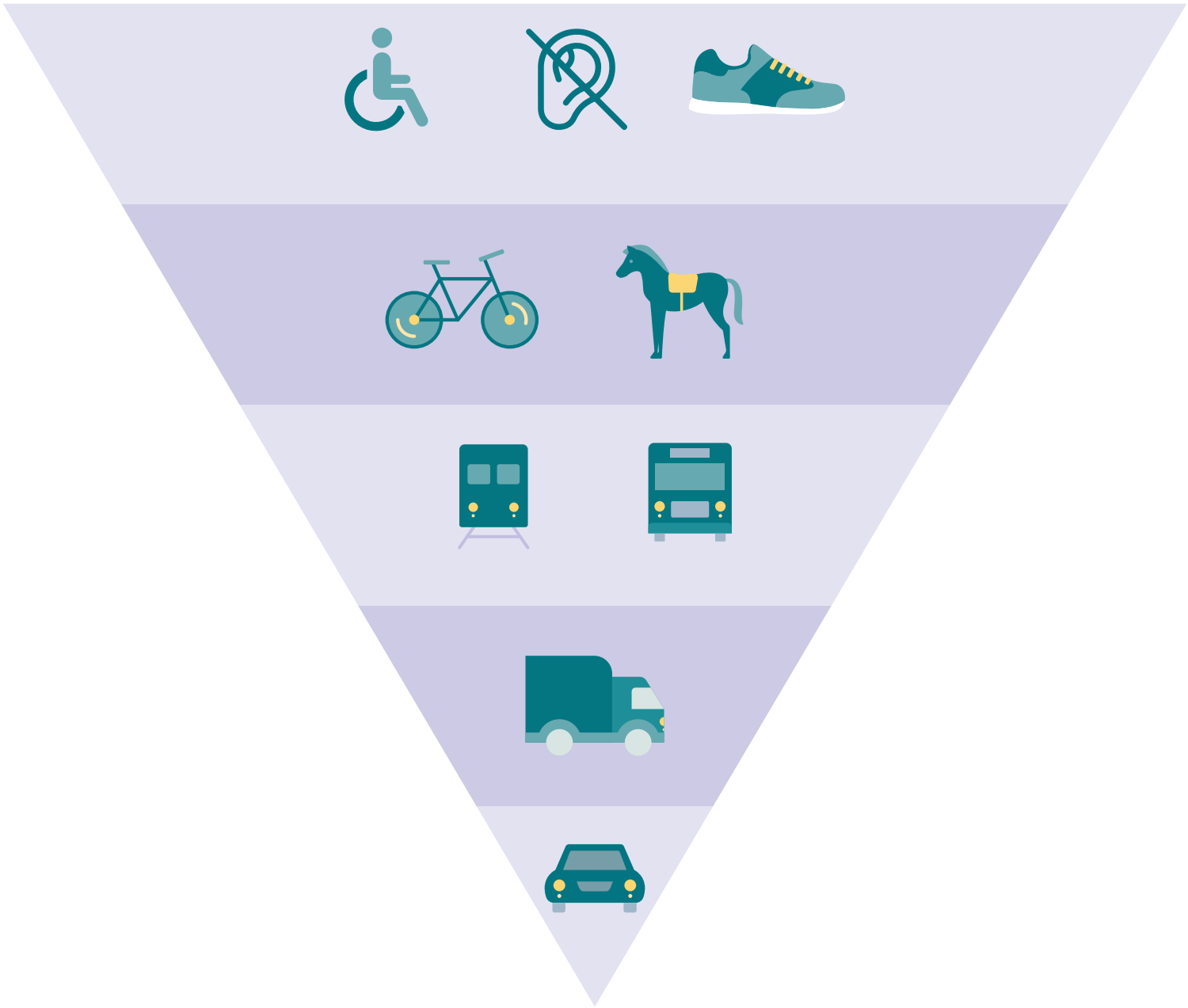


Figure 7 – Road User Utility Framework

Winchester and covers broadly the same geographical area as this LCWIP.

It sets out a vision for the next 20–30 years and three priorities:

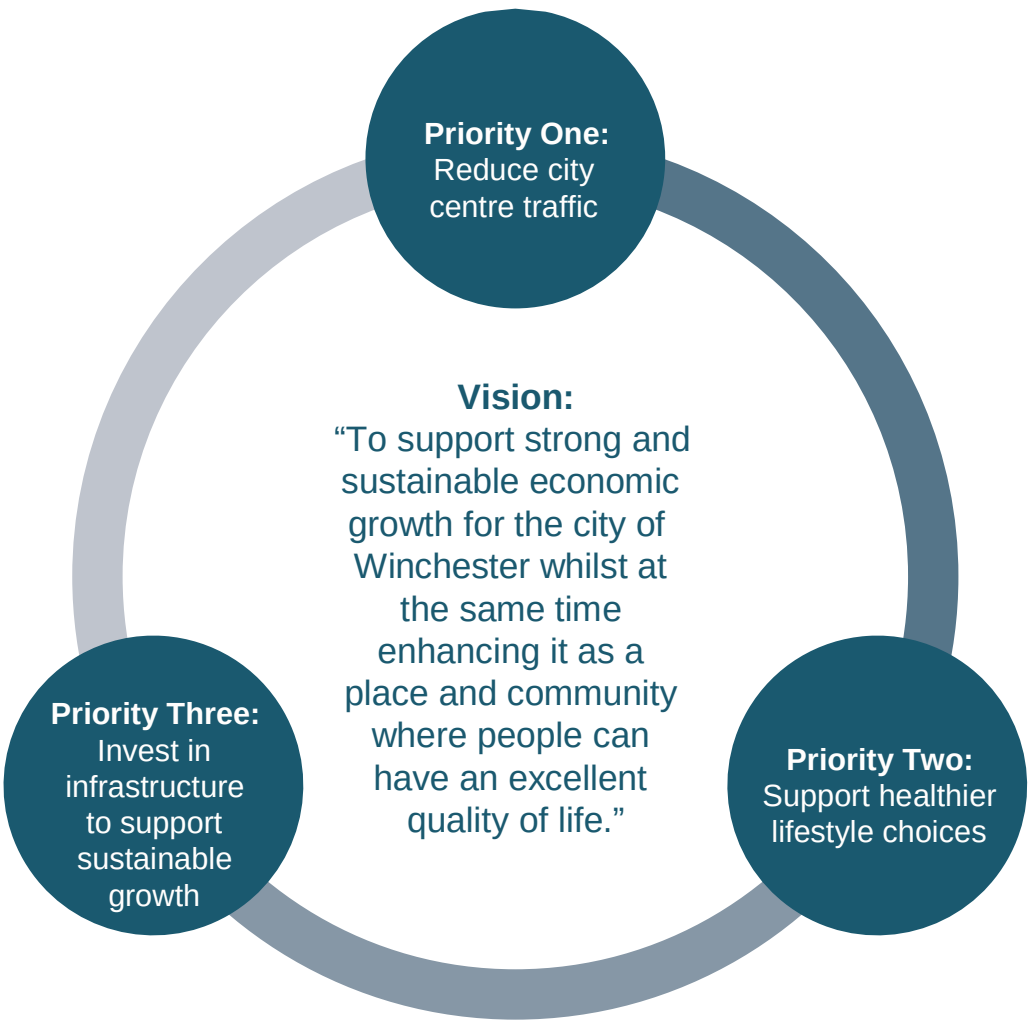


Figure 8 – WMS Vision and priorities

The WMS sets out that the main cause of congestion is the journey to work – these journeys tend to be in the peak hours and reflect Winchester's role as a regional employment centre. This LCWIP focuses on converting utility trips, including commute trips, from motor vehicle to walking and cycling trips to help address this issue.

Whilst most of those who live and work in the city walk (60%), three quarters of those travelling into and out of Winchester for work do so by car. It is these flows, particularly the in-commuting traffic, which the WMS aims to target.

The Strategy sets out that across Winchester, people walking and cycling compete for limited space with cars, buses and delivery vehicles.

The WMS sets out measures to re-define street space and reduce the dominance of traffic (with an aim of reducing traffic volumes by 11%) to create high-quality, comfortable environments for active modes. These measures have been incorporated into the walking and cycling audits where appropriate.

The Strategy also set out 10 next steps to help realise the vision and meet the objectives set.

10 next step measures from the WMS

1. Improved Park and Ride facilities on Andover Road
2. Changes to car parking in Winchester city centre
3. Converting eastern parts of the one-way system to two-way operation
4. Creating better public spaces in the city centre (Jewry Street, St George's Street and The Broadway)
5. Creating a high-quality walking route through Winchester from the station to the Leisure Park
6. Creating a network of safe cycle routes into and through the city
7. Providing bus priority on key routes into the city centre
8. Improving local bus services

- 9. Improving deliveries into the city centre
- 10. Setting up a new freight delivery hub on the edge of Winchester

Since publication of the WMS, these 10 steps have evolved and a number of schemes which align with these steps have been delivered, are underway or are committed. These include a number of walking and cycling measures such as the new crossing at Clifton Terrace and set up of a freight delivery hub.

The WMS also looks at the potential to introduce a charging zone (either congestion charging, low-emission zone or workplace parking levy) as a traffic demand management tool. This is currently a fall-back option to reduce City Centre traffic if other measures are not successful.

Winchester City Centre Movement and Place Plan (MPP)

During the development of the WMS, work streams were identified to help deliver the WMS vision – one of these was the MPP. The MPP aims to create high-quality places and spaces that people will enjoy, helping Winchester to maintain and enhance its offer for shopping, leisure, culture, entertainment and tourism. Two reports have been produced as part of the MPP. The phase 1 report (2020) proposed three high-level strategic design options to enable traffic reduction

in the City Centre. The phase two report (2021) took forward the phase 1 work to the next stages of scheme development, including traffic modelling. A detailed multi-criteria assessment highlighted Jewry Street, St. George’s Street and The Broadway as the highest priorities for the MPP intervention.

Winchester LCWIP Feasibility Study (2020)

The WMS identified a need for an LCWIP for Winchester.

In 2019, Akins was commissioned to produce a draft LCWIP Feasibility Study for Winchester City. This study set out a proposed network of 13 walking routes and nine cycling corridors, and outlined six proposed improvements that should be prioritised for delivery. In the development of the walking routes and cycling corridors, it looked at the main trip generators in the city, travel behaviour, topography and existing walking and cycling infrastructure.

The Feasibility Study was produced in two stages: a phase 1 report that analysed evidence and proposed a network plan; and a phase 2 report that refined the cycle network, prioritised improvements and produced feasibility designs for six prioritised routes and five quick-win schemes.

The study focused on routes into and across the City Centre with an emphasis on the links between the City Centre, the University of Winchester, the sports and leisure park in Bar End and the Kings Barton residential development.

After this Feasibility Study was produced, LTN1/20 was published and many of the potential options were not compliant with this guidance. This LCWIP aims to use the work undertaken as part of the Feasibility Study and build on it using up-to-date guidance to ensure that potential interventions included are LTN1/20 compliant⁶ wherever possible⁷.

Winchester Mini-Holland Feasibility Study

The Winchester Mini-Holland Feasibility Study⁸ (March 2023) covers broadly the same area as this LCWIP and set out how current barriers to walking, cycling and wheeling, such as high motor vehicle dominance, poor air quality and a lack of a coherent cycle network, limit current active travel choices in Winchester. It also set out a number of proposals aimed at reducing these barriers to unlock the huge potential for city residents to use active travel modes for a high proportion of their everyday journeys. It aims to help achieve a healthier, active city with low-carbon travel, complementing the ambitions of the Winchester Movement Strategy.

The study aimed to deliver:

- 7,200 additional walking trips per day (5% increase);
- 2,300 additional cycling trips per day (49% increase);
- 18 liveable neighbourhoods;
- 30km of new quietway corridors and segregated cycle infrastructure;
- 18 new modal filters;
- 26 new/improved crossings;
- city-wide speed limit reductions.

The Feasibility Study also included stakeholder engagement. Feedback from that included:

- cycle routes are of poor quality;
- safety concerns, including suggestions to reduce road widths to make more space for both pedestrians and cyclists;
- requests for new cycle paths, both segregated and shared use, with mention of several specific routes; and
- complaints about cycle lanes not being linked together or leading to key locations such as the leisure centre.

6 **Cycle infrastructure design (LTN1/20) – GOV.UK (gov.uk)**

7 The potential options set out in the cycle route audits are LTN1/20 compliant; however, it should be noted that there are numerous competing demands and this will have an impact on delivery including timescales.

8 **Winchester Movement Strategy | Transport and roads | Hampshire County Council (hants.gov.uk)**

Received comments were grouped into themes, most commonly:

- requests for provision of additional continuous and segregated cycle paths;
- appeals for reductions in speed limits;
- concerns about traffic speeds; and
- the desire for improved crossings and pavements.

The most frequent comments related to cycling, the provision of new, joined-up cycle paths, safety concerns in terms of traffic speed and space for cyclists, and improved pedestrian facilities.

“ **The city has a road layout characterised by many narrow streets which struggle to accommodate vehicle traffic at the level of demand currently experienced. The current high traffic volumes and existing road layout results in poor air quality, a traffic dominated public realm and a challenging and in places unpleasant environment for walking, wheeling and cycling, especially for the young and elderly. With just over half of residential area within a 30-minute walk of the historic city centre, and all suburbs reachable within a 20-minute cycle, active travel in Winchester City has significant untapped potential.** ”

Extract from the Mini-Holland Feasibility Study

Winchester Vision 2030

The Winchester Vision 2020–2030⁹ was commissioned by Winchester Town Forum in partnership with WCC. The Vision sets out the ambitions for the next ten years.

The Vision revolves around three specific approaches:

1. spatial
2. people power
3. auditing

Movement was identified as a key topic and this considered getting around in Winchester, looking at specific barriers and opportunities to creating a sustainable travel network.

The creation of this Vision involved several working groups, one of which focused on the theme of ‘movement’ and was informed by significant community engagement including street audio tracks, interviews and digital walks as well as online engagement. This work concluded that there is widespread support across the city for decreasing traffic volumes across the City Centre. It also identified a role for delivering 15-minute neighbourhoods and providing greater access to good-quality public space and walking and cycling networks for residents.

As part of the development of the Vision, a design workshop was held in 2021 with Design South East which identified a number of areas that could benefit from movement and connectivity improvements, including:

- The Broadway;
- Westgate;
- Station area;
- North Walls; and
- Bar End.

More detailed opportunities for these areas are set out in the Winchester District Local Plan¹⁰, and where relevant have been considered as part of the walking and cycle audits in this LCWIP.

In addition to these areas, the workshop considered opportunities for revising the movement network in the City Centre, including strategic and local connections, creating a better environment for people walking, wheeling and cycling, and measures to change the role of traffic.

A primary focus of the vision is to invest in communities and networks that emphasise walking. It recommends that research is undertaken to support this, with the final output being a street plan for a city based on walking. It sets out that the ‘15-minute city’ model should be embraced across the city, with the aim of independent businesses and culture being supported by a localised

network, as well as supporting and being supported by increased home working.

By favouring local walking and cycling access to services and facilities, and creating viable, better alternatives to the car, there could be much wider benefits, i.e. creating beautiful streets that people enjoy walking down, creating local town squares where one might encounter friends, a pop-up market stall or a temporary event.

The Vision looks to create a more pleasant, safe and largely car-free environment by developing connected walking routes that enable people to walk their daily routes to school, work, or the shops. It states that the focus of the Vision going forward must be to invest in communities and networks options that present better ways of using the city’s valuable space than travelling by private car. The Vision states that ‘this is not just about air pollution, or traffic noise, or road danger reduction. And the switch from the internal combustion engine to electric motors will have virtually no influence here’.

One of the key findings from all working groups was the need for better provision to be made for the people walking in the city and that it should be a playful, cultural and social aspect of daily life. The term ‘playful’ here does not necessarily refer to the addition of play equipment but to an environment that encourages play through such things as topography, joyful interventions, low walls, planting, street furniture and incidentals that

⁹ The Winchester Vision 2030 covers broadly the same area as this City Focus LCWIP.

¹⁰ **Winchester District Local Plan 2020 – 2040 (Emerging) – Winchester City Council**

can be responded to playfully. This links in well with some of the Healthy Streets criteria used in the walking zone audits. including making everyone feel welcome and giving people things to see and do while walking in the city.

Winchester District Local Plan (2020–2040)

The Winchester City Council Local Plan (LP) covers the entire Winchester District (excluding the South Downs National Park). The Plan was submitted to the Secretary of State for independent Examination in November 2024. The Examination in Public (EiP) took place in spring 2025 and at the time of writing the inspectors report is pending.

The Plan is split into three spatial areas, one of which is referred to as Winchester Town which broadly covers the same geographical area as this LCWIP.

“ As the largest settlement in the district and county town, Winchester is an important centre for housing and employment activities. There are significant patterns of in and out commuting due to the mis-match of workers and residents and its strong travel link to London. It is a hub for many services and facilities which benefit residents and businesses in the district and beyond, and a sustainable location for growth and change. The historic, cultural, aesthetic, visual and nature conservation elements of Winchester and its setting are of exceptional quality. ”

Extract from the emerging Local Plan

One of the key topics in the emerging Local Plan is sustainable transport and active travel. In the LP Vision, WCC is promoting the concept of 15-minute neighbourhoods and active travel. In the ‘living well’ objective, the LP looks to increase opportunities for walking and cycling. The LP also sets out that new development should place active travel at its heart to promote walking and cycling.

Policy SP2 of the emerging LP sets out that Winchester Town will make provision for about 5,670 new homes over the plan period. This additional development will increase the need to ensure that the walking and cycling infrastructure can support not only this additional increase in population but also the existing people who live, work and visit Winchester.

There are a number of allocations in the LP that fall within this LCWIP area. These are set out below:

Site	Allocation
Sir John Moore Barracks	Mixed use including up to 1,000 dwellings and a Park and Ride
Kings Barton	Mixed use including approximately 2,000 dwellings and a Park and Ride
Land west of Courtenay Road	100 dwellings and open space
St Peter’s car park	30 dwellings
Winnall	Employment
Central Winchester	Mixed use with approximately 300 dwellings
Station Approach	Mixed use with approximately 250 dwellings

Site	Allocation
Hospital Site	Academic/medical and associated accommodation approximately 200 dwellings
Bar End Depot	Mixed use including 30 dwellings
Former River Park Leisure Centre	Education
Bushfield	Employment

These developments provide the opportunity to build the appropriate infrastructure in as part of the development of the site and embed new environments and travel patterns from the start of the new sites’ occupation.

Winchester City Council Carbon Neutrality Action Plan (2020–2030)

In June 2019, WCC declared a Climate Emergency and in January 2020 adopted a Carbon Neutrality Action Plan (CNAP). This has been updated and the CNAP 2023–2030 was adopted in September 2023. The CNAP focuses on five pathways towards carbon neutrality and includes looking at reducing carbon emissions associated with transport in the District.

Developments and opportunities

There are a number of allocated sites in the LP that fall within this LCWIP area (see table on this page and Figure 15) which provide opportunities to enhance the walking and cycling provision. In addition to these allocations there are a number of schemes that are being developed and delivered currently.

Walking and cycling schemes in the city

A number of walking and cycling schemes have been delivered since 2018, these include:

- Great Minster Street/The Square closed to through-traffic;
- new route for people walking and cycling to Winchester Sports and Leisure Park at Bar End;
- new puffin crossing on Andover Road to improve access to Harestock from Kings Barton;
- new steps for people walking from Winchester Railway Station to the north side of Stockbridge Road providing a more direct link to Peter Symonds College;
- a covered cycle parking area in Middle Brook Street car park and additional cycle parking provision in other City Centre locations;
- new zebra crossing on Wales Street;
- walking and cycling improvements on Romsey Road near Battery Hill;
- crossing at Clifton Terrace which is due to be changed from a puffin to a toucan crossing as a result of the feedback from the trial and also made permanent – [Clifton Terrace Crossing, Winchester | Transport and roads | Hampshire County Council \(hants.gov.uk\)](#);
- Worthy Road Active Travel Improvements – This scheme looks to provide more space for people to walk, wheel and cycle. This scheme was completed in Spring 2025 [Worthy Road – Winchester Pedestrian and Cycle Improvements | Transport and roads | Hampshire County Council](#).

There are also number of schemes currently being developed for the City Centre; two of the larger-scale schemes are Station Approach and Central Winchester Regeneration (CWR).

WCC is currently exploring regeneration opportunities for the Station Approach¹¹ area; using a set of agreed development principles the aim is to create a viable, local and community driven concept masterplan to help guide the development of the area. The redevelopment of this site provides an opportunity to integrate high-quality walking and cycling infrastructure at this important gateway to the city. The concept master plan for this site recognises that greater provision for walking and cycling could enable better links to routes outside the site and into the city/surrounding neighbourhoods.

Plans for CWR¹² include a mixed-use, sustainable, pedestrian-friendly quarter that reflects the distinctive character of the City Centre, set within attractive open spaces.

These are two important sites which provide an opportunity to improve the walking and cycling infrastructure in important areas of the city.

Other schemes in development include:

- Fulflood liveable neighbourhood (**Fulflood Liveable Neighbourhood – Pilot Scheme | Transport and roads | Hampshire County Council (hants.gov.uk)**). The Mini-Holland Feasibility Study identified 19 neighbourhoods across the city that could benefit from a liveable neighbourhood approach. A pilot scheme was decided to be taken forward in Fulflood. The improvements in a liveable neighbourhood aim to make it easier to walk or cycle, with improved infrastructure and less through-traffic. This scheme will be consulted on by autumn 2025.
- Andover Road – As part of the planning permission for Kings Barton, Andover Road will be closed to motor vehicle traffic. This space will be reallocated to people walking and cycling.
- Middle Brook Street – There is an experimental scheme that looks to allow cyclists to use the area between Silver Hill and Friarsgate, which is currently pedestrianised. This will extend the existing cycle route south into the retail core of the city and deliver the top-priority improvements requested by local cycle groups. It will also help to enable north to south cross-City Centre cycling. This trial is due to be implemented by autumn 2025.
- Parchment Street/North Walls improvements – These proposals include widening part of the footpath in North Walls and improving the uncontrolled pedestrian crossing in Parchment Street. The

improvements will also address a historical drainage issue at the junction of Parchment Street. This scheme is due to be implemented by December 2025.

- Parchment Street – An experimental scheme to trial contraflow cycling along here is due to be implemented by autumn 2025.
- Jewry Street/Hyde Street/North Walls junction improvements – This scheme has introduced new painted white cycle road markings and Advance Stop Lines and will also include improved traffic signals which have detectors to allow earlier release for people cycling.
- Hyde Church Lane – It is proposed that a modal filter will be installed here to reduce through-traffic and improve conditions for people walking and cycling. This scheme is due to be implemented by December 2025.
- Bridge Street – A Feasibility Study has been undertaken here to look at options for improving this part of town for people walking and cycling as it is an important gateway to the city and a major barrier to active travel.
- Middle Brook Street/Friarsgate – A scheme is being developed here to improve the crossing facility by upgrading the existing crossing to a toucan and redesigning the space here to reduce clutter and improve the area for people walking and cycling. This scheme is due to be implemented by spring 2026 subject to funding.

As part of the Future Transport Zone project, Solent Transport is looking at the installation of a trial micro consolidation hub in Winchester City to reduce the number of vehicle movements associated with deliveries in the centre. The trial of this scheme is due to start late summer 2025.

Winchester's Parking and Access Strategy (2020–2030) looks to reduce City Centre car parking provision while increasing Park and Ride parking capacity. The 58-space Upper Brook Street car park in the City Centre was closed in March 2023 and is being redeveloped into a GP surgery. WCC is planning to redevelop further car parks through development, further reducing City Centre car parking spaces.

Just outside the city LCWIP boundary, but with a significant impact on the city and the traffic flows through it, National Highways plans to deliver a £200m improvement scheme at Junction 9 of the M3. This scheme will allow traffic to and from the A34 to access and leave the M3 via direct slip roads and avoid the gyratory. When completed, it is anticipated that this will lead to a traffic reduction of 10%–20% in the City Centre and on radial routes into the city such as Andover Road and Bar End Road.

As all the above schemes and strategies highlight, Winchester is evolving and there are already a significant number of upgrades in the city which support active travel and a reduction in private motor vehicle use.

¹¹ [Home – Station Approach \(winchesterstationapproach.co.uk\)](https://www.winchesterstationapproach.co.uk/)

¹² [Central Winchester Regeneration – Winchester City Council](#)

Winchester City cycle network overview

The map on the right shows Winchester City and the proposed cycle network and core walking zone.

Each cycle route has been assigned a three-digit reference number and divided up into two categories of routes – ‘primary’, which represent busy, direct and main routes and ‘secondary’, which represent medium usage routes through local areas, feeding into the primary routes.

This network has been updated as a result of feedback received during the consultation. A number of secondary routes have been added to the network and the following primary routes have also been added and audited;

- 220.2 Swan Lane
- 250.3 Oliver’s Battery to Badger Farm
- 270.3 Love Lane
- 290 Kings Barton to River Park

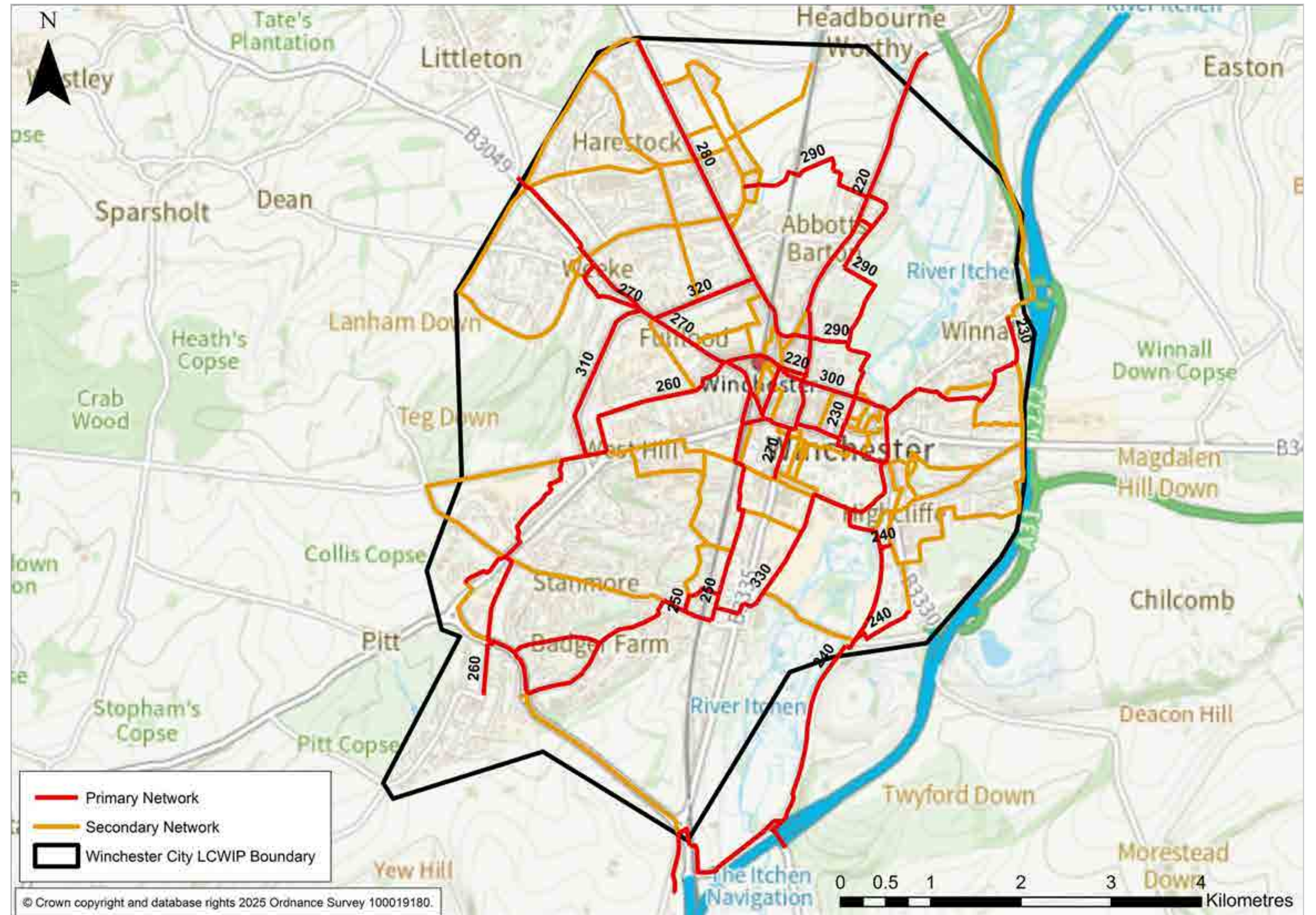


Figure 9 – Winchester City Focus cycle network and CWZ

Winchester City and District network connections

The map on the right shows the Winchester City network and the connections to the Winchester LCWIP network. The South Downs National Park also has an emerging LCWIP and we will work with them to ensure connections are made to their network.

The District network is comprised of primary, secondary and local routes, and the City network is comprised of primary and secondary routes. The routes that cross the District and City boundary are mainly the same category of route; however, due to the different contexts of the networks this has not always been possible.

- Primary routes – High flows of people cycling and link large residential areas to trip attractors such as town or city centres.
- Secondary routes – Medium flows of people cycling and link to trip attractors including schools, colleges and employment sites.
- Local routes – Lower flows of people cycling to cater for local cycle trips, providing links to primary or secondary routes.

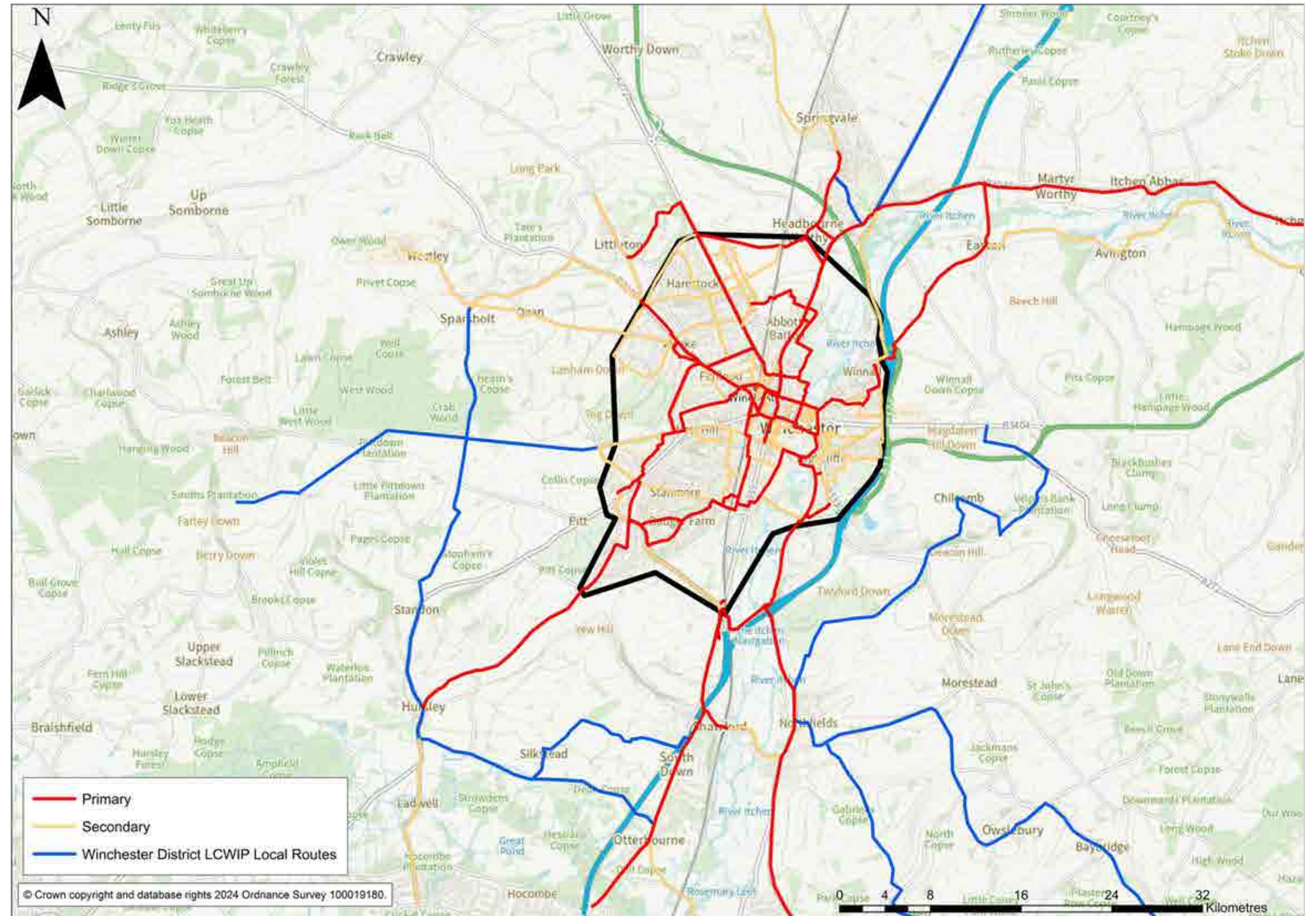


Figure 10 – Winchester City and District network connections

Core walking zone and routes

Responses received as part of the consultation shared that people were keen to see walking routes rather than just a core walking zone. Walking routes were included in the Winchester City LCWIP Feasibility Study in 2020.

9 walking routes have been added to the network. They link key trip attractors to the city centre. These walking routes have been audited and added to this LCWIP. The walking routes can be seen on the map on this page and are listed below;

- WR1 Andover Road
- WR2 Worthy Lane
- WR3 Hyde Street
- WR4 Hillier Way
- WR5 Easton Lane
- WR6 Winchester Sports and Leisure Park
- WR7 St Cross Road/Southgate Street
- WR8 Romsey Road
- WR9 Stockbridge Road

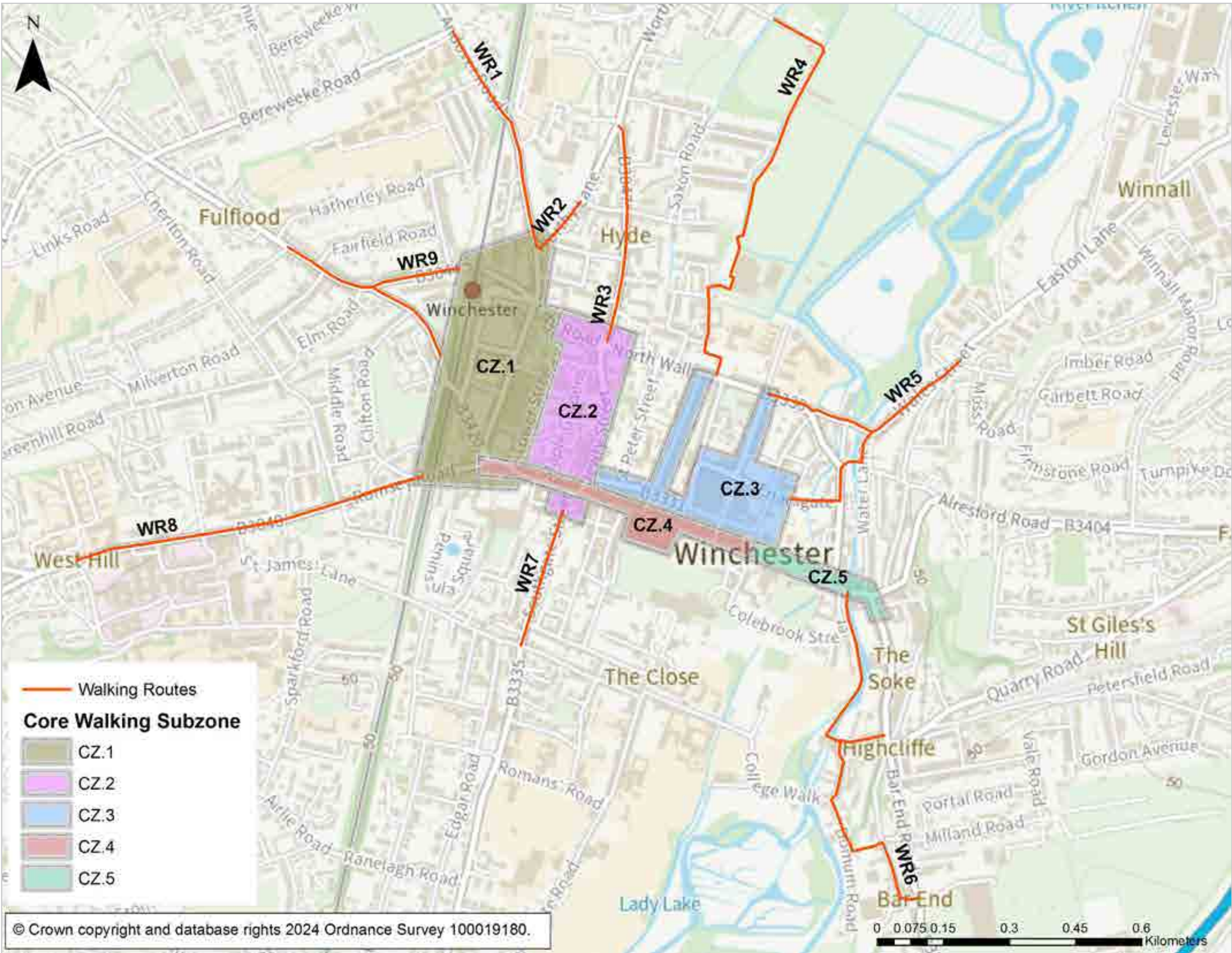


Figure 11 – Core Walking Zone and Routes

Section two

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Introduction

Section two of this document provides information on how the LCWIP was developed and the technical evidence that was gathered in its preparation.

Methodology

The methodology used for this City Focus LCWIP was broadly similar to that used for the District Focus LCWIP with a focus on utility trips, as these have the greatest potential to convert from car to walking and cycling trips. There were some differences in the auditing approach due to the different contexts of each network.

The City network was numbered radially in a clockwise direction and the cycle audits start from the origin outside the city and travel towards the city, as the primary destination in this area.

The Core Walking Zone (CWZ) was audited in a similar way to the CWZs in the District Focus document with the main difference being the City CWZ was broken up into five sub-zones based on geography and character to give the audit more structure.

Gathering information

There are a number of previous studies which have helped to inform the development of this LCWIP network. These are described in full in section 1.

The Winchester LCWIP Feasibility Study included a review of previous work undertaken in relation to walking and cycling in Winchester. It reviewed design proposals for key schemes. As part of the study, a number of spatial and behaviour datasets including traffic and collision data, walking and cycling activity, local networks, public transport and parking facilities, Census¹ and topography data. This was followed by stakeholder engagement sessions and audits. This work resulted in an LCWIP network for the city which has helped to form the basis of the network in this LCWIP.

In addition to the work undertaken as part of the Winchester LCWIP Feasibility Study, comprehensive information and data sources have been compiled by Hampshire County Council and Winchester City Council, which have been augmented by publicly available datasets from the 2011 Census (e.g. population and employment), Department for Transport (DfT) traffic counts, road traffic collisions, schools, public amenities and previous consultation plans exploring existing and new networks.

The main trip generators were identified and gaps in the existing network have been filled.

Stakeholder workshops

A stakeholder workshop was held with Cycle Winchester and the Winchester Walking Group on 24th October 2022 in order to discuss the network in the Winchester LCWIP Feasibility Study and potential modifications to this. The comments from this workshop have been incorporated into the development of this network. Additional feedback from Cycle Winchester was also incorporated into the development process in January 2023.

The network was further refined using the information and stakeholder feedback which was gathered as part of the Mini-Holland Feasibility Study.

Additional secondary routes which filled the gaps between the existing primary network and the Mini-Holland proposals were then identified and incorporated into the network.

Cycle Winchester provided comments on this draft network in February 2024.

The CWZ and walking routes were developed as part of the Winchester LCWIP Feasibility Study but have been updated to incorporate links to recent and emerging schemes including the Clifton Terrace Crossing and Fulflood Liveable Neighbourhood trial.

Mesh density

Mesh density is a term that describes how a grid of cycle networks is composed. High mesh density means that the grid of cycle routes is tighter, with more route choice, whereas low mesh density means there is less extensive route choice.

Due to the more urban context of this City Focus LCWIP, the mesh density of this network will be higher than that of the District element of the network.

1 Census data from 2011 has been used as the 2021 Census was undertaken during a national lockdown and may therefore not be representative of people's travel patterns.

Network planning methodology

From the available data and workshop sessions, a cycling network and walking zone were produced which targeted the greatest increase in walking and cycling.

On-site auditing was undertaken to determine the most appropriate infrastructure improvements for each route and zone.

Network planning for walking

Whilst there are datasets that support network planning for cycling, there are no equivalent datasets for walking, so there is no detailed mapping exercise as part of the CWZ identification. We have assumed that the trip generators for walking are the same as those for cycling, albeit that shorter distances will be involved.

The City Centre was identified as the CWZ for the City Focus LCWIP as it is the key destination for people within the city and attracts people from a wide catchment area. The DfT’s LCWIP guidance suggests that CWZs normally consist of a number of trip generators that are located close together and this CWZ would align with that definition. Within the CWZ, all the walking infrastructure should be deemed as important.

Walking zone audit methodology

The CWZ has been considered using the categories from the Walking Route Audit Tool (WRAT) and the Healthy Streets indicators. The WRAT has not been used to calculate the existing condition of the CWZ as the calculations relate to auditing a route rather than a zone.

Network planning for cycling

There is a wealth of data to consider when planning a cycle network for Winchester City:

- existing transport network
- major traffic routes
- origins and destinations (trip generators)
- Propensity to Cycle Tool (PCT)

The following maps and supporting commentary outline part of the data-gathering process and evidence base process.

Cycle route audit methodology

In line with national guidance, routes were audited using the principles of routes being coherent, direct, safe, comfortable and attractive. Potential options were developed using LTN1/20 design guidance.

The primary routes are judged to be the most popular and strategic routes, often main roads, linking residential areas with the key trip generators. Secondary routes can be locally important but are less strategic as they fill the gaps in the primary network. Some sections of secondary routes may have higher flows than parts of the primary routes, so the distinction between primary and secondary should not form the basis of investment priorities.

The above methodology was followed which produced a draft network which went out to public consultation. As a result of the feedback received during the consultation a number of cycle routes were added to the primary and secondary networks and walking routes were added to the Core Walking Zone. The same auditing methodology was used for these new routes.

Existing transport network

This map shows the existing key strategic routes for walking and cycling (National Cycle Network), and in and around Winchester City, detailing traffic-free and on-road routes.

There is one National Cycle Network route 23 (NCN23) route that goes through the city which is comprised of on-road and traffic-free sections of route. However, the majority of the city is not served by this route.

The M3 motorway is located to the east of the city and creates issues of severance for people walking and cycling as there are very limited opportunities and infrastructure to facilitate crossing. The railway line is another major barrier to people walking and cycling in Winchester City and creates a major barrier to east–west movements within the city LCWIP boundary.

The railway station in Winchester is located fairly centrally in the City Centre and is accessible within a 10–15-minute walk from the core retail centre; the gradient to the station is fairly steep, which could be an issue for some people.

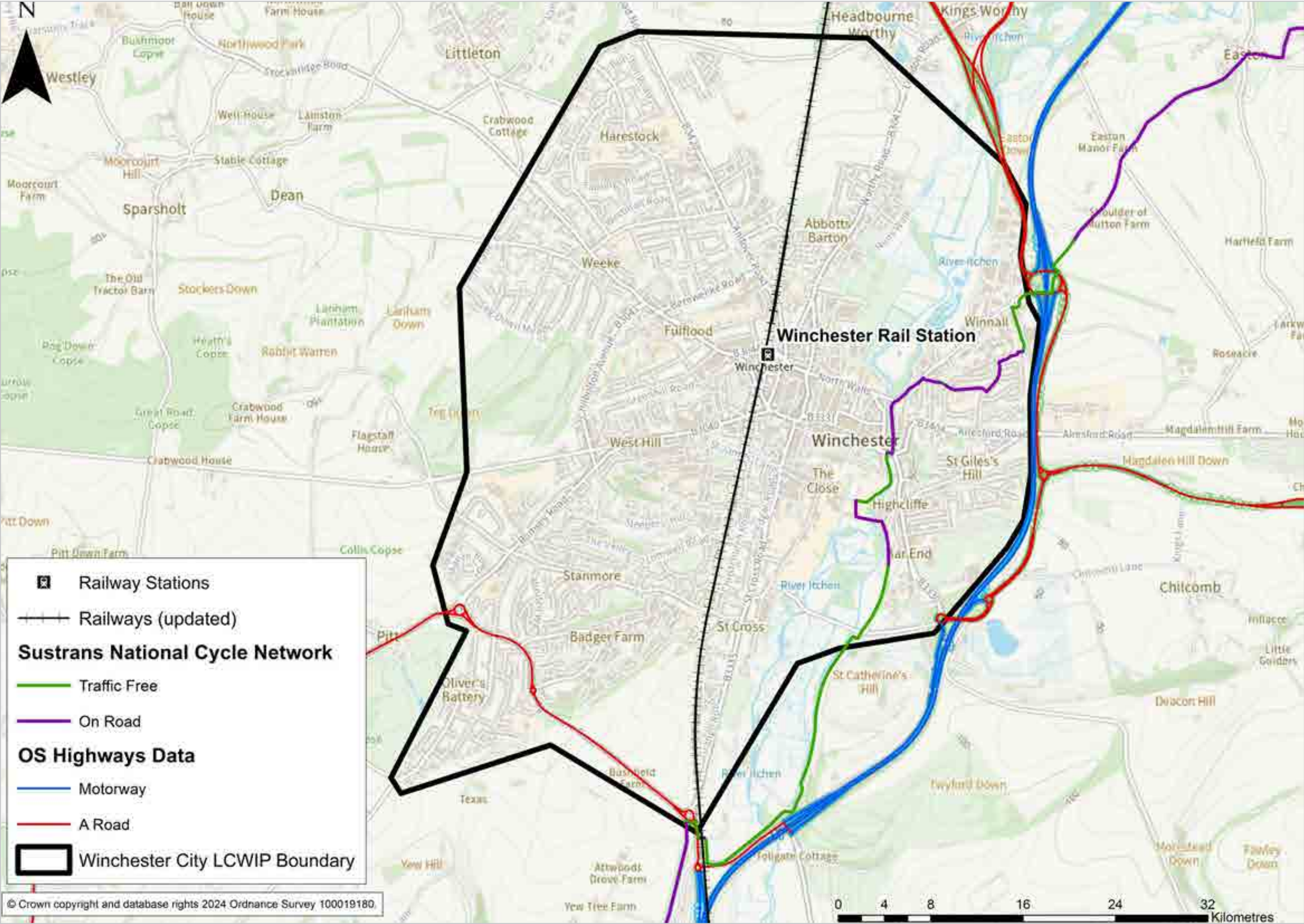


Figure 12 – Existing transport network

Major traffic routes

As part of the LCWIP process, it is important to identify where the main barriers to movement by walking and cycling are located, and how they may be overcome or negotiated. This plan illustrates the location of some of the roads in Winchester City which carry the highest volumes of traffic and therefore represent barriers to journeys by foot or by cycle. The traffic flows are taken from the publicly available DfT count points. This data has been extrapolated to the sections of roads either side of the count points, to the next major junction or where the next count point may be more relevant.

Within the city LCWIP boundary there are no strategic roads; there is one A road (Badger Farm Road/A3090) which has high volumes and speeds of traffic which could be a barrier to people trying to cross this road. The DfT traffic flows show that volumes of traffic on this road on average are over 20,000 vehicles per day.

The map also shows the very high volumes of motor vehicle traffic that the motorway accommodates and that there are three access points from the motorway to the city. These high-speed, high-capacity roads then link directly to much smaller, lower-speed roads which can at times result in a bottleneck effect, this is especially prominent at peak times and if there is a problem on the motorway which results in traffic being diverted through the city.

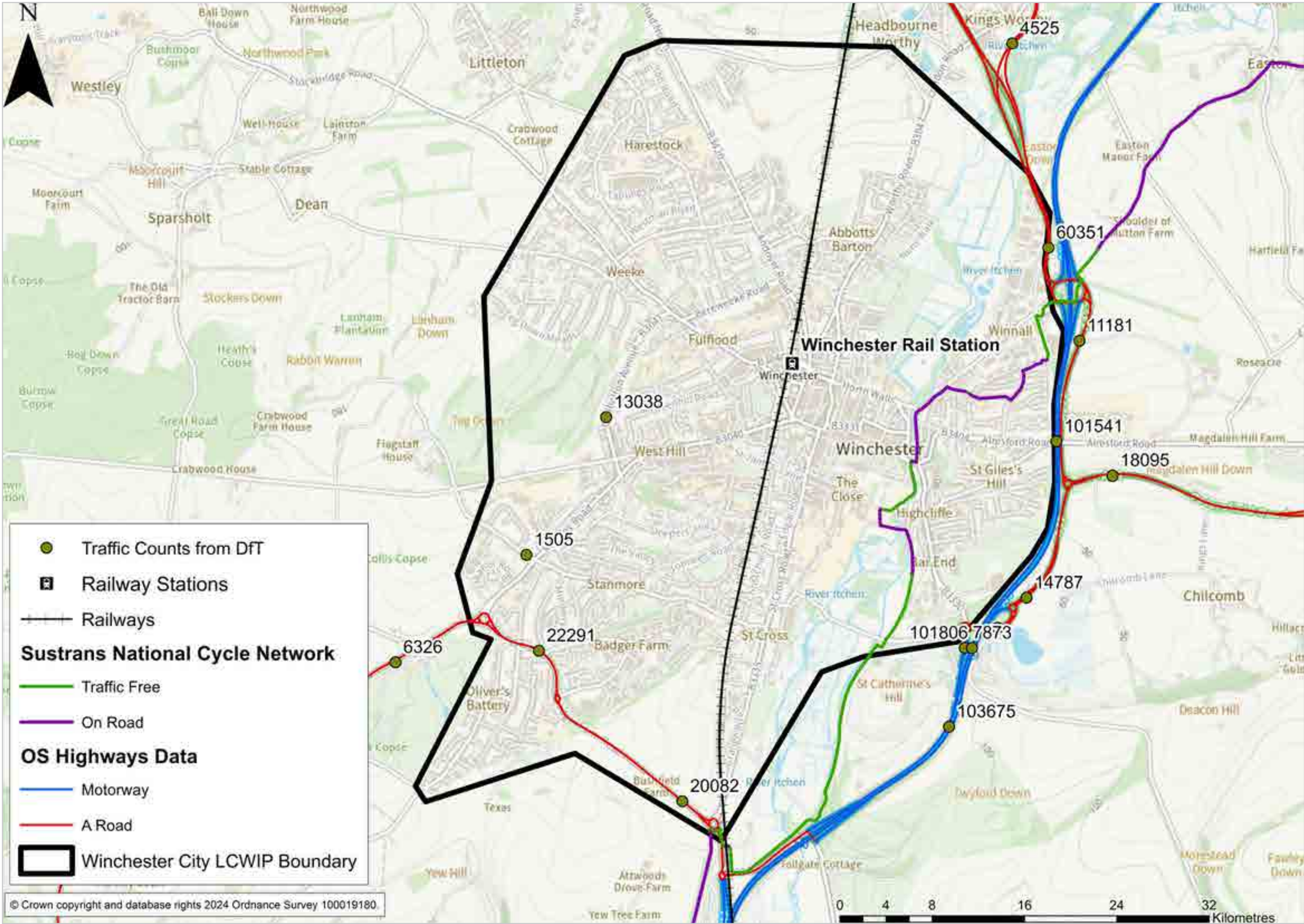


Figure 13 – Major traffic routes

Trip generators

This map shows some key destinations within Winchester City. DfT LCWIP guidance provides a list of key trip generators to consider, as part of the network planning stages. The trip generators map opposite gives a visual indication of the destinations, including: employment areas, secondary schools, shopping areas, hospitals, leisure or sports centres.

The network developed in the Winchester LCWIP Feasibility Study included the following trip attractors:

- Railway Station
- High Street
- Jewry Street
- Winchester Cathedral
- University of Winchester
- Winchester Sports and Leisure Park
- Peter Symonds College
- Winchester School of Art
- Winchester College
- Winnall commercial area
- Kings Barton development
- Royal Hampshire County Hospital
- Park and Ride sites
- HM Prison
- Weeke commercial area
- Winchester City Council
- Hampshire County Council
- River Park (old leisure centre site)
- Schools
- Sainsburys at Badger Farm
- Tesco Winnall
- The Law Courts

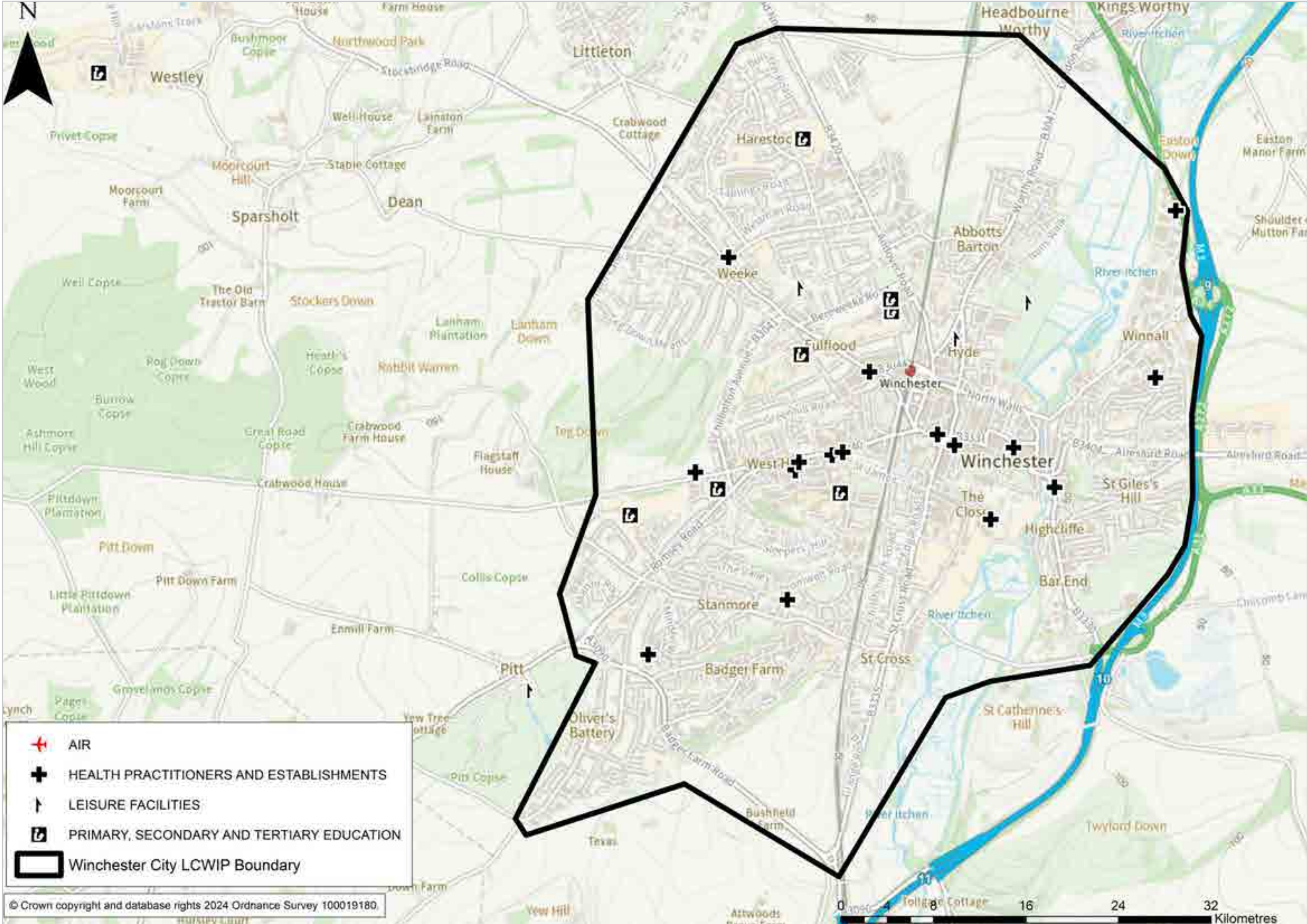


Figure 14 – Trip generators

Local Plan site allocations

This map shows the site allocations from the emerging Local Plan. They are a mixture of residential, employment, education and mixed-use sites. Some of the allocations have planning permission and are in the process of being developed (e.g. Kings Barton). Planning active travel routes from these sites to key destinations is important to ensure occupiers of the new developments have a genuine travel choice.

Future development sites such as draft Local Plan allocations give an indication of potential future transport demand.

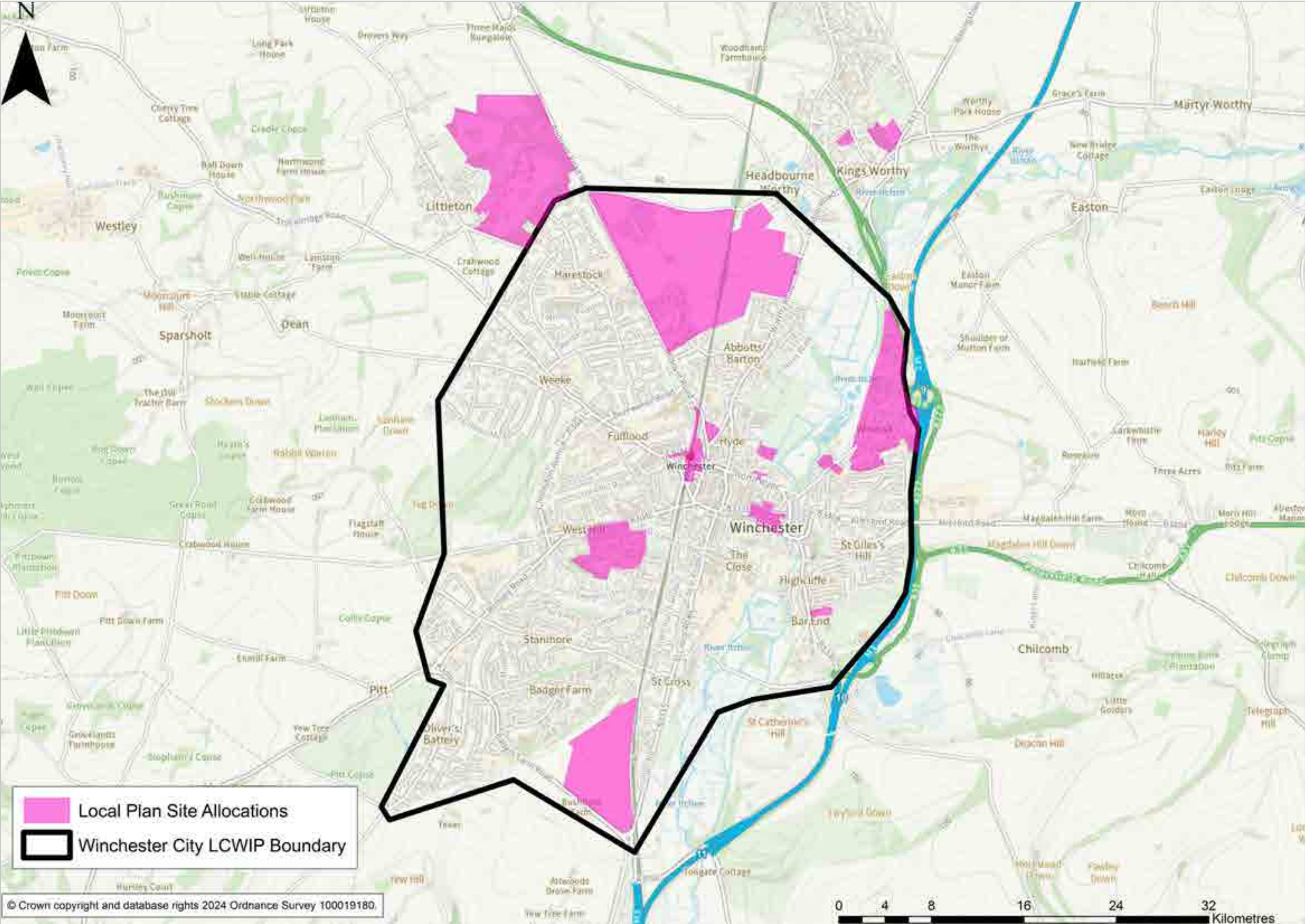


Figure 15 – Local Plan site allocations

Propensity to Cycle Tool data

The Propensity to Cycle (PCT) is an open source transport planning system, part funded by the Department for Transport. It was designed to assist transport planners and policy makers to prioritise investments and interventions to promote cycling. More information is available from the PCT website: **Welcome to the Propensity to Cycle Tool (PCT)**

The PCT answers the question:

‘Where is cycling currently common and where does cycling have the greatest potential to grow?’

The maps on the following pages outline the different scenarios from the PCT outputs for Winchester City.

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

- Census 2011 origin and destination commuting data (O-D data);
- Cycle Streets routing;
- 2010–2011 School Census data.

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

likely distribution of those trips using the Cycle Streets routing application **[cyclestreets.net](#)**.

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

Whilst this model is a useful tool, there are a number of limitations which should be considered especially when making decisions based on the patterns shown. Firstly, the data only shows travel to work and school trips, only 27% of all journeys; travel for shopping and for leisure is not included. Secondly, the data also misses out minor stages of multi-stage commuter trips so cycle journeys to railway stations and bus stops/stations are not represented. Lastly the distribution of journeys is a prediction of the likely route taken based on the Cycle Streets routing algorithm and not the actual route being used.

It is worth noting that whilst the model builds an assessment of cycling propensity, it does not segment potential users, or provide any insight into people on foot. Although this model does provide planners with an overview to identify areas for appropriate investment for cycling trips to work, it does not provide further information on those potential cyclists and their personal

attributes and behaviours to help design the most effective interventions.

In the pages that follow, the first map shows current levels of cycling to work, which are the same as the UK average in Winchester City. The second map shows the Government Target scenario which indicates a relatively modest increase in cycle commuting. The third map shows the Go Dutch scenario which indicates that a significant proportion of commuter trips could be made by bike.

People in the Netherlands make 28.4% of trips by bicycle, 15 times higher than the figure of 1.6% in England and Wales, where cycling is skewed towards younger men. By contrast, in the Netherlands cycling remains common into older age, and women are in fact slightly more likely to cycle than men. Whereas the cycle mode share is ‘only’ six times higher in the Netherlands than in England for men in their thirties, it is over 20 times higher for women in their thirties or men in their seventies.

The Go Dutch scenario represents what would happen if English and Welsh people were as likely as Dutch people to cycle a trip of a given distance and level of hilliness. This scenario thereby captures the proportion of commuters that would be expected to cycle if all areas of England and Wales had the same infrastructure and cycling culture as the Netherlands.

Within the mapping data section of this LCWIP, the maps will outline the following scenarios:

- commuter and school travel area data for Winchester City, based on the Census 2011, Government Target (equality) and Go Dutch scenarios;
- commuter route data for Winchester City, based on the three scenarios;
- school route data for Winchester City, based on the three scenarios;
- commuter short car trips based on Census 2011 data.

The cycle commute map for Winchester City based on Census 2011 flow data indicates that commuting via bike in Winchester is 3% on average, with some areas showing up to 7%. The lowest percentage of cycle commuters are mainly seen in the very centre and in the west. It should be noted that commuting is only 14% of all trips nationally.

The school travel map shows a consistent cycle to school pattern across the whole of Winchester City at an average of 0.7%. It should be noted that education and escort to education is only 13% of all trips nationally.

We have analysed the short car trips under 5km for journeys to work, on the basis that these might reveal the potential for modal shift towards walking and cycling. This shows there are many trips being made under 5km, particularly through central Winchester, that could be commuted by cycling.

Propensity to Cycle Tool data

National Travel Survey of English residents published in 2022 is shown in the table below.

Table 2 Journey purpose

Journey purpose	Annual trips per person	Percent
Commuting	119	14
Business	18	2
Education	62	7
Escort education	56	7
Shopping	151	18
Other escort	74	9
Personal business	69	8
Visit friends at private home	72	8
Visit friends elsewhere	41	5
Entertainment or public activity	50	6
Sport to participate	12	1
Holiday: Base	11	1
Day trip	34	4
Other (including just walking)	92	11
All purposes	861	100

PCT commute data

Census 2011

Baseline data. Propensity to Cycle Tool data shows that, in 2011, most routes were used by 20 or fewer commuter cyclists, with some routes showing between 61–90 commuters using them. This could be due in part to the topography of some parts of the city for example sections of Romsey Road and Stockbridge Road are very steep.

Government Target

Corresponding to the proposed target in the DfT’s Cycling and Walking Investment Strategy, to double cycling in England by 2025. In the Government Target scenario, there is a modest increase in cycle commuters using some routes.

Go Dutch

What would happen if areas had investment bringing the same infrastructure and cycling culture as the Netherlands. In the Go Dutch PCT scenario, Winchester City would see a substantial uplift in cycle commuters, with several routes seeing over 160 cycle commuters. This projected uplift indicates a strong demand for cycling across Winchester City if Dutch-style cycling interventions are implemented.

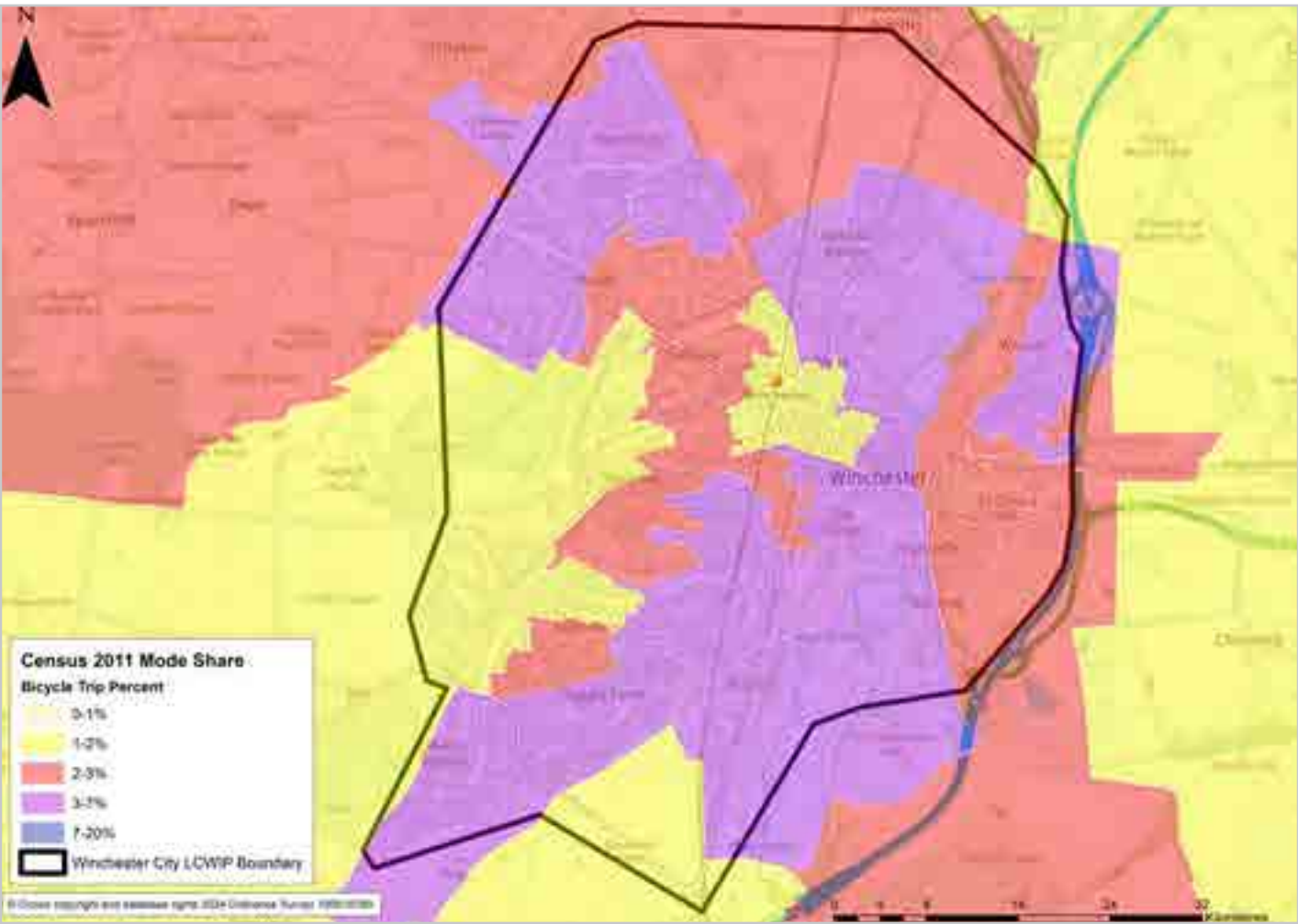


Figure 16 – PCT Commute Census 2011

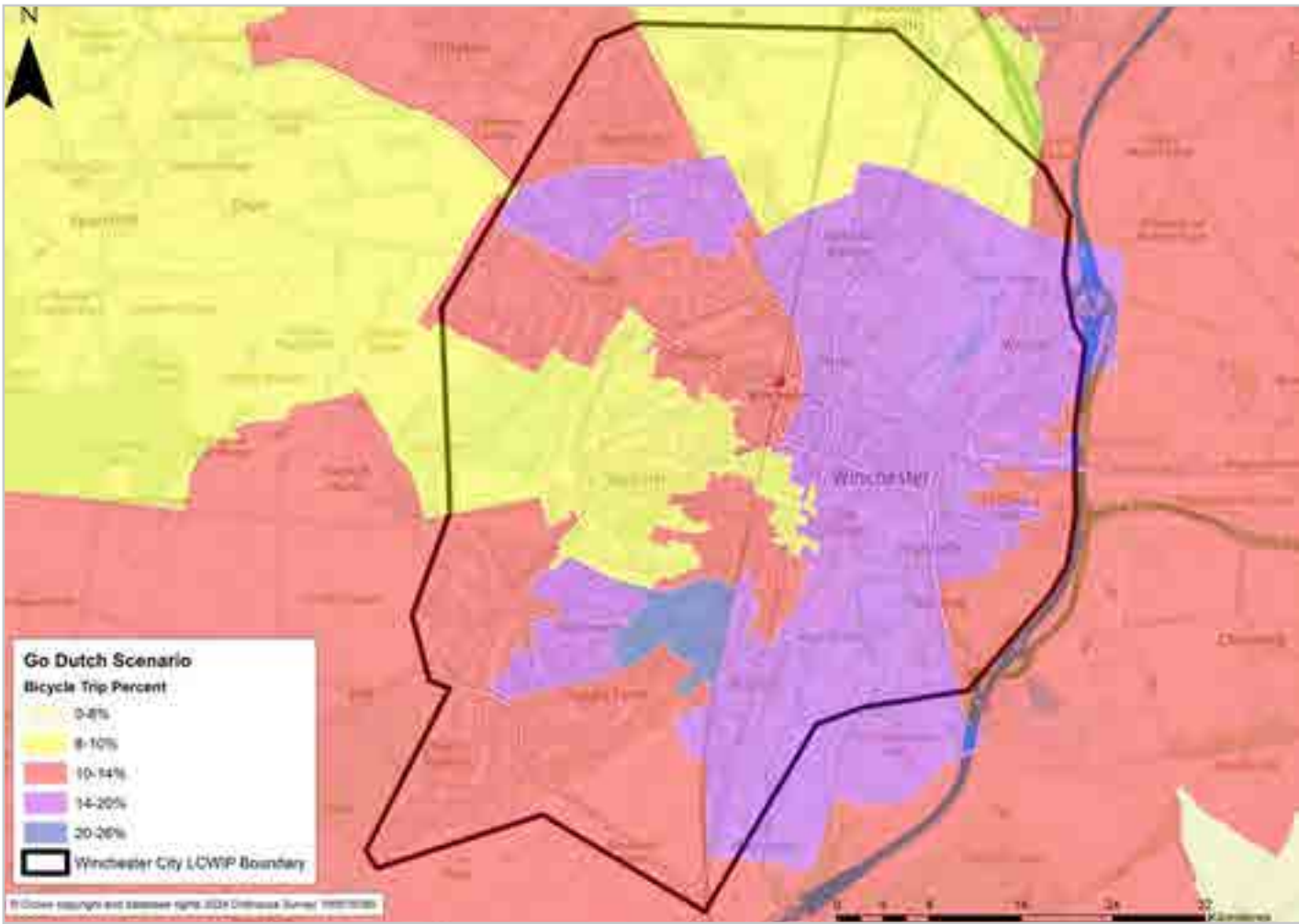


Figure 18 – PCT Go Dutch

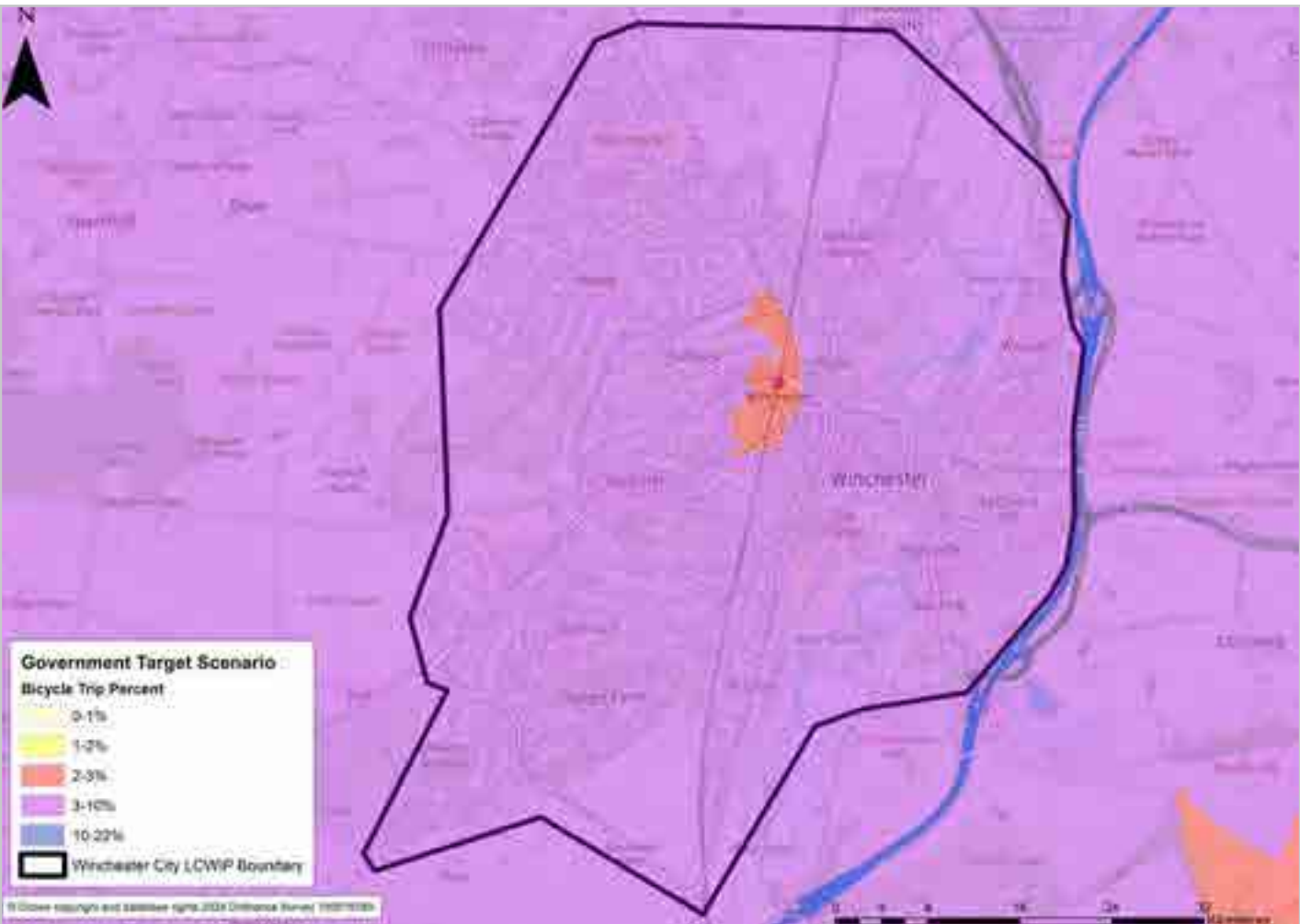


Figure 17 – PCT Government Target

Propensity to Cycle Tool data

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



Figure 19 – PCT Route commute, Census 2011



Figure 21 – PCT Route Go Dutch



Figure 20 – PCT Route Government Target

PCT school data

School Census 2011

Baseline data.

Government Target

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

Go Dutch

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

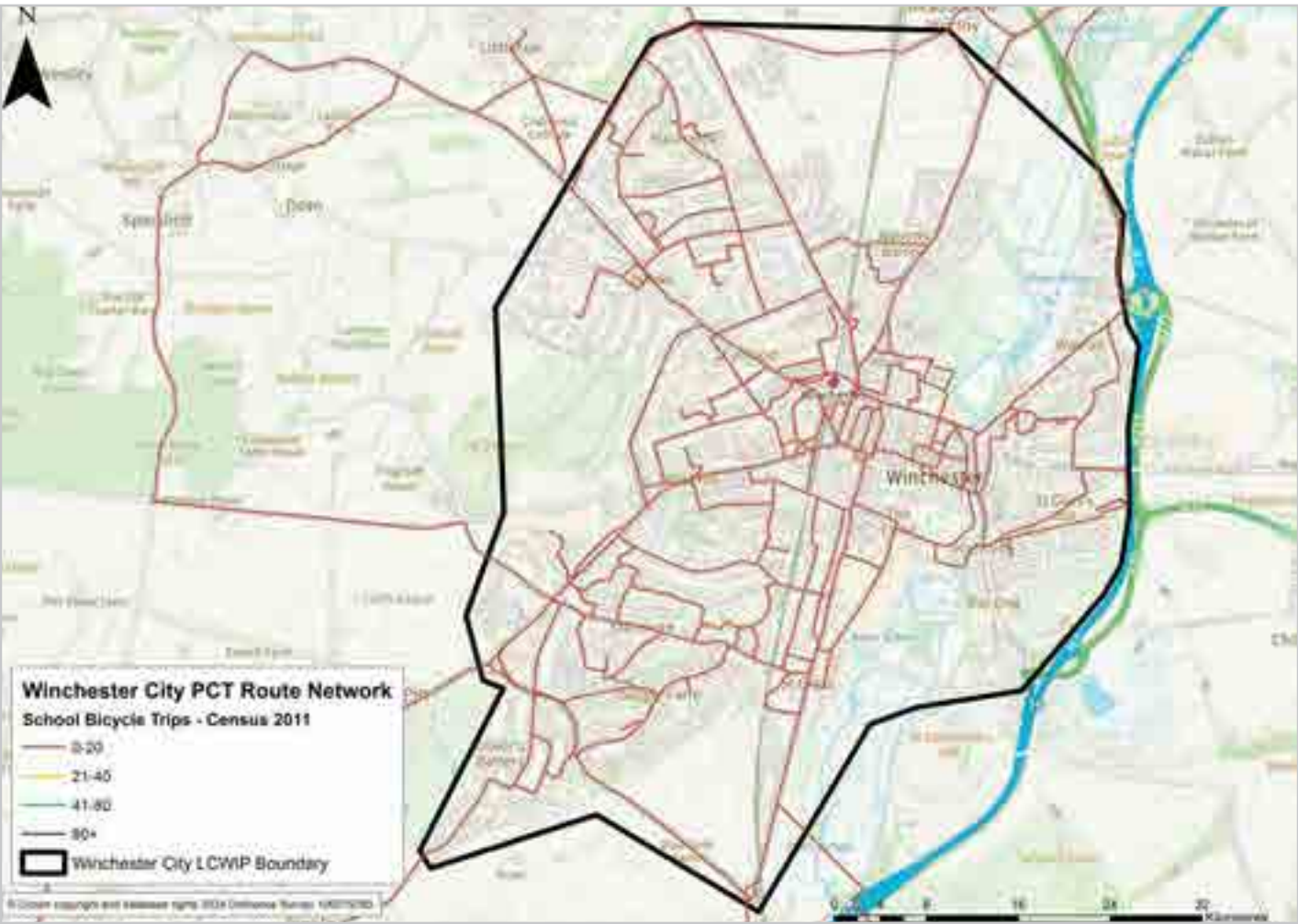


Figure 22 – PCT Route School, Census 2011



Figure 24 – PCT Route School Go Dutch

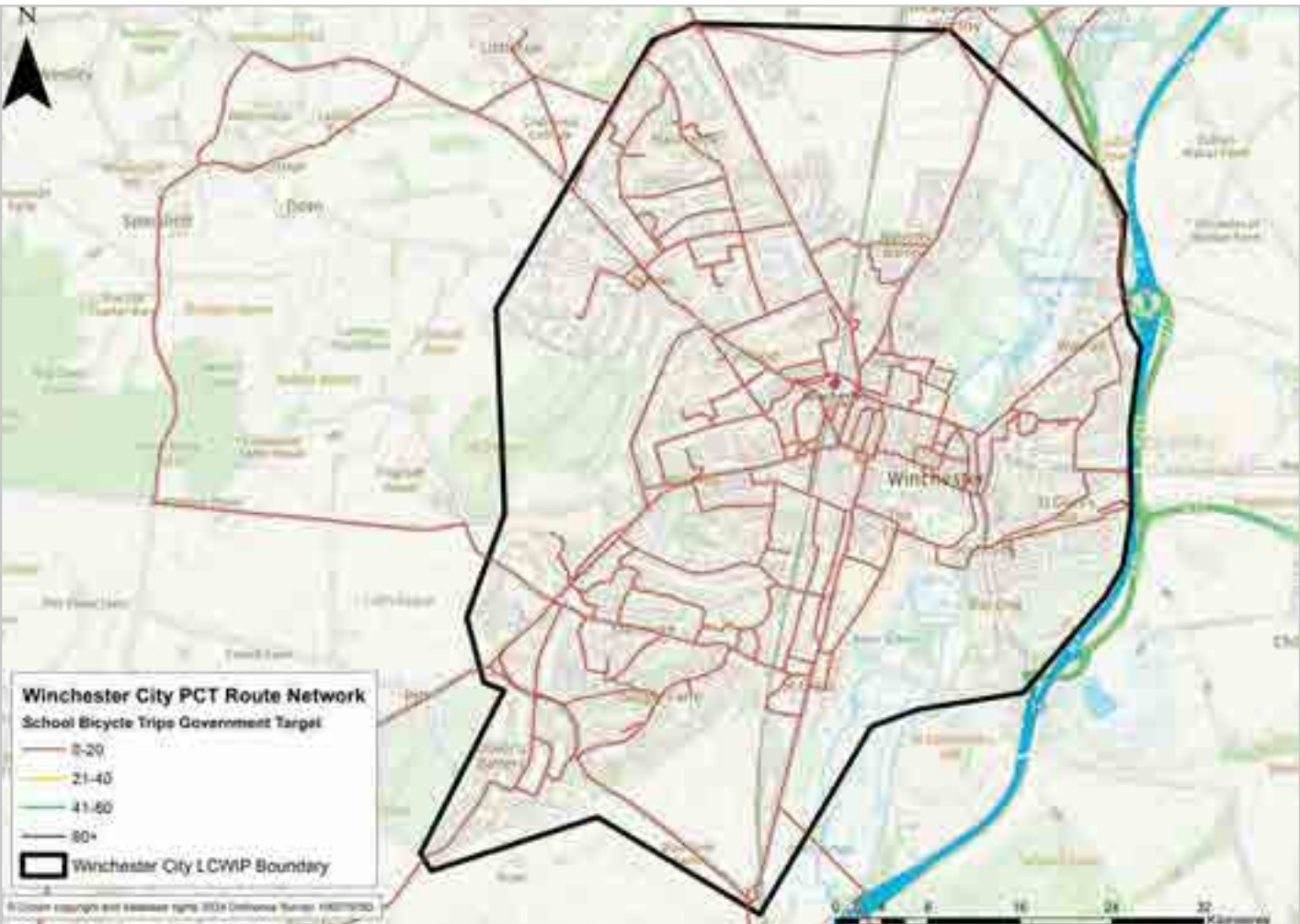


Figure 23 – PCT Route School Government Target

PCT short car trips

One weakness of the PCT cycle commute model is that it is based on existing trips by bike and will tend to emphasise those routes that are already being used. The target market for new cycle trips is people currently driving short distances to work. This map shows the car trips under 5km from the Census 2011 travel to work data, mapped to the best available roads.

The reduction of short car trips is key to achieving the carbon reduction targets set out in Hampshire’s Local Transport Plan 4 (LTP4). To achieve 2030 carbon reduction targets there will need to be a mixture of policy measures and supporting infrastructure to enable people to travel by walking, wheeling, cycling and using public transport. Key to this is the need to achieve a reduction of 10% in total vehicle kilometres between 2019 and 2030. The improvements to the walking and cycling network in this LCWIP will make it safer and more convenient to reduce the use of cars for short journeys in Winchester.

As Figure 25 shows, a lot of the roads within the city boundary are used for short car journeys. Improving the infrastructure for walking and cycling in the city could help to convert some of these short car journeys to walking and cycling journeys. Lots of the routes highlighted on the map correlate to the cycling network and CWZ in this LCWIP.

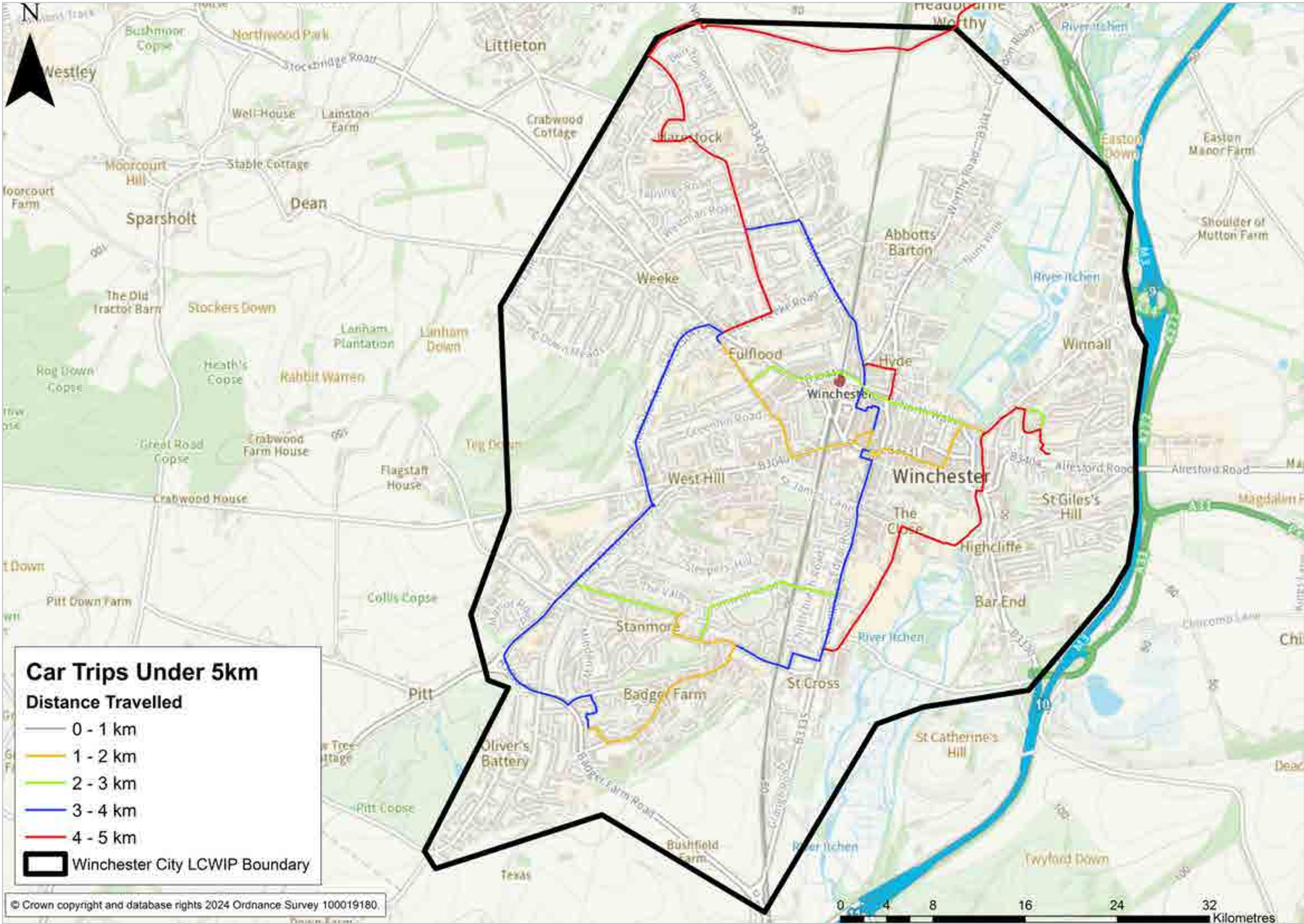


Figure 25 – Car trips under 5km

Mini-Holland engagement

The Mini-Holland Feasibility Study was developed in line with LTP4 guiding principles and supports some of the priorities set out in the Winchester Movement Strategy – it has also been informed by early engagement from stakeholders. The Mini-Holland Feasibility Study shows how current barriers to walking, cycling and wheeling limit current active travel choices.

Within the feedback received from stakeholders were comments including safety concerns for people walking and cycling due to the speed and volume of motor traffic combined with the limited space available, particularly in the more central areas of Winchester City. Parked cars and other barriers including bridges were also raised along with a lack of crossing facilities.

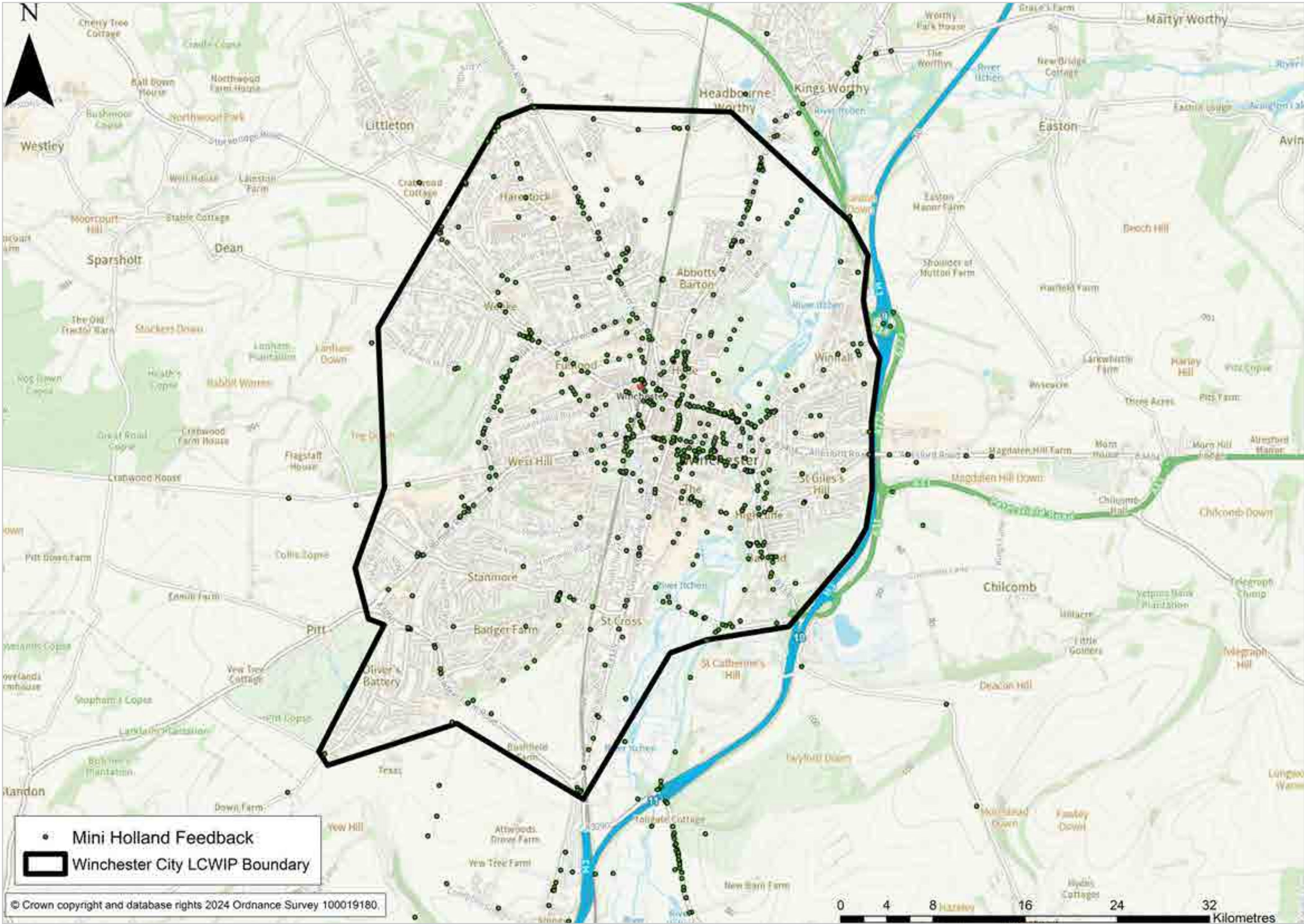


Figure 26 – Mini-Holland feedback

Walking audit (Core Walking Zone)

Walking interventions toolkit



Dropped kerbs w/tactile paving
Necessary to create inclusive, accessible crossing points for pedestrians.



Wayfinding
Providing signage with key destinations helps improve the legibility of the pedestrian network.



Raised table
Raised tables at junctions reduce speeds of turning vehicles at side roads or across the entire junction.



Signalised crossing
Signal-controlled crossings comprising either a Pelican/ Puffin for pedestrians or a Toucan which can be shared between pedestrians and cyclists.



Zebra crossing
Pedestrian priority crossing requiring motorists to give way to pedestrians.



Public realm improvements
Adding green infrastructure such as planters, rest areas, cycle parking and other placemaking interventions creates a more welcoming environment for pedestrians.

All images provided by Sustrans unless otherwise noted.

Walking interventions toolkit



Parallel crossing

Similar to a zebra crossing, but with a separate parallel cycle crossing alongside the zebra crossing.



Traffic calming

Measures to create slower speed environments can include build-outs, road humps, chicanes and planters.



One-way systems

Reallocating space from the carriageway to support wider footways, cycle facilities and vehicle parking. Can help increase cycle network permeability.



20mph speed zones

Lower speed limits and lower speed zones create safer environments for all, may need to be combined with infrastructure and enforcement changes to ensure compliance.



Continuous footway

Continuous footways extend across side roads at the same level and use coloured paving materials, pedestrians have priority over motor vehicles.

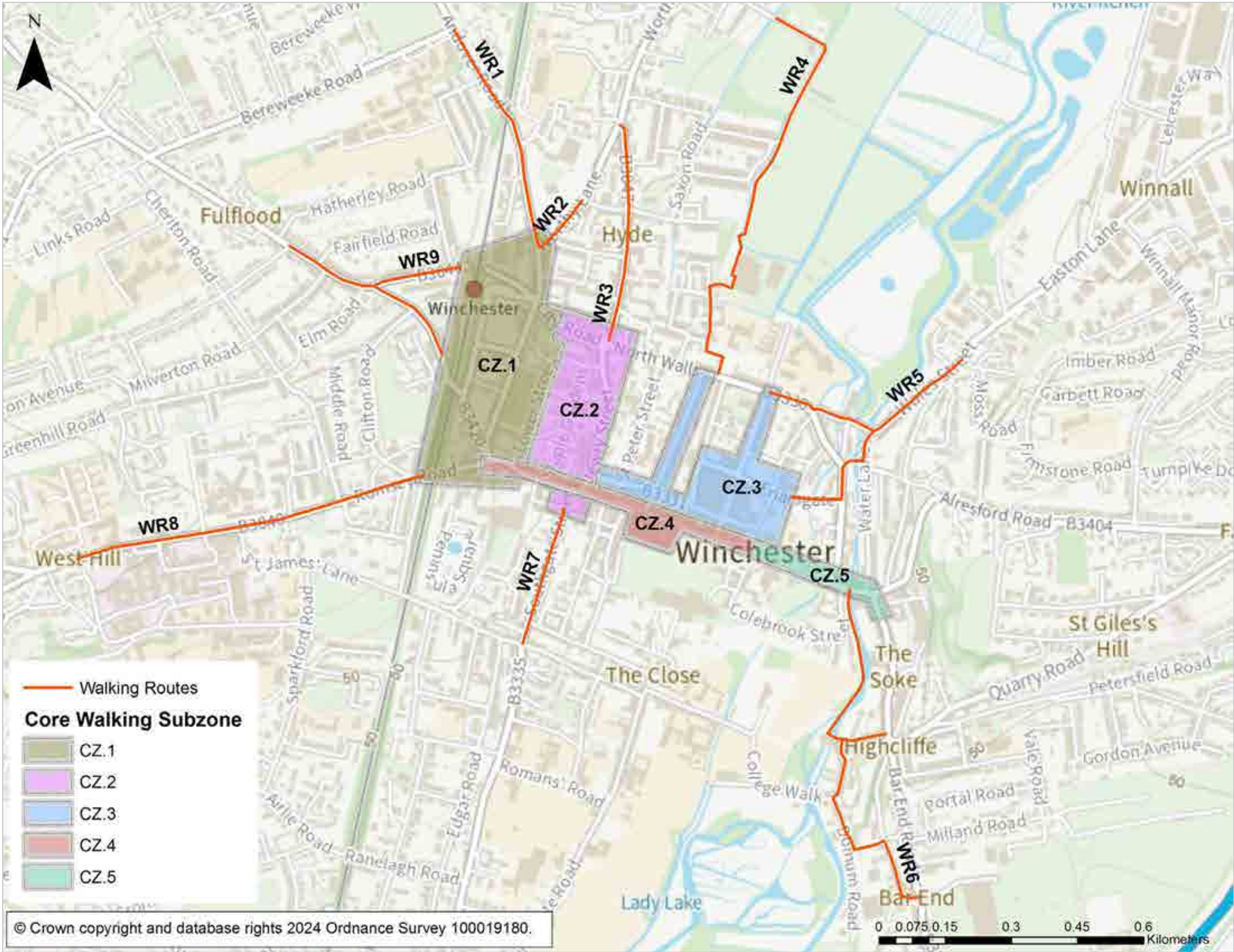


Modal filter

A bollard or planter in the carriageway which people can travel past by walking or cycling. Helps create a low traffic environment by restricting access to motorised through-traffic.

All images provided by Sustrans unless otherwise noted.

Winchester City Centre Core Walking Zone and routes map



Central City Core Walking Zone 1

Zone description

The Core Walking Zone (CWZ) in Winchester City is shown on the map on the preceding page. It runs from Stockbridge Road and Romsey Road on its western extent to Bridge Street on its eastern side. On its northern extent it includes Parchment Street and Upper Brook Street which link to North Walls and at its southern extent it includes The Square. It contains a number of key destinations including Winchester Railway Station, the High Street, the Theatre Royal, The Brooks shopping centre, The Broadway and The Guildhall. There are other key destinations located just outside the CWZ boundaries; these include the Cathedral, a cinema, Winchester School of Art and the Winchester Sports and Leisure Park.

The roads within the CWZ are covered by a 20mph speed limit (apart from the Southgate Street which has a 30mph speed limit).

Winchester Railway Station is a key trip attractor which had over 3.5 million entries and exits between April 2022 and March 2023. It is located within a short walking distance of the City Centre. Trains run from here to a number of destinations including Basingstoke, Southampton, Portsmouth and London. It is only an hour from Winchester to London Waterloo which makes the station popular with people commuting to London.

Winchester city centre is an important employment and retail centre and serves a wide catchment area. There are a number of key employers here including Winchester Law Courts, Hampshire County Council, Winchester City Council and other employers including banks, estate agents and retail units. There are also other key employment locations that are within close proximity to the CWZ including the Royal Hampshire County Hospital, the University of Winchester, the Winchester Sports and Leisure Park and the prison.

The primary shopping area is located on the High Street, the majority of which is pedestrianised. There is also a shopping centre 'The Brooks' which is located in the east of the CWZ, just north of the High Street.

The City Centre has a variety of cafes, pubs and restaurants and there is a concentration of these along Jewry Street.

The city is also an important tourist destination as it is home to key historic and cultural sites including Winchester Cathedral (which is located in close proximity to the CWZ), The Great Hall, King Alfred the Great statue and the Buttercross. To support the tourist, business and education uses the city is also home to hotels, holiday rentals and student accommodation.

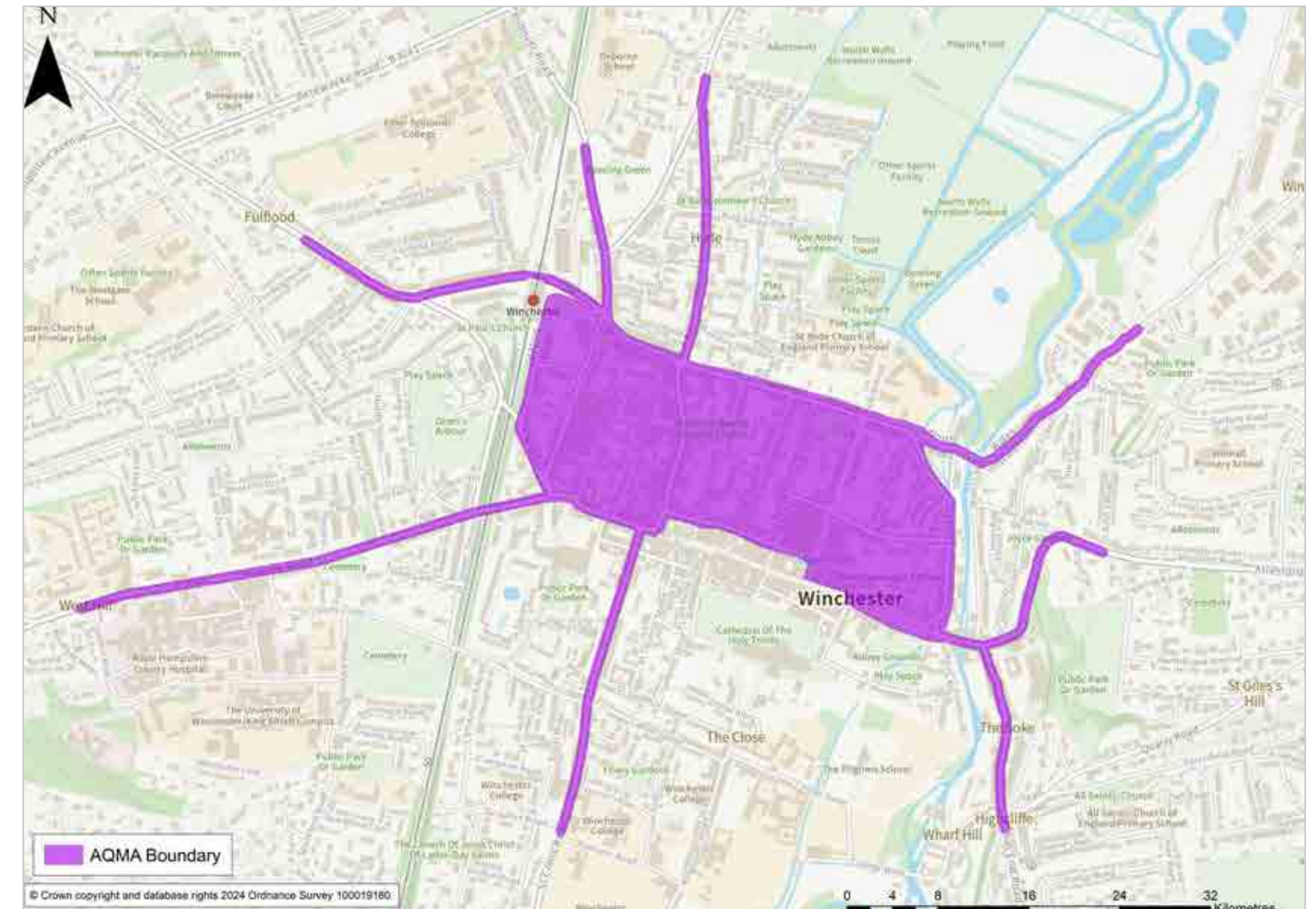


Figure 27 – Air Quality Management Area

Central City Core Walking Zone 1

The extents of the CWZ have been chosen as they include key walking connections to other important locations including the hospital, university, residential areas, sports and leisure park, open spaces, schools and colleges.

There are weekly markets on the High Street and Middle Brook Street, and an annual Christmas market which is held in the grounds of the Cathedral for approximately four weeks, which attracts more than 400,000 people each year.

The city also hosts a number of events including half marathons, 10k road races, Santa fun runs, Criterium events and the Winchester Hat Fair – these events attract thousands of people to Winchester City.

The majority of the CWZ also falls within the city’s Air Quality Management Area – as shown in Figure 27 above.

There are several strategic development sites (outlined in Figure 15) here, the most relevant to the CWZ are Central Winchester Regeneration and Station Approach.

Methodology

For audit purposes the CWZ has been divided into five sub-zones (see map on next page);

CZ1.1 Newburgh Street, Sussex Street, Tower Street

CZ1.2 Jewry Street and Staple Gardens

CZ1.3 St George's Street, Friarsgate, Parchment Street and Middle Brook Street,

CZ1.4 High Street and The Square

CZ1.5 The Broadway and Bridge Street

– there is a high degree of connection between the zones.

Walking routes

Feedback received during the consultation included the desire to see walking routes that feed into the CWZ. The Winchester LCWIP Feasibility Study included walking routes and the feedback was clear that this was something that should be included in the walking audit.

As a result, 9 walking routes have been added to the LCWIP. They have been audited and the audits are now included after the walking zone sub section audits.

The walking routes are:

- WR 1 Andover Road
- WR2 Worthy Lane
- WR3 Hyde Street
- WR4 Hillier Way
- WR5 Easton Lane
- WR6 Winchester Sports and Leisure Park
- WR7 St Cross Road/Southgate Street
- WR8 Romsey Road
- WR9 Stockbridge Road

The CWZ and routes have been considered using the categories from the Walking Route Audit Tool (WRAT) and the indicators from the Healthy Streets tool to provide an assessment. Locations identified for improvements are shown on the maps at the start of each sub-zone and route and are detailed in the following paragraphs.

The core principles for consideration in the WRAT are:

- attractiveness;
- comfort;
- directness;
- safety;
- coherence.

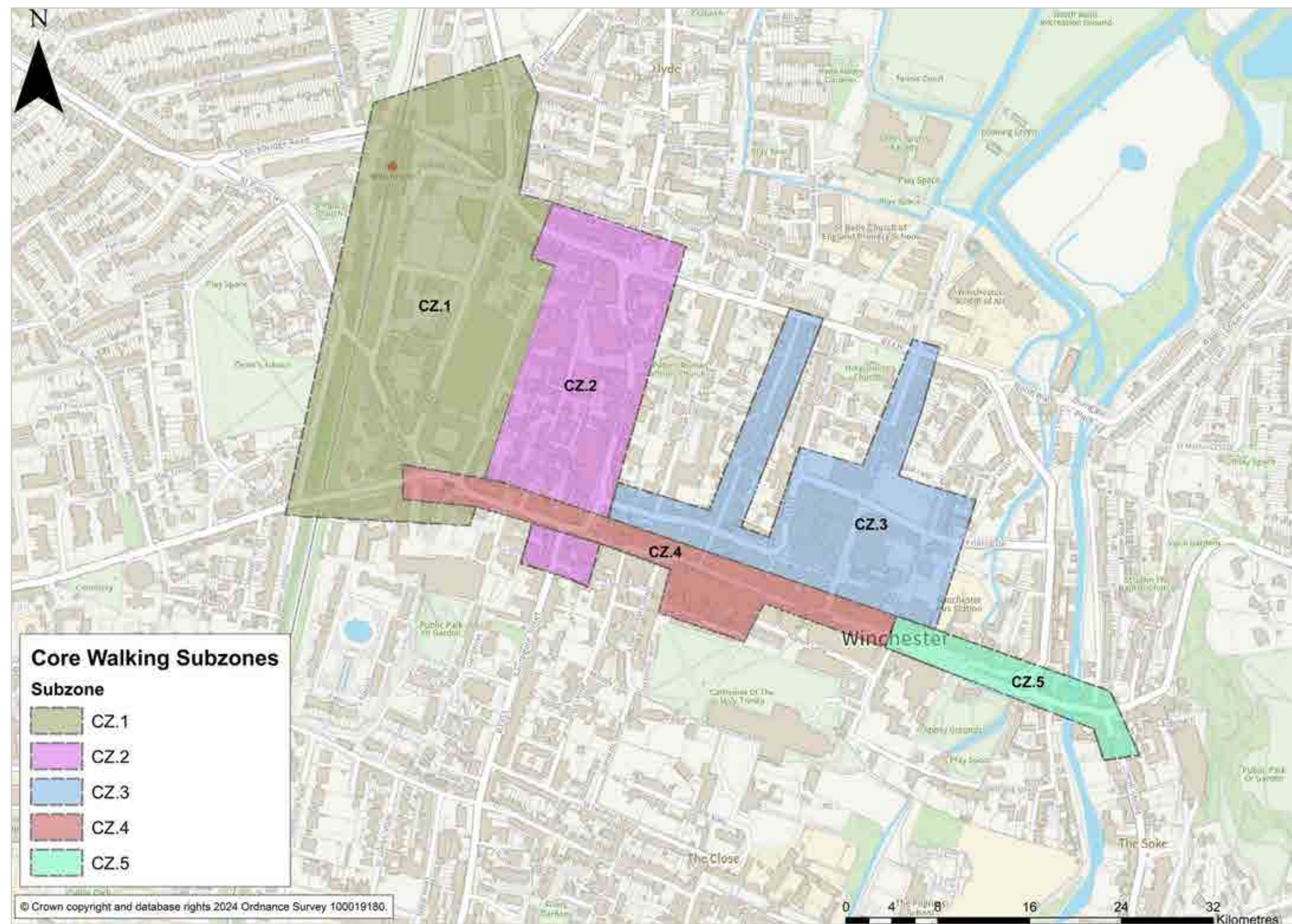
The core principles for consideration in the Healthy Streets Check are:

- everyone feels welcome;
- easy to cross;
- shade and shelter;
- places to stop and rest;
- not too noisy;
- people choose to walk, cycle and use public transport;
- people feel safe;
- things to see and do;
- people feel relaxed;
- clean air.

Other documents that form part of the evidence base of this CWZ and routes are listed below. Where relevant, references have been made to these documents/ proposals:

- Walking routes and proposed improvements developed in the Winchester LCWIP Feasibility Study;
- Mini-Holland Feasibility Study options;
- Winchester Movement Strategy;
- Movement and Place Plan;
- Winchester City Vision (City Vision/One Great Win);
- Winchester Walking Strategy

Central City CWZ Sub-Zones



City Zone 1.1 Newburgh Street, Sussex Street and Tower Street



City Zone 1.1 Newburgh Street, Sussex Street, Tower Street, Upper High Street

Existing conditions

This section of the CWZ includes Newburgh Street, Sussex Street, Tower Street and also includes key links to other roads such as Romsey Road, Stockbridge Road and Andover Road. The majority of the roads in this part of the CWZ are also bus routes. Key destinations in this section include Winchester Railway Station, HCC offices and the Tower Street multistorey car park.

There is a lot of car parking provision within or immediately adjacent to this part of the CWZ, which includes the Tower Street (515 spaces) and Gladstone Street car parks (105 spaces), which are within the CWZ, and the railway station (411 spaces) and Worthy Lane car parks (150 spaces), which are immediately adjacent to the zone. This combined provision provides nearly 1,200 spaces. Due to the high volume of car parking in this location, lots of people drive to this part of town to either take the train or to walk into town or nearby locations. Therefore, it is important that the walking provision in this location is able to meet the needs of the high number of people walking here.

This section of the CWZ also has links to Oram’s Arbour (via Upper High Street) which is a large and well-used open space surrounded by residential development. There are links here to the proposed Fulflood Liveable Neighbourhood scheme. This scheme looks to

enhance the area and make it more people rather than traffic focused (Figure 28) and making the area more pleasant to walk and cycle. The concept of liveable neighbourhoods in Winchester is supported by the Mini-Holland Feasibility Study.



Figure 28 – Fulflood Liveable Neighbourhood boundary

Part of the area around the railway station including the Worthy Lane and Cattle Market car parks (Figure 29) is known as Station Approach and is one of the strategic allocations in the emerging WCC Local Plan. It is just over 7ha with a mix of uses including car parks and some buildings. The site is allocated in the emerging Local Plan as a mixed-use site to include approximately 250 dwellings. The future of the site will be guided by a masterplan. In the draft policy in the Regulation 19 Local Plan, one of the criteria for the site is to ensure ‘The proposals make a positive contribution towards improving the area as a key entrance to the town centre,

enhancing the public realm, enabling people to walk and cycle for most everyday trips and improving those links to the railway station, the surrounding area and other key destinations.’

This regeneration site provides a good opportunity to improve the walking and cycling provision in this area, which is especially important as it is a key gateway to the city for a significant number of people.



Figure 29 – Station Approach Regeneration Area

Whilst not within the boundary of the CWZ, there are other destinations within close proximity including Peninsula Square, Winchester Register Office and Winchester Law Courts.

Barriers to walking

This section of the CWZ includes two major junctions (Carfax and the High Street/Romsey Road/B3420

junction) which form barriers to walking. The Carfax junction is a very busy, loud, wide signalised junction, with numerous signal-phased and short pedestrian crossing times. If you need to cross more than one arm, this can take quite some time. There is an underpass on one arm, but there is no natural surveillance here. The pavements are also uneven in some places.

The High Street/Romsey Road/Upper High Street B3420 junction is located directly outside the Hampshire County Council offices and is a key crossing point. There is on-street parking here and no pedestrian priority in this location. To the east and north of the mini roundabout there are narrow refuge islands. The location of the dropped kerbs and tactiles encourages people to cross on Upper High Street immediately next to the mini roundabout with high traffic flows and no clear priority for people crossing. Visibility in this location for people crossing is also poor due to the building line obscuring the views along with on-street parking, in particular making it difficult to see motor traffic approaching from the Romsey Road arm.

Romsey Road is a well-used walking route to the hospital, university and the prison. The road is on a fairly steep gradient, with narrow pavements with very little space for passing. It is traffic dominated, noisy and not a pleasant place to walk. In spring 2024, a puffin crossing was installed as part of a trial scheme at the junction of Romsey Road with Clifton Terrace¹. This crossing is now planned to be upgraded to a toucan crossing and made permanent.

1 Clifton Terrace Crossing, Winchester | Transport and roads | Hampshire County Council (hants.gov.uk)

The railway line is a major barrier in this part of the CWZ. It creates severance and means there are limited opportunities to cross. Where there are opportunities to cross, these are usually narrow due to over and under bridges (as on Upper High Street and Stockbridge Road respectively). The City Vision suggested that the walking connection from the railway station to Westgate via Upper High Street could be improved.

The eastern extent of Stockbridge Road has been included in the CWZ as it is a route to Peter Symonds College from the railway station. A significant proportion of students use the train to get to Winchester to attend the College. In 2022, new steps were installed to aid people walking from the railway station to the College; however, these are still a barrier for people who have mobility issues or those using a buggy or wheelchair.

Tower Street is home to the police station and one of the access points to the Tower Street car park along with some residential properties. As with other streets in this location it is traffic dominated with narrow pavements, no formal crossing facilities or formalised priority for people walking. At the Tower Street/High Street junction there are dropped kerbs indicating a crossing point, but due to the existing road layout and building lines, the visibility for people crossing in this location is poor.

Steep gradients are a barrier to people walking in this part of the CWZ, in particular on Romsey Road and Station Hill; there are also limited opportunities to stop and rest. Narrow pavements are a repeated feature of this part of the CWZ. It is not a relaxing or comfortable experience to walk here.

Potential options

CZ1.1.1

At the Clifton Terrace junction with Romsey Road, the Mini-Holland Feasibility Study suggested signalisation with early release for cycles. There is currently a temporary puffin crossing here: **Clifton Terrace Crossing, Winchester | Transport and roads | Hampshire County Council (hants.gov.uk)**. This crossing is planned to be upgraded to a toucan and made permanent.

CZ1.1.2

Due to the steep gradient on Romsey Road, opportunities to provide places for people to stop and rest should be investigated, along with opportunities to widen the pavements where space allows. Ensure that people walking have clear priority at side junctions including Queens Court by installing a continuous footway. The Winchester LCWIP Feasibility Study looked at Romsey Road as a route and suggested introducing continuous footways at crossover locations throughout the route to provide priority for people walking.

CZ1.1.3

The mini roundabout at the Romsey Road/High Street/Upper High Street junction has been identified in the Mini-Holland Feasibility Study, the Winchester LCWIP Feasibility Study and the City Vision, to create a safer environment for people walking and cycling. Options for this include upgrading to a signalised junction with crossing provision on each arm, widening pavements and tightening the junction to reduce vehicle dominance and decreasing crossing distances.

Another option proposed is to introduce zebra crossings on all arms and widen the pavements where possible. Replacing the roundabout road marking with a central island would improve vehicle deflection and reduce speeds.

CZ1.1.4

Investigate opportunities to improve the environment around the Westgate. Options could include introducing places to stop and rest (this is important as it is at the top of a steep hill), painting the bollards (as seen in The Square) to create a better sense of place. Enhance wayfinding and introduce street trees to provide shade and shelter. The Winchester City Vision supports the creation of a new public open space in this location.

CZ1.1.5

At the junction of Upper High Street and Sussex Street there is a monument (the Plague Monument) situated on a traffic island. There are dropped kerbs and tactile tiles located at two points here, one is located just off the mini roundabout and the other closer to the monument. The crossing closest to the mini roundabout has poor visibility but this would be addressed by the Mini-Holland suggestion (as set out in CZ.1.1.3). The second crossing point is not on the desire line and consideration should be given to locating this closer to the monument and the bus stop on Upper High Street where more people want to cross and upgrading it to a zebra crossing. Consideration could also be given to closing the arm from Sussex Street to Upper High Street to motor vehicle traffic.

CZ1.1.6

On Upper High Street between Sussex Street and Newburgh Street, the pavements are very narrow on the western side (the Winchester LCWIP Feasibility Study suggested these could be widened). The street is predominantly residential with car parking on the western side and parking restrictions on the eastern side. There is a bus stop which is regularly used – a new crossing point could be considered here.

CZ1.1.7

The Winchester LCWIP Feasibility Study had a number of suggestions to improve the environment for people walking on Upper High Street and Newburgh Street, these included:

- providing a raised side road entry treatment at Newburgh Street;
- installing a pedestrian crossing on Station Road at Newburgh Street;
- introduce a raised junction at Upper High Street/bridge junction to facilitate pedestrian crossings at all arms of the junction and slow vehicular traffic;
- consider a continuous footway treatment across the side road entry (Upper High Street bridge) to further prioritise pedestrian movement along the main route to the railway station;
- remove the right turn movement from Sussex Street to Upper High Street to reduce traffic on Upper High Street and eliminate a pedestrian crossing point;
- integrate the Plague Monument into the expanded public realm. Introduce zebra crossings to provide pedestrian priority.

CZ1.1.8

The Winchester LCWIP Feasibility Study suggested converting Sussex Street and Gladstone Street from one-way to two-way vehicular traffic to reduce traffic on Upper High Street and support a more pleasant walking and cycling route. A formal crossing on Sussex Street to the HCC offices should be explored – on-street parking is currently a barrier to this. The existing continuous footway over the Tower Street car park could be raised. The turning lane into the car park could be removed, and pavements widened.

CZ1.1.9

At the junction of Gladstone Street and Sussex Street there is a traffic island to aid crossing. Traffic flows are high here and split either side of the island. Traffic is coming down hill and can therefore be quite fast. There is no pedestrian priority here but there are high pedestrian flows as this is a route into the City Centre and the Hampshire County Council offices. It is not an easy or comfortable place to cross. There are missing tactiles, and the refuge island is on a slope. The dropped kerbs and tactiles not located where people want to cross. Re-design the junction to reduce traffic speeds and prioritise walking by introducing zebra crossings or other formal crossings.

CZ1.1.10

On Gladstone Street, the pavements are very narrow. To improve the provision for people walking, consider reducing the width of the road and widening the pavements. Add a continuous crossover over the Gladstone Street and records office car park entrance and exit points.

CZ1.1.11

The gradient of Sussex Street, especially between the Carfax junction and Tower Road is very steep, and the surface quality is poor in places. To make using this street more comfortable, options could include resurfacing and installing places for people to stop and rest, introducing some street trees which could also make the area more attractive and provide shade and shelter.

CZ.1.1.12

At the northern end of Sussex Street there is access to an underpass. This subway has ramped and stepped access points. The tunnel is lit and painted with artwork. During the audit no one was observed to use this, instead people choose to use the at-grade pedestrian crossings at the Carfax junction. The surfacing within the underpass could be improved and the walls which lead to the tunnel could be painted using local artists to make the space more welcoming and attractive. CCTV could also be installed here which may help people feel more comfortable using the underpass.

CZ1.1.13

Improve the crossing provision at the Tower Street/High Street junction. Consider relocating signage away from the middle of the pavement. Consider rationalising the parking provision outside the police station to reallocate the space to provide wider pavements, this is especially important due to the structural pillars of the police station building which are in the middle of the existing pavement.

CZ1.1.14

At the Tower Street car park entrances and exits on Tower Street and at the Tower Street junction with Cross

Street, raise the continuous crossings to give people walking clear priority and a more comfortable and safe crossing point.

CZ1.1.15 The Carfax junction (B3330/B3420/B3044)

Is a difficult and intimidating location to cross. Consideration should be given to redesigning the junction in line with the Mini-Holland Feasibility Study and the Winchester LCWIP Feasibility Study suggestions to ensure people walking are prioritised. These include tightening the junction radii and optimising the signal timings to extend the green man phase. Improve landscaping features which would provide a more attractive environment and reduce the dominance of motor vehicle traffic. By making the junction smaller it would ensure people can cross more easily and safely and increase the attractiveness of walking in this area.

Additionally, the junction could be improved by introducing diagonal crossing phases, and countdown timers so people crossing know they have adequate time to cross safely.

Cycle route 300 passes through this junction and the potential option to improve conditions for people cycling through the Carfax junction is to upgrade it to a Cyclops junction (see description on page 153). The design of this junction should take into account the needs of people walking and cycling.

CZ1.1.16

The area in the vicinity of the railway station (Station Road/Station Hill) has a very wide road and whilst there

are traffic restrictions in place (access only for buses and taxis) motor vehicle movements have been prioritised over people walking here. There is a controlled crossing point at the bottom of Station Hill and an uncontrolled crossing point about halfway up Station Hill.

This area could be improved by enhancing the wayfinding and ensuring the design of the area makes everyone feel welcome. Installing planters which also have seating built in to them would give people opportunities to stop. Consider redesigning the space to include elements which provide shade and shelter for people waiting.

Explore reallocating road space (wide and additional lanes) to walking space, consider a large formal crossing on the desire line directly outside the station entrance, and consider more planting and benches.

The Winchester LCWIP Feasibility Study suggests that improvements in this location could include widening the pavement along the west side of Station Road (retaining wall likely required). Reviewing the profile of the pavements and considering modifications to improve the gradient to make walking in this location easier (e.g., similar to the profile of the road).

The City Vision suggests improvements to the arrival experience in Winchester could be achieved by creating a new public open space outside the main entrance on Station Hill, improving walking connections and wayfinding from the railway station to the City Centre via Station Road/Newburgh Way and Station Hill, City Road/Jewry Street.

City Zone 1.1 Newburgh Street, Sussex Street and Tower Street

Note, there is also a desire line running diagonally from the railway station to Gladstone Street/Tower Street junction, which is stepped, but provides a pleasant walking environment away from the traffic with significant tree planting. Ensure this route is enhanced through the development of Station Approach.

CZ1.1.17

The CWZ boundary has been drawn to include the southern section of Andover Road as this is a key link to the Worthy Lane car park (forming part of the future Station Approach development) and a number of retail and business units. The Mini-Holland Feasibility Study and the Winchester LCWIP Feasibility Study suggest that the junction of Andover Road/Worthy Lane should be tightened and raised with the addition of zebra crossing or a refuge island on Andover Road and Worthy Lane.

CZ1.1.18

A continuous crossing along with a tightened junction radii could be introduced at the Andover Road/Victoria Road junction to improve priority for people walking – this is supported by the suggestions in the Winchester LCWIP Feasibility Study.

CZ1.1.19

The railway bridge on Stockbridge Road is a barrier to people walking. There is pavement on the northern side in the tunnel but it is narrow and the experience of walking through here is not comfortable. To improve conditions here, the Winchester LCWIP Feasibility Study suggested exploring the option for shuttle working through the tunnel. Reducing the tunnel to one formal general traffic lane would allow the existing pavement to be widened. Improvements to the tunnel itself, such as additional lighting and repainting, would brighten the space, improve perceptions of personal safety, and create a more attractive route. Consider repainting the tunnel walls, potentially using local artists to incorporate a mural/public art into the space.



CZ1.1.2 – Romsey Road/Queens Court junction



CZ1.1.5 – Upper High Street/Sussex Street junction



CZ1.1.3 – Romsey Road/High Street/Upper High Street roundabout



CZ1.1.6 – Upper High Street



CZ1.1.1 – Romsey Road/Clifton Terrace junction – trial scheme



CZ1.1.4 – The Westgate



CZ1.1.7 – Upper High Street/Sussex Street junction

City Zone 1.1 Newburgh Street, Sussex Street and Tower Street



CZ1.1.8 – Sussex Street



CZ1.1.11 – Sussex Street



CZ1.1.14 – Tower Street car park entrance on Sussex Street



CZ1.1.17 – Andover Road/Worthy Lane junction



CZ1.1.9 – Sussex Street/Gladstone Street junction



CZ1.1.12 – Access to subway on Sussex Street



CZ1.1.15 – The Carfax junction



CZ1.1.18 – Andover Road/Victoria Road junction



CZ1.1.10 – Gladstone Street car park entrance



CZ1.1.13 – Tower Street/High Street junction

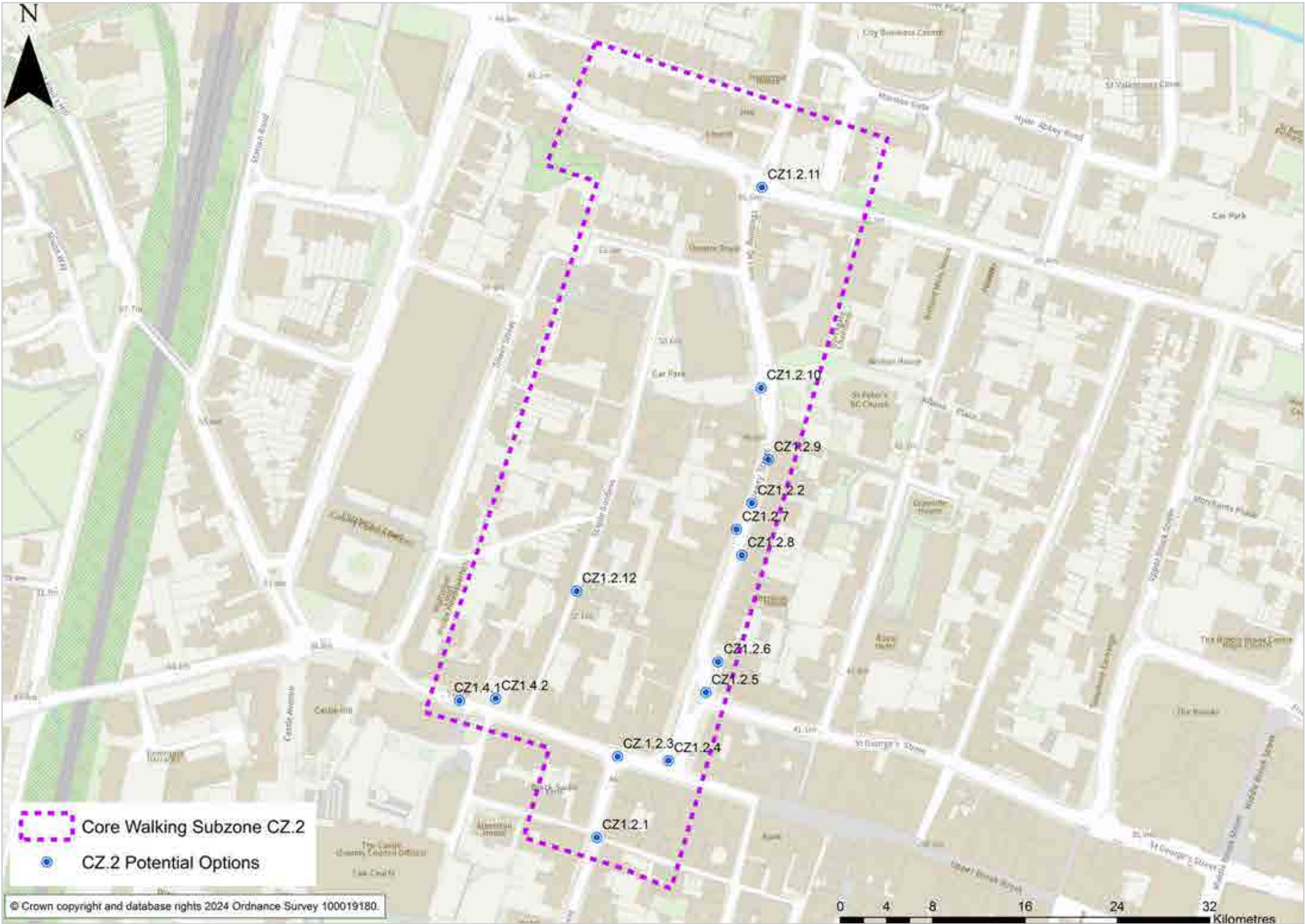


CZ1.1.16 – Station Hill



CZ1.1.19 – Railway Bridge on Stockbridge Road

City Zone 1.2 Jewry Street and Staple Gardens



City Zone 1.2 Jewry Street, Staple Gardens and the northern end of Southgate Street

Existing conditions

Jewry Street is one of the key streets in Winchester city centre. It is characterised by a number of restaurants and is also referred to as the food quarter. The Arc (library and exhibition space) and the Theatre Royal are here. There are a number of business and retail units located on Jewry Street including estate agents and solicitors, as well as two churches. Jewry Street is an important walking and motor vehicle route and forms part of the city’s one-way system. It is also a bus route with stops located outside the Arc.

Staple Gardens is a one-way street that can be accessed by motor vehicle traffic from Tower Street. It is a very narrow street with narrow pavements. It is predominantly residential and has parking restrictions in place as well as some bollards to reinforce the restrictions on the western side of the road. These bollards restrict the already limited width of the pavement and could make it difficult for people walking if they are using a buggy or wheelchair. This street has a lower footfall than Jewry and Southgate Streets, although is used as a cut through due to the alleyways which connect to Jewry Street. At its northern extent, Staple Gardens connects to Jewry Street via a section of road that has a modal filter.

Only a small section of Southgate Street falls within the CWZ. This part of Southgate Street is a mixture of residential and commercial properties consisting mainly of estate agents and hair and beauty businesses. It is a well-used walking link to the city and connects to the only cinema, located just outside the CWZ. It is also a key route into the city for motor traffic accessing the city from St. Cross Road.

Barriers to walking

Narrow pavements are a frequent feature. The Jewry Street/High Street junction is wide and has heavy traffic flows. This is a well-used crossing point but people have to cross three lanes of traffic with no formal crossing and poor visibility due to the road alignment here.

Jewry Street is a one-way street, wide in parts, and is dominated by motor vehicle movements. It is also a bus route and there are loading and taxi bays located near the junction of Jewry and St. George’s Street. Due to the limited number of loading bays in the city, this is well used but reduces the width of the pavement for people walking and visibility can be tricky.

A number of the restaurants on Jewry Street use some of the pavement space outside their units for tables and chairs, which in places take up a significant proportion of the pavement, restricting the space available for people walking.

Pavements are often uneven, there is little shade or shelter, there are few/no places to stop and rest, and there are a number of pinch points, e.g. at Brasserie Blanc.

There are limited opportunities for people crossing Jewry Street with formal provision only at the far ends of the street.

Potential options

CZ1.2.1

To improve the walking experience along Southgate Street, resurface the pavements and raise the continuous footways over the junction with St. Clement Street on the east and west side of the road. The Mini-Holland Feasibility Study suggested that in this location an option would be to raise the whole staggered junction at Clement Street/Southgate Street Junction.

CZ1.2.2

There are very few crossing points along the length of Jewry Street, especially the middle section. Explore opportunities to increase the crossing provision.

CZ1.2.3

Enhance the crossing at the Southgate Street/High Street junction. This could be achieved by installing a raised table and reducing the wait for the green man, to give clear priority to people walking.

CZ1.2.4

At the junction of Jewry Street/High Street, the crossing point to access the top end of the High Street is currently informal and people must cross three lanes of traffic. It can be difficult to cross as it is on a bend and visibility is limited.

The Mini-Holland Feasibility Study and the Winchester LCWIP Feasibility Study suggested improvements to this location could be achieved by reducing the lanes on the westbound junction approach from two lanes to one. The lane reduction would allow the southern pavement of High Street to be widened significantly, improving pedestrian comfort through a high activity area and strengthening the connection along a strong desire line between the City Centre and the proposed reconfiguration of High Street to the west. The City Vision suggested that a new public space could be created at the junction of Jewry Street and High Street.

If lanes are reduced, the median strip could be removed, and pavements widened further to reduce the overall crossing distance. Due to traffic flows, a signalised crossing may be required, but may not be feasible due to the proximity to existing signals.

CZ1.2.5

Options to improve the junction of St. George’s Street and Jewry Street include removing the guardrail, extending the existing refuge island to the St. George’s Street junction, removing a traffic lane and reallocating this space to widen the pavements, and changing the current two-stage crossing to a one stage crossing. These potential options are supported by the Mini-Holland Feasibility Study and the Winchester LCWIP Feasibility Study.

City Zone 1.2 Jewry Street and Staple Gardens

CZ1.2.6

The area outside Turtle Bay has a fairly wide pavement with some street furniture including seating, cycle parking, planting and bins. This space could be redesigned to improve the layout and make more of a feature of the space. The loading bay could be converted to a parking pad using the same materials as the pavement, so that when it is not needed for deliveries and taxis, it can be used for walking. This option would need to ensure that space prioritises people walking.

CZ1.2.7

Consider widening the pavements by reallocating road space (preferable) or rationalising the pavement furniture (less preferable) e.g. tables and chairs, A-boards and street clutter associated with the bars and restaurants along Jewry Street.

CZ1.2.8

Where there are vehicle crossovers or existing continuous crossovers along Jewry Street, ensure that the layout prioritises people walking by installing continuous crossings, or raising the existing ones.

CZ1.2.9

On the eastern side of Jewry Street, between Goadsby and Wagamama, a section of the road has been extended to allow for loading without vehicles blocking the road. Due to the design of this it may be unclear to pedestrians what the purpose of this space is. Explore alternative loading facilities so that the pavement in this section can be widened.

CZ1.2.10

At the entrance to the car park on Jewry Street and at the junction of Jewry Street and Tower Street improve and raise the continuous crossings to enhance priority for people walking. This option is supported by the Winchester LCWIP Feasibility Study.

CZ1.2.11

At the junction of Jewry Street/Hyde Street it is difficult to cross, with a very small refuge island in the middle which overflows with college students at certain times of the day.

The **Mini-Holland Feasibility Study** and the **Winchester LCWIP Feasibility Study** suggest improvements to this junction for people walking could include a modal filter to close the Hyde Street arm and a re-design of the junction to ensure that there is more pavement space and to reduce the number of two-stage crossings. The City Vision also supports improvement in this location.

CZ1.2.12

Remove bollards to increase the usable pavement width and improve the surface quality on the pavements, which in some places is very uneven.



CZ1.2.1 – Southgate Street



CZ1.2.4 – Jewry Street/High Street junction



CZ1.2.2 – High Street between Tower Street and Southgate Street



CZ1.2.5 – Jewry Street/St. George's Street junction



CZ1.2.3 – Southgate Street/High Street junction



CZ1.2.6 – Jewry Street – outside Turtle Bay



CZ1.2.7 – Jewry Street – furniture reducing available pavement width



CZ1.2.10 – Jewry Street/Tower Street junction



CZ1.2.8 – Vehicle crossover on Jewry Street



CZ1.2.11 – North Walls/Hyde Street/Jewry Street/City Road junction

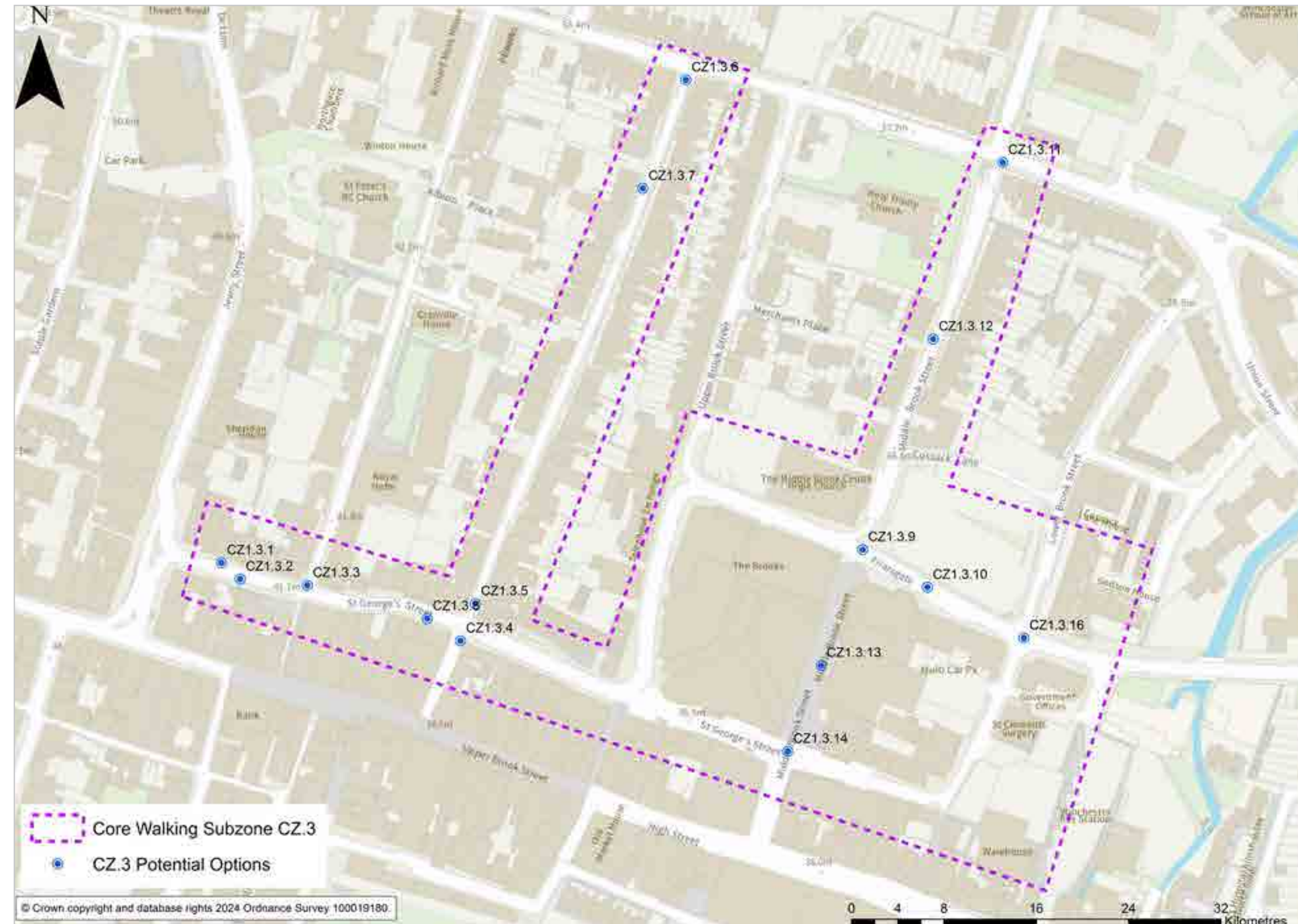


CZ1.2.9 – Extended pavement on Jewry Street



CZ1.2.12 – Staple Gardens

City Zone 1.3 St. George's Street, Friarsgate, Parchment Street and Middle Brook Street



City Zone 1.3 St. George’s Street, Friarsgate, Parchment Street and Middle Brook Street

Existing conditions

St. George’s Street runs parallel to the High Street and is part of the one-way system which sees very high flows of motor vehicle traffic accommodated in two lanes; it is also on a bus route. It is a noisy and unpleasant environment to walk in, with sporadic active frontage.

The eastern end of St. George’s Street has more active frontage than the western section. Pavement widths vary along this road – in some places they are fairly wide and in some locations are very narrow and restricted by building lines and street clutter. St. George’s Street is also a bus route.

The crossing at the junction with Jewry Street is addressed in City Zone 1.2.

The non-residential section of Upper Brook Street and the majority of Friarsgate fall within this section of the CWZ. Upper Brook Street between St. George’s Street and Friarsgate is a motor vehicle dominated environment. There is very little active frontage here as The Brooks shopping centre is predominantly inward facing, with the back side and service yard facing onto Middle Brook Street and Friarsgate.

Parchment Street and Middle Brook Street are both one-way streets which are links from the central retail zone of the city out to North Walls and the residential area to the north of the city. Parchment Street is a mixture of

retail at the southern end and residential at the northern end. It has narrow pavements on both sides of the road. There are parking restrictions near the shops and, as the street becomes more residential in nature, there are parking bays located along the eastern side of the street. There are a number of informal crossing points located along Parchment Street. There are good levels of natural surveillance due to the shops and houses fronting onto the street. There is an experimental scheme which is due to be implemented in autumn 2025 for Parchment Street to introduce contraflow cycling.

St. Peter’s car park is located close to the boundary of the CWZ near Parchment Street. This car park is allocated in the emerging Local Plan for approximately 30 dwellings. It is important that links from this site to the city are considered for people walking. As part of the draft policy for this site, in the emerging Local Plan one of the access criteria states that **‘The proposals should be designed to create a permeable place and be based around sustainable modes of travel that maximise the opportunity for walking, cycling and public transport which connect to the surrounding area/PROW/cycle network, landscape and designated heritage assets and links to Winchester Railway Station, the City Centre and Park and Ride facility’**.

Middle Brook Street is predominantly residential although it does have places of worship located at both ends. It is a key link from the High Street to the former River Park Leisure Centre site (which is allocated in the emerging Local Plan for education use), Winchester School of Art and the River Park Recreation Ground.

Another allocation in this section of the CWZ is Central Winchester Regeneration (CWR). CWR is located between the High Street and Friarsgate. The site is approximately 4.5ha and is currently a bus station and associated buildings. It is allocated as a mixed-use redevelopment site for approximately 300 dwellings. The draft policy in the WCC Regulation 19 Local Plan set out that the development must **‘improve access for people walking and cycling and they must also improve conditions in The Broadway, and where possible remove traffic from the site (except for servicing)’**.

These sites offer opportunities to improve the provision for people walking in the CWZ as part of their design.



Figure 30 – Central Winchester Regeneration (CWR) Site

Barriers to walking

The pavements in this section of the CWZ are narrow in places which mean people walking are very close to high volumes of motor vehicle traffic. This section is noisy and vehicle dominated. St. George’s Road is a barrier to people crossing and creates a high degree of severance in the City Centre. This part of the CWZ currently has more movement function than place function. It is the part of the city that people pass through but do not dwell due to the lack of active frontage and generally unwelcoming conditions.

There are few crossing opportunities on St. George’s Street and Friarsgate, although of the limited provision most are signalised.

Other barriers to people walking here include the poor-quality surfacing, steep gradient in parts and servicing of units. In particular the loading bay behind McDonald’s is a difficult area to navigate with high numbers of vehicle movements crossing the pavement in this location.

Potential options

CZ1.3.1

The Winchester LCWIP Feasibility Study suggested that wayfinding could be improved across this subsection. This could include directional signage to key locations like the railway station, High Street and sports and leisure park.

CZ1.3.2

There is very little active frontage especially at the western end of St. George’s Street, so an option to improve this area could include using the blank spaces/ dead frontages on the rear of the High Street units for

City Zone 1.3 St. George’s Street, Friarsgate, Parchment Street and Middle Brook Street

community art projects to make the environment more inviting and to give people things to look at when walking through this area. This would make the street scene more attractive and welcoming.

CZ1.3.3

As suggested in the Mini-Holland Feasibility Study, a potential option could be to introduce continuous footways at the St. Peter and Parchment Street junctions with St. George’s Street. The Akins Feasibility Study also suggested this measure at the Parchment and St. George’s Street junction, to improve continuity of the route and better link to the Parchment Street retail area with the core of the City Centre.

CZ1.3.4

There is an informal loading bay at the Parchment Street/ St. George’s Street junction, which is well used. Options including last mile deliveries using cargo bikes could be investigated to reduce the use of this space.

CZ1.3.5

The southern section of Parchment Street is characterised by shops and sees fairly high volumes of people walking. To improve the space for people walking and crossing here, the Winchester LCWIP Feasibility Study suggested raising the road to pavement level within the retail section of Parchment Street and to use different materials to delineate space for different users, and consider corduroy paving along the carriageway edge.

CZ1.3.6

There is a raised table crossing at the Parchment Street and North Walls junction; however, it is not located where

people would choose to cross. The Winchester LCWIP Feasibility Study suggests that this could be relocated closer to the junction to better align with the desire line for people walking along North Walls.

CZ1.3.7

The northern end of Parchment Street is predominantly residential and there is parking provision for residents on-road along the western side. A review of on-street parking could be considered and where possible pavement widening. The Winchester LCWIP Feasibility Study suggests that vehicle access could be restricted to local residents and servicing only, to reduce traffic flows.

CZ1.3.8

Along St. George’s Street, look to review/relocate street clutter – signs, posts, bins etc or relocate so they don’t constrain the usable pavement width. This is especially important due to the volumes of motor vehicle traffic that use this road to allow people as much usable pavement width as possible.

CZ1.3.9

As suggested in the Mini-Holland Feasibility Study, widen and upgrade the crossing at the Middle Brook Street/ Friarsgate junction to a toucan. Declutter the area by removing things including the guard railing. There is a scheme being progressed in this location to improve the crossing facilities for people walking and cycling.

CZ.1.3.10

Friarsgate is a major barrier and severance issue in this part of the CWZ. In line with the recommendations in the Winchester LCWIP Feasibility Study, investigate

reducing the road from two to one lane which would reduce the crossing distance and provide the opportunity to reallocate this space to increase the pavement width along Friarsgate. This area is also being looked at as part of the CWR scheme.

CZ1.3.11

The junction of Middle Brook Street/North Walls is a key crossing point and walking route for people walking to and from the City Centre. The Mini-Holland Feasibility Study and the Winchester LCWIP Feasibility Study suggest options here including a re-design of this area, a crossing (potentially a toucan) with continuous footway incorporating the Park Avenue junction, and relocating the raised table side road entry treatment of Middle Brook Street closer to the junction to better align with the desire line for people walking along North Walls.

CZ1.3.12

The pavement quality along Middle Brook Street is poor in places and to improve comfort and safety for people walking along here the pavement should be resurfaced (particularly on the western side). Look at opportunities to review the on-street parking along this road to reallocate space to people walking by widening the pavements. This option is supported by the Winchester LCWIP Feasibility Study.

CZ1.3.13

Middle Brook Street is an important connection from the High Street out to North Walls. The City Vision suggests improving the quality of this walking connection. Due to the space available here there is also the opportunity to increase the place function of this space. This could

be achieved by providing more place-making features including seating and planting and public art. There is an experimental scheme which is due to be implemented in autumn 2025 to allow cycling on this part of Middle Brook Street, which links to the crossing upgrade set out in option C1.3.9.

CZ1.3.14

The connection between Middle Brook Street and the High Street involves crossing Silver Hill. This location is part of the City Centre pedestrian zone; however, access for buses and taxis is permitted here. To reinforce priority and improve the safety of people crossing, the Winchester LCWIP Feasibility Study suggests providing a continuous, level crossing across Silver Hill to the High Street to delineate a continuous route for people walking. This area falls within the CWR scheme.

CZ1.3.15

There are currently limited connections from the High Street to the Cathedral. The Winchester LCWIP Feasibility Study looks to address this by suggesting opening access from the south end of Middle Brook Street to the Cathedral, enhancing the north/south visual continuity of the route and visual connections to the Cathedral, and strengthening the route as a primary north/south axis for people walking in the City Centre.

CZ1.3.16

The signalised crossing on Friarsgate near the Tanner Street junction could be relocated as it is currently not where people want to cross. A raised table could also be introduced to enhance priority for people walking. The Mini-Holland Feasibility Study supports these potential options.

City Zone 1.3 St. George's Street, Friarsgate, Parchment Street and Middle Brook Street



CZ1.3.2 – St. George's Street



CZ1.3.5 – Parchment Street



CZ1.3.8 – Street clutter/services on St. George's Street



CZ1.3.11 – Middle Brook Street/North Walls junction



CZ1.3.3 – Parchment Street/St. George's Street junction



CZ1.3.6 – Parchment Street/North Walls junction



CZ1.3.9 – Middle Brook Street/Friarsgate crossing



CZ1.3.12 – Middle Brook Street



CZ1.3.4 – Parchment Street – informal loading bay



CZ1.3.7 – Parchment Street



CZ1.3.10 – Friarsgate



CZ1.3.13 – Middle Brook Street



CZ1.3.14 – Middle Brook Street/Silver Hill crossing point

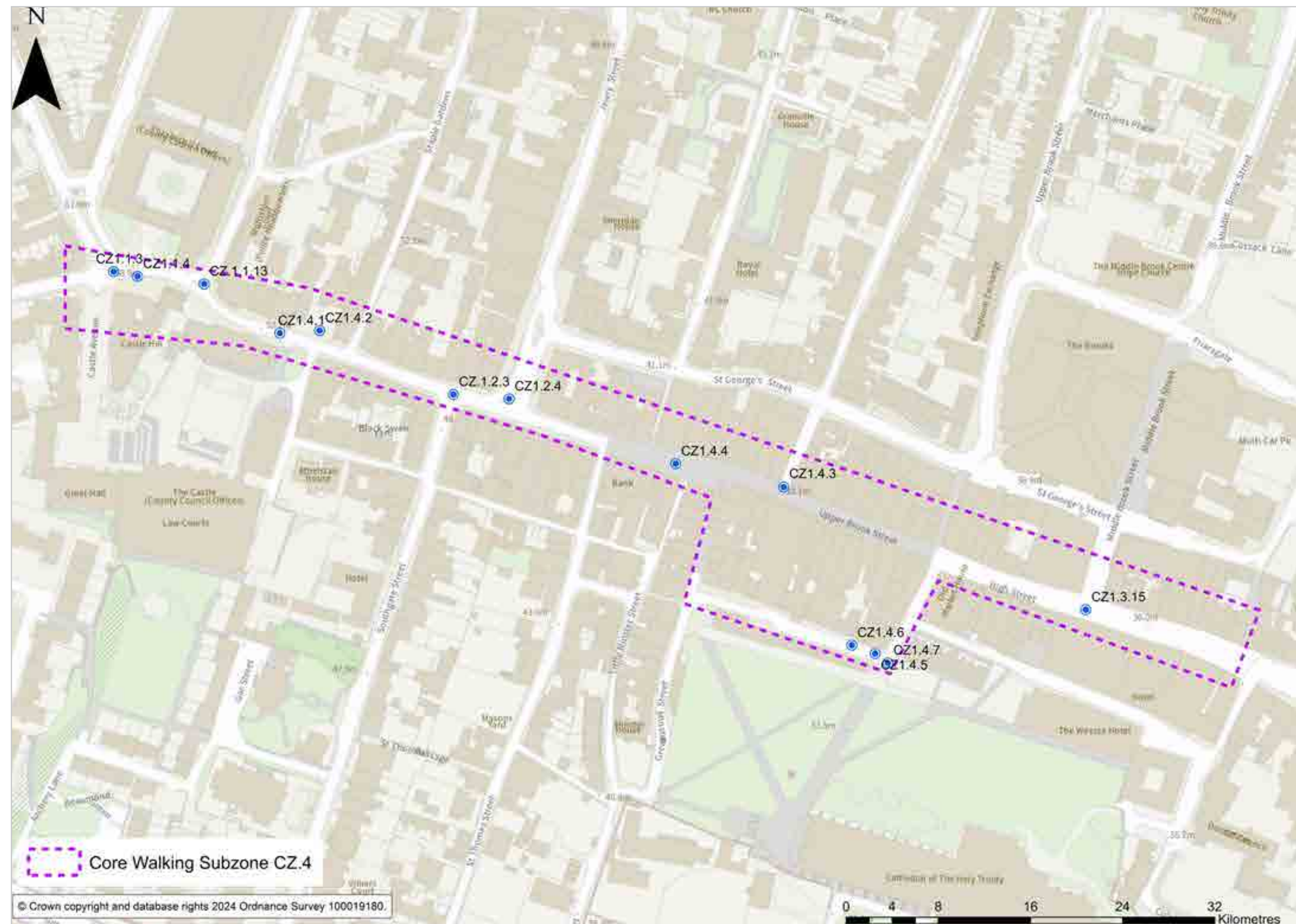


CZ1.3.15 – High Street



CZ1.3.16 – Friarsgate/Tanner Street junction

City Zone 1.4 High Street and The Square



City Zone 1.4 The High Street and The Square

Existing conditions

The High Street is the one of the primary destinations for people in Winchester. The majority of the High Street is pedestrianised and characterised by shops, cafes and restaurants. This section of the CWZ covers the High Street from its junction with Tower Street in the west to its junction with Colebrook Street in the east. At either end of the High Street are the County and City Councils’ offices respectively, which are both large employers in the city. The connections with Romsey Road and Jewry Street are covered in subsections 1.1 and 1.2 of this CWZ audit.

The eastern end of the High Street between Tower Street and Jewry Street is the only section of the High Street which is not pedestrianised. The pavement in this section is narrow in places and there are not many opportunities to stop and rest, especially considering the gradient here is fairly steep. Signage and other street clutter reduce the available pavement width in places, which could make it difficult for people to pass without having to stop or step into the road.

As covered in the overall zone description, the High Street is the main focus for the weekly markets in Winchester. These markets are popular and the High Street and Middle Brook Street are noticeably busier on market days (Thursday, Friday and Saturday and Sundays); however, the stalls and additional visitors on market days do mean that walking along the High Street on these days can be more difficult.

At both ends of the pedestrianised section of the High Street, there are anti-hostility barriers which double as seating and give people more options of places to stop and rest.

This section of the CWZ also covers The Square which is a popular destination in Winchester. It an important link through to the Cathedral. There is also a church located here on the cut through from the High Street to The Square. There are painted bollards which add interest and give people things to see and do.

It is an attractive area with a museum and a high concentration of cafes and restaurants, many of which have outdoor seating. Whilst this enhances the area and means people spend time in this location rather than just passing through, it does also mean that the usable pavement width in places is reduced and there can be conflict between people walking and deliveries in this location. There is a formal loading bay at the rear of Boots and an important, well-used walking link from the Buttercross on the High Street to access The Square and Cathedral.

During the COVID-19 pandemic, an experimental scheme was trialled in The Square (which has now been made permanent) which introduced a modal filter to reduce motor vehicle traffic flow. The scheme now operates Monday–Friday, 6–10pm and between 10am Saturday and midnight Sunday. The scheme has made the area better for people walking by reducing the flow of motor traffic and has increased the space available for the businesses to be able to have tables and chairs outside.

Barriers to walking

The High Street and The Square have the highest place functions in the CWZ, where people are prioritised over motor vehicles through the design of the space. There are, however, still some barriers to people walking. These include seating areas outside restaurants and cafes which reduce the available pavement width for people walking, combined with A-boards advertising businesses which can create pinch points and obstacles for people to navigate around.

The gradient is also a barrier in certain locations, specifically at the eastern end of the High Street for people walking to the railway station or Romsey Road towards the hospital and university from the City Centre.

Servicing of units on the High Street causes a barrier to people walking in some locations. There are very few loading bays in this section of the city and therefore loading sometimes takes place using informal loading bays. This informal loading bay is on the route for people walking through from the High Street and is very well used by both delivery vehicles and people passing through. Vehicles reversing in this area, especially large vehicles can be intimidating and difficult to navigate. Due to the limited amount of loading bays in the city and little access for servicing of units of the High Street, this bay is frequently used.

Potential options

CZ1.4.1

The High Street between Tower Street and Southgate Street has a steep gradient with narrow pavements and a busy central traffic lane. There are few opportunities

to cross safely. The Winchester LCWIP Feasibility Study suggests that this section of the CWZ could be reconfigured to prioritise people walking. To do this, options include raising the road to pavement level, with different materials used to delineate space for different users. Consider corduroy paving along the road edge for visually impaired users. These changes would provide wider pavements, and facilitate informal crossings between shops, and improve continuity with High Street, south of Jewry Street.

CZ1.4.2

Between Tower Street and Southgate Street there are opportunities to provide small place-making schemes outside Closs and Hamblin and the Westgate. This could include planters with seating for people to stop and rest, removal of some of the bollards (or painting them as has been done in The Square). Providing some landscaping to make this a more attractive area, which would also provide shade and shelter.

CZ1.4.3

The middle section of the High Street is pedestrianised while the sections either side of this are pedestrian/cycle zone between 10am-4pm (however access is allowed on market day for motor vehicles). Overall the majority of the High Street is fairly wide and a pleasant place to walk. However, there are some locations where street clutter, including A-boards, create obstacles to people walking. Consider removing/relocating A-boards on the High Street to increase the space for people walking.

City Zone 1.4 High Street and The Square

CZ1.4.4

Whilst there are a number of benches on the High Street which are well used, there are very few opportunities for shade and shelter (apart from the length of upper floor overhang). A potential option would be to increase the number of street trees on the High Street. This is supported by the Winchester Vision which suggests improving the public realm of the High Street.

CZ1.4.5

Whilst the current modal filter in The Square has resulted in a better environment for people walking, there are still conflicts between people walking and driving. Delivery vehicles using the turning head at the top of The Square are reversing where there are high flows of people walking. To further improve this area a potential option could be to close The Square to all vehicular traffic from the junction with Market Street during certain hours in the week, which would pedestrianise the entire area and improve safety, reduce noise and make the space more welcoming. This option would involve the removal of loading facilities so would need to investigate alternative means of servicing the retail units on the High Street. This could include bookable loading bays or last mile deliveries, e.g. the use of cargo bikes.

CZ1.4.6

Some of the bollards in The Square and Great Minster Street are painted. Continue this art on any unpainted bollards within the pedestrianised zone (if option CZ1.4.5 is implemented) to increase the interest and make the space feel more welcoming and to help delineate the pedestrianised area.

CZ1.4.7

There are a couple of connections to the Cathedral grounds from The Square. The entrance at the eastern end (at the Market Street junction) is one of these. A potential option to improve the space and make it more attractive could include changing the existing barrier and installing a gateway feature with improved signage/wayfinding.

This option aligns well with the City Vision which suggests creating more walking connections from the High Street to the Cathedral.



CZ1.4.2 – Space outside Closs and Hamblin



CZ1.4.5 – The Square



CZ1.4.3 – High Street



CZ1.4.6 – The Square



CZ1.4.1 – High Street between Tower Street and Southgate Street

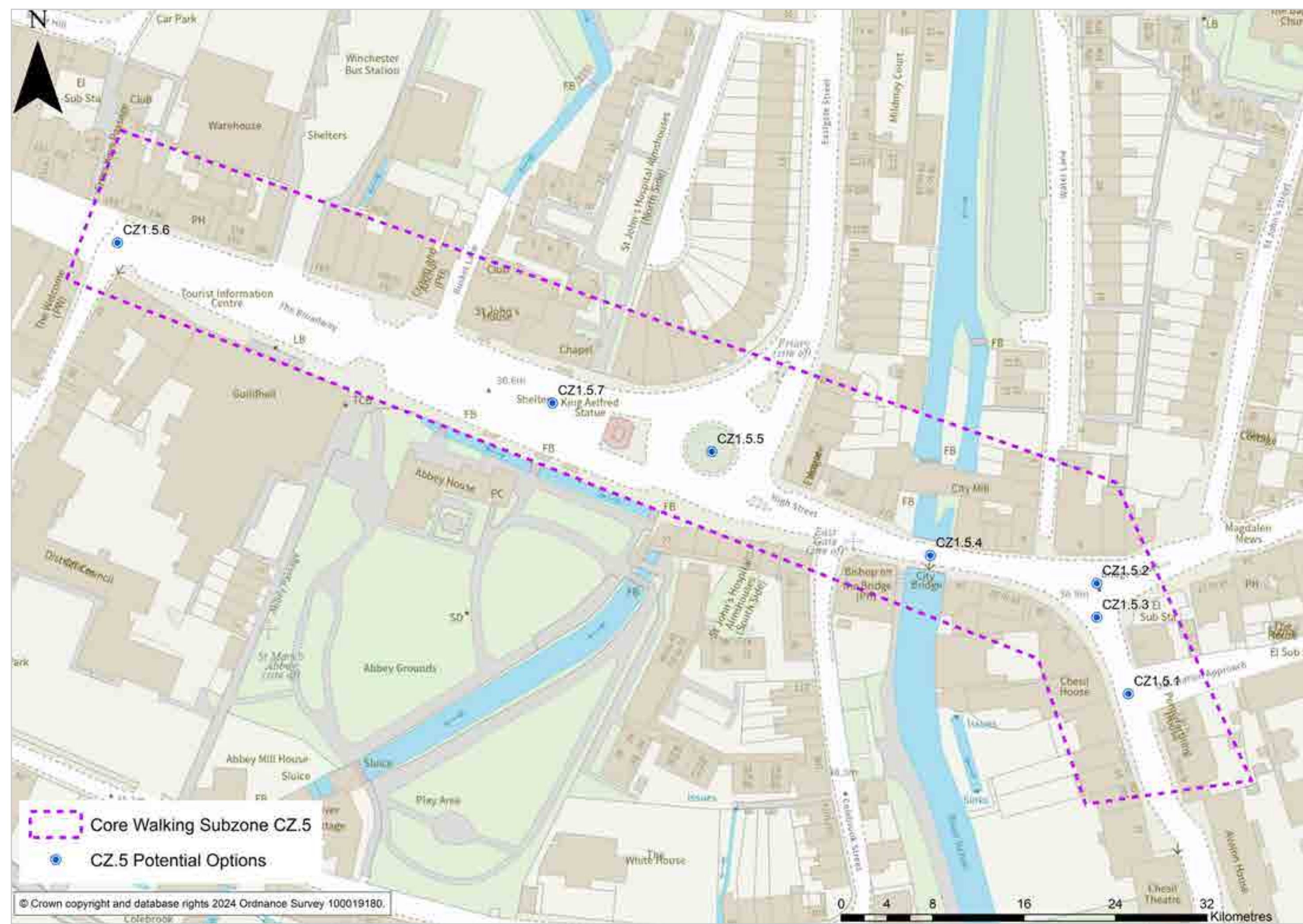


CZ1.4.4 – High Street



CZ1.4.7 – Entrance to the Cathedral grounds from The Square

City Zone 1.5 The Broadway and Bridge Street



City Zone 1.5 The Broadway and Bridge Street

Existing conditions

This section of the CWZ is an important gateway to the city for people walking.

Bridge Street consists of a very narrow section of road with busy roundabouts at both ends and City Bridge in the middle. City Bridge crosses the River Itchen and has very narrow pavements on both sides of the road.

The King Alfred the Great statue is located at the eastern end of The Broadway and is a significant reference point in the city. The Broadway is very different in character to Bridge Street as it is a very wide section of road with very well-used bus stops, access to Colebrook Street car park, car parking bays and a taxi rank. The main access to the bus station is also located on The Broadway, which means a lot of buses use this road.

This section of the CWZ has a high movement and place function.

Barriers to walking

This part of the CWZ is a very traffic dominated environment with a lot of buses and coaches using The Broadway to access the bus station. People queueing at the bus stops on The Broadway reduce the pavement space available for people walking, and it can be difficult to walk here when the bus stops are full of people waiting. This combined with very few crossing points and a wide busy road create a difficult space for people walking to navigate. Due to the limited crossing opportunities people often cross in potentially

unsafe locations. There is on-street parking located in the centre and the area is used for vehicles servicing the lower end of the city.

City Bridge is a barrier to people walking on an important route from the Chesil Street car park (616 spaces) to the City Centre, from residential areas and also accommodates high volumes of people.

Potential options

CZ1.5.1

The crossing point at the junction of Chesil Street/Old Station Approach could be upgraded with a raised table crossing. Old Station Approach could be redesigned to ensure people walking are given priority – this could be achieved through the use of coloured paving materials.

CZ1.5.2

The Bridge Street/Chesil Street roundabout road space is very wide. The City Vision sets out that the design of this roundabout should be improved to create a safer environment for people walking and cycling. The Mini-Holland Feasibility Study suggests this could be achieved by converting it to a signalised junction (including pedestrian/cycle crossing), tightening the junction and widening the pavement.

CZ1.5.3

Improve the quality of the pavement surface in this section of the CWZ.

CZ1.5.4

The City Vision suggests that the walking connections east–west across the River Itchen could be improved.

The Bridge Street Feasibility Study has identified two potential options for City Bridge. Option A includes the introduction of shuttle signals on City Bridge with priority signalling on Chesil Street and Option B is the introduction of a bus gate on City Bridge with priority signalling on Chesil Street. After testing against the objectives and modelling work was undertaken, Option B had the greatest impact in reducing the dominance of vehicular traffic and for improving safety and comfort for people walking and cycling, it is also the best policy fit with LTP4 and the WMS.

The Winchester LCWIP Feasibility Study suggested investigating the potential to reconfigure Bridge Street from two lanes to one lane with signalised shuttle working between Eastgate Street and Chesil Street, which could provide an opportunity to widen the pavement. The concept may also incorporate improvements to the junction with Chesil Street to improve pedestrian crossings and widen the pavement. Consideration has been given to a second bridge but due to a number of factors this is unlikely to be feasible. Delivery vehicles servicing businesses along Bridge Street means that the pavement width is reduced for people walking. Investigate oppotunities for a loading area here.

Cycle route 230 covers Bridge Street from Water Lane to the King Alfred roundabout and potential intervention 230.2.1 sets out that a bus and cycle gate could help to reduce levels of traffic to enable a mixed-traffic approach.

CZ1.5.5

The Mini-Holland Feasibility Study suggested that at the King Alfred roundabout the option of a bus gate should be investigated to reduce through-traffic. Improvements could also include the introduction of zebra crossings on each

arm of the roundabout. This is supported by the City Vision which states that the design of the roundabout junction by the King Alfred statue should be improved to provide a safer environment for people walking and cycling.

Cycle route 230 passes here and the potential option suggested to improve the conditions for people cycling at this location is to install a Dutch-style roundabout or a Cyclops junction.

CZ1.5.6

Install continuous crossings at the junctions in this section of the CWZ. This is especially important at the Colebrook Street junctions which does not have a continuous crossing as the visibility is restricted and the pavements are fairly narrow. This option is supported by the Winchester LCWIP Feasibility Study.

CZ1.5.7

The City Vision suggests that the design of The Broadway could be improved for people walking and cycling. This could be achieved, in part, by rationalising the parking bays by the King Alfred statue to reduce the width of the road in this section and increase the width of the pavements. The Winchester LCWIP Feasibility Study proposes to reconfigure The Broadway by reducing vehicular access, providing additional space for people walking, enhancing the public realm, and removing the roundabout at Eastgate Street.

Although the CWR site is partially located in this part of the CWZ, the majority is covered in City Zone 1.3 The Broadway and bus station which form part of the wider regeneration area. As part of the CWR scheme, walking and cycling should be prioritised through the site.

City Zone 1.5 The Broadway and Bridge Street



CZ1.5.1 – Crossing at Old Station Approach/Chesil Street



CZ1.5.4 – City Bridge



CZ1.5.7 – The Broadway



CZ1.5.2 – Roundabout at Chesil Street/Bridge Street junction



CZ1.5.5 – Bridge Street/The Roadway/Eastgate Street roundabout



CZ1.5.8 – The Broadway



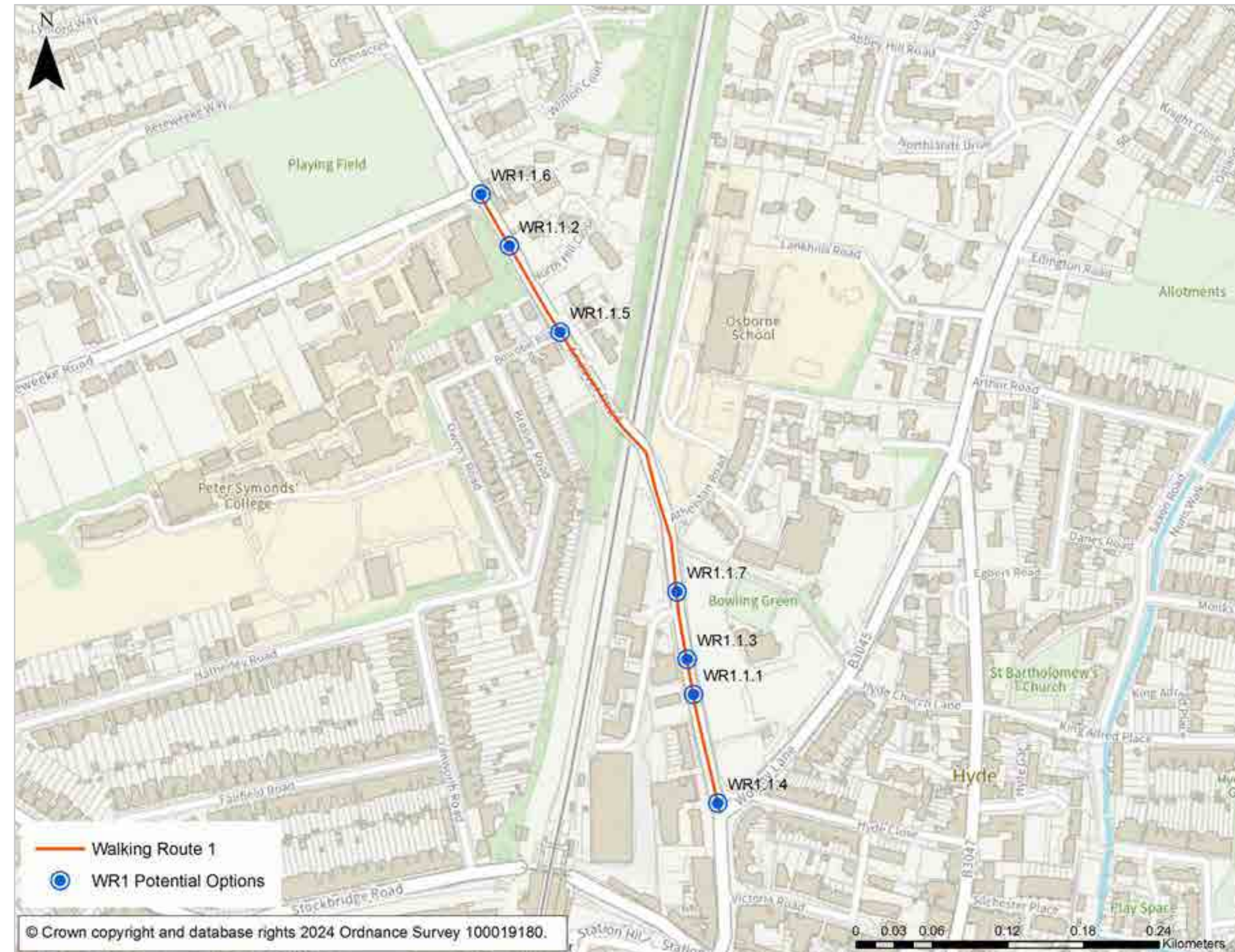
CZ1.5.3 – Chesil Street



CZ1.5.6 – The Broadway/Colebrook Street junction

Walking Routes

Walking Route 1 – Andover Road to Core Walking Zone subsection 1



Walking Route 1 – Andover Road to Core Walking Zone subsection 1

Route Description

The route starts at the junction of Andover Road and Bereweeke Road and continues south to the junction with Worthy Road where it connects into walking zone subsection CZ1. It is a route that connects the city centre with Peter Symonds College and residential areas along Andover Road.

Background

The Winchester Mini Holland Feasibility Study and Winchester LCWIP Feasibility Study has suggested interventions along this route which have been discussed as and when appropriate in the potential options.

There are eight bus services that can be accessed along route 280. These are the 461, 7, 64X, 68, 85, 86, 851 and 852. These bus routes connect Winchester with Sparsholt, Alton, Peter Symonds, Stockbridge, Andover and Sparsholt College.

Existing Conditions

To the north it connects with routes to the residential areas of Fulflood, Weeke and King's Barton. Along this section of Andover Road there is a 30mph speed limit. Pavements have limited width and in some sections along the eastern side of the road there is no pavement provision. The route is tree lined. Traffic volumes and pedestrian flows are high and there is street lighting.

A pedestrian crossing with guard rails and tactile paving is located south of Athelstan Road which provides a connection to a pedestrian route north of The Cattle Market Car Park to Worthy Lane. There is on-street parking along the eastern side of the road between Athelstan Road and Worthy Lane.

A gap in the fencing along the western boundary of The Cattle Market Car Park allows people walking to take a route through the car park to access Worthy Lane.

Key destinations from this route include Peter Symonds College, student accommodation, car parking, retail and commercial units, Osborne School, Winchester Bowls Club and residential areas.

At the southern point of this route, opposite the junction with Worthy Lane there is an area of off-street parking and access points to commercial properties.

Barriers to Walking

Although there are pavements, at points these are narrow, and street furniture such as bins and bus stops narrow the space even more. Vegetation along the western side between Bereweeke Road and the railway bridge is overgrown, narrowing pedestrian space.

The access to the Andover Road Retail Park is a wide and the tactile paving and surfacing is poor.

The delineation of the pavement, poor surface quality, dropped kerbs and the parking area and access points at the commercial area opposite the Worthy Lane junction makes it difficult for people walking to navigate.

There are also a number of signposts within the pavement causing obstruction. Service vehicles are known to park and block the pedestrian space.

There is only one crossing point on this section of route and this is located further south on Andover Road than the two pedestrian routes into Peter Symonds College.

Potential Options

WR1.1.1

Extend the 20mph speed limit further north and improve the pavement surfacing where required to improve the experience for people walking along the route.

WR1.1.2

Cut back vegetation at the northern end of the route to ensure maximum pavement width and review the position of street furniture along the length of the route.

WR1.1.3

There is an existing route for people walking that is located behind the Cattle Market Car Park linking Andover Road and Worthy Lane, however it is narrow and poorly lit with steps at the Worthy Lane end and no natural surveillance. People walking often take a route through the car park in the gap in the fencing to Worthy Lane. As The Cattle Market Car Park forms part of the proposed Station Approach development, a strategic allocation within the emerging Local Plan, a pedestrian route across the site should be incorporated into any design.

WR1.1.4

In conjunction with the landowner, review the layout of the access points, parking and pavement at the commercial area opposite the Worthy Lane junction with Andover Road to improve the experience for people walking, and the access point to the Andover Road Retail Park.

WR1.1.5

This route forms part of Walking Route 4 of the Winchester LCWIP Feasibility Study. The Study suggested introducing a zebra crossing in the vicinity of Boscobel Road to link the southbound bus stop and footway along the eastern side of the road with destinations on the east, including Peter Symonds College. Continuous crossings to enhance pedestrian priority along Andover Road was suggested. It also suggested the provision of a new route between Andover Road and the railway station car park in the vicinity of the Jolly Farmer pub, reducing the speed limit to 20mph from Park Road and to resurface footways.

WR1.1.6

The Mini Holland Feasibility Study suggested tightening and raising the junction of Andover Road and Bereweeke Road and adding a zebra crossing.

WR1.1.7

To guide people walking along the route provide wayfinding signage to the main destinations.

Walking Route 1 – Andover Road to Core Walking Zone subsection 1



WR1.1.2(a) – Andover Road



WR1.1.3(b) – Cattle Market car park gap in fence



WR1.1.2(b) – Andover Road

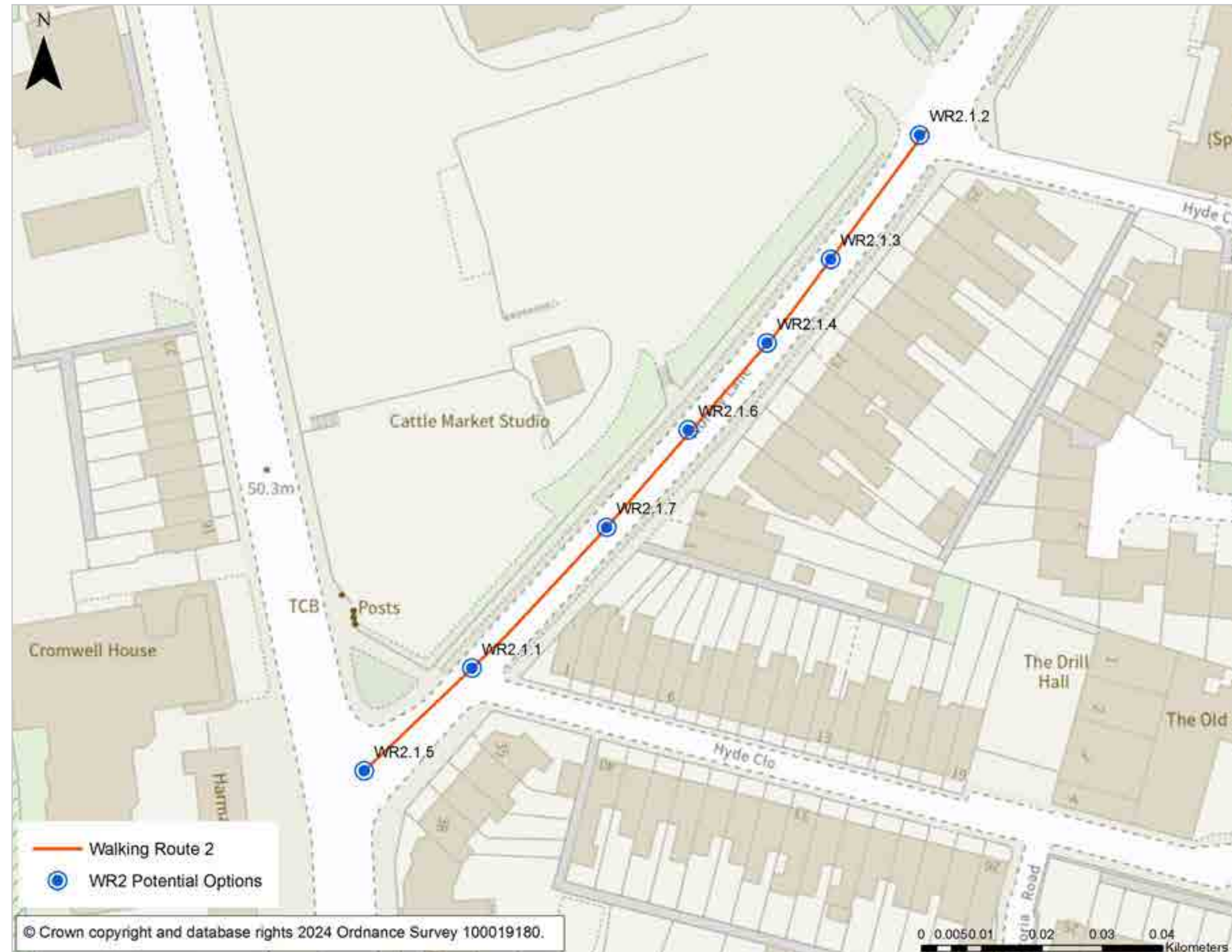


WR1.1.4 – Andover Road commercial area



WR1.1.3(a) – Footpath behind Cattle Market car park

Walking Route 2 – Worthy Lane to Core Walking Zone subsection 1



Walking Route 2 – Worthy Lane to Core Walking Zone subsection 1

Route Description

This short section of route starts at the junction with Hyde Church Lane and continues south to Andover Road where it connects with walking zone subsection CZ1. This route is a direct route from residential properties and businesses on Worthy Road to Winchester Railway Station and the west of Winchester City centre.

Background

This route connects to the north at Hyde Church Lane with Phase 2 of HCC’s Worthy Road Pedestrian and Cycle Improvement scheme.

The scheme specifically looks at improving the route for people to walk, wheel and cycle, and proposals currently include new zebra and parallel crossings, widened pavements and continuous side street crossings. Further details about this can be found on the following page: [Worthy Road, Winchester Pedestrian and Cycle Improvements | Transport and roads | Hampshire County Council](#)

Worthy Lane also forms the southern boundary to the Station Approach development proposed on the Cattle Market car park, a strategic allocation within the emerging Local Plan.

The Winchester Mini-Holland Feasibility Study and Winchester LCWIP Feasibility Study (2020) have suggested interventions along this route, which have been discussed as and when appropriate in the potential

options. Worthy Lane is included in Walking Route 9 of the Winchester LCWIP Feasibility Study.

Bus services 6, 67, 95 and ‘Spring’ operate along Worthy Road, along with the 621 which is a college student only service between Kings Worthy and Barton Peveril College.

Existing Conditions

Worthy Lane is a 30mph road that connects with Andover Road to the south and becomes Worthy Road to the north connecting to Kings Worthy. Traffic levels are high as Worthy Road connects with the route onto the A34 and M3, and connects to routes to Basingstoke. There are pavements and grass verges with trees on both sides of the road. It is bounded by the Cattle Market Car Park to the north and residential areas to the south.

The route includes two accesses to residential streets, Hyde Church Lane and Hyde Close, which are narrow with a speed limit of 20mph and provide quiet walking routes to Hyde Street although pavement space is limited.

A footpath for people walking from Worthy Lane is located behind The Cattle Market Car Park and connects with Andover Road.

The quality of the pavement is poor in areas, especially where tree roots have broken the surfacing. There are no opportunities to stop and rest along the route.

Barriers to walking

The high traffic flows, no facilities to cross Worthy Lane including the Worthy Lane and Andover Road junction and poor surfacing are the main barriers for people walking.

Potential Options

WR2.1.1

Implement a 20mph speed limit to improve the experience for people walking along the route. Provide continuous crossings on all side streets with tactile paving.

WR2.1.2

Phase 2 of the Worthy Road improvement scheme proposes continuous crossings and tightened junctions at the Cattle Market car park access and Hyde Church Lane and the access to the Coach car park and Winchester Hotel. A new parallel crossing has also been proposed north of the junction.

WR2.1.3

As part of the Station Approach development a widened pavement along Worthy Lane to Andover Road could be considered, alongside resurfacing.

WR2.1.4

Although there is a pedestrian route that is located behind the Cattle Market Car Park linking Worthy Lane and Andover Road it is a narrow and dark route with steps at the Worthy Lane end and no natural surveillance. People walking prefer to cut through the car park to access Andover Road. As the Cattle Market Car Park forms part of the proposed Station Approach

development a pedestrian route across the site should be incorporated into any design.

WR2.1.5

The Winchester LCWIP Feasibility Study suggested consideration of traffic signals at the junction with Andover Road, providing controlled pedestrian crossings at all arms or to introduce pedestrian crossing islands and reduce the kerb radii at the east and north arms to reduce crossing distances.

WR2.1.6

The Mini Holland Feasibility Study suggested continuous footways along the route.

WR2.1.7

To guide people walking along the route provide wayfinding signage to the main destinations.



WR2.1.1 – Worthy Lane/Hyde Close junction



WR2.1.5 – Worthy Lane/Andover Road junction



WR2.1.2 – Worthy Lane/Hyde Church Lane/Cattle Market car park access



WR2.1.4 – Steps at Cattle Market car park at Worthy Lane

Walking Route 3 – Hyde Street to Core Walking Zone subsection 2



Walking Route 3 – Hyde Street to Core Walking Zone subsection 2

Route Description

This route starts at the junction of Hyde Street and Worthy Road and continues south to North Walls where it connects with CZ1. This route provides a direct route for residential and business properties to routes into the city centre and to the east of the city.

Background

This route connects to the north on Worthy Road with Phase 2 of HCC’s Worthy Road Pedestrian and Cycle Improvement scheme.

The Winchester Mini-Holland Feasibility Study and LCWIP Feasibility Study have suggested interventions along this route, which have been discussed as and when appropriate in the potential options.

Hyde Street is included in Walking Route 9 of the Winchester LCWIP Feasibility Study.

Existing Conditions

Hyde Street is a 20mph road that connects with Worthy Road to the north and North Walls, Jewry Street and City Road to the south. This is a well-used route for motor vehicles to bypass the Worthy Lane and Andover Road junction to reach the one-way system.

The road is bounded by residential properties, commercial units and places of worship. There are pavements on both sides of the road of varying widths and quality. A guard rail is located outside The Hyde

Tavern entrance. There are several accesses off the road to driveways, courtyard car parks and routes to other residential areas. There are sections of on-street parking along the length of the road. Traffic calming measures of shuttle working are located at two points along the route.

Barriers

Although there are pavements on both sides of the road these are narrow, and the surfacing varies in quality. There are dropped kerbs on side roads but there is no tactile paving along the entire route. Traffic speeds along the route can be an issue as motor vehicles try to pass on-street parking through shuttle working. There are no public places to stop and rest.

Potential Options

WR3.1.1

Phase 2 of the Worthy Road improvement scheme proposes a continuous footway and to tighten radii at the junction of Hyde Street with Worthy Road. This is supported by the Winchester LCWIP feasibility study.

WR3.1.2

Introduce continuous footways at the side road entries and ensure tactile paving is provided throughout the route.

WR3.1.3

The Winchester LCWIP Feasibility Study also suggested a continuous footway side road entry to Hyde Street and Worthy Road and a tightened junction.

WR3.1.4

Ensure that vegetation along the route is cut back to allow maximum space for people walking, review the need for the guard rail outside the Hyde Tavern and resurface the pavements.

WR3.1.5

The Mini-Holland Feasibility Study recommends measures to reduce through-traffic at the Hyde Street, North Walls, Jewry Street junction. To make walking along this route more pleasant it proposes that the Hyde Street arm of the North Wall, Jewry Street, Hyde Street junction is closed to motor vehicles, and to re-design the junction to provide more pavement space and reduce the number of two-stage crossings. This is also suggested in the Winchester LCWIP Feasibility Study.

WR3.1.6

To guide people walking along the route provide wayfinding signage if sufficient space is available, to the main destinations.



WR3.1.1 – Hyde Street/Worthy Road junction



WR3.1.4(a) – Overgrown vegetation at Hyde Street



WR3.1.5 – Hyde Street/Jewry Street/North Walls/City Road junction



WR3.1.2(a) – Rosewarne Court/Hyde Street junction



WR3.1.4(b) – Guard railing outside the Hyde Tavern



WR3.1.2(b) – Hyde Street/King Alfred Place junction



WR3.1.4(c) – Hyde Street pavement

Walking Route 4 – Hillier Way to Core Walking Zone subsection 3



Walking Route 4 – Hillier Way to Core Walking Zone subsection 3

Route Description

This walking route extends from the south-east corner of Abbotts Barton at Hillier Way along Nuns Walk past Winchester Football Club and Winchester Rugby Football Club, through the River Park Recreation Ground to Gordon Road and on to North Walls where it connects to walking zone subsection CZ3.

Background

A footpath runs alongside the River Itchen and provides a route away from motor vehicles for people walking between Abbotts Barton and Hyde. In the winter months the path is known to flood or become very muddy and difficult to use. Hampshire County Council are currently reviewing the surfacing of this footpath.

The Winchester LCWIP Feasibility Study (2020) identified this walking route as a secondary route linking into the primary walking route along Worthy Road.

The Winchester Mini Holland Feasibility Study has suggested interventions along this route which have been discussed as and when appropriate in the potential options below.

Existing Conditions

Hillier Way is a 30mph road which provides access to Winchester Football Club, Winchester Rugby Football Club and the Hiller Way car park. There is pavement provision on the southern side of Hillier Way as far as Nuns Walk and the River Itchen. Along Nuns Walk there

are remnants of a lined pedestrian route on the road surface from the access to the River Itchen to the main front access into the Football Club. Nuns Walk is not an adopted highway.

Along the eastern edge of Nuns Walk, between the football club and rugby club buildings, people walking have to mix on the road with traffic. There is evidence that some people walking choose to walk along a raised grass embankment along the edge of the rugby pitches. Speed humps are located along the length of Nuns Walk. The surfacing is extremely poor for all modes of transport.

There is unmarked on-street car parking along the length of Nuns Walk between the football and rugby club.

Past the access to the off-road rugby club car park, the walking route continues along Nuns Walk mixing with traffic, or alongside the road on the recreation ground playing fields. Traffic flows along this section are low.

Motor vehicles access Nuns Road from Nuns Walk. Vehicle barriers are in place on the Recreation Ground which are only opened for authorised access. The walking route continues through the barriers south along the western edge of River Park Recreation Ground. There is also a route that turns east through the River Park Recreation Ground and continues on to the eastern side of the city centre.

There is pavement provision from Nuns Walk to the former River Park Leisure Centre car park. The route continues around the car park and on to Gordon Road,

passing the pedestrian entrance to St Bede’s Primary School. From here it then crosses the St Peter’s Car Park to finish at the puffin crossing on North Walls, connecting into subsection CZ3 of the core walking zone, where people walking can continue into the city centre via Upper Brook Street.

Barriers to Walking

The route has two sections where people walking have to mix with motor vehicles, because there is no pavement. On match days and training sessions there is a high flow of traffic entering and exiting the car parking areas on Nuns Walk which creates potential conflict between people walking and driving. There is limited lighting along these sections creating which makes this area unpleasant to navigate on foot in the evenings and during winter months. The poor surfacing results in large areas of standing water during wet weather. During the spring and summer months the vegetation can become overgrown narrowing the available space that people walking and driving have to share.

There is no tactile paving indicating the end of the pavement on Hillier Way and the line marking of a footpath on the road surface between Hillier Way and the access to the football club on Nuns Walk has worn away.

The pavement along Gordon Road, in the vicinity of the school entrance, is narrow and has guard railing, a large tree, a telegraph pole and on-street parking all which limit the available space for people walking.

Although it is possible to walk around the River Park Leisure Centre car park using the existing footpath it is not possible to do so in St Peter’s Car Park meaning people walking mix with people driving, using the car park.

Potential Options

WR4.1.1

Investigate the installation of a formal footpath along Nuns Walk and improve lighting and surfacing. This is supported by the Winchester Mini Holland Feasibility Study which suggested resurfacing the route.

WR4.1.2

Lower the existing speed limit on Hillier Way to 20mph to reduce motor vehicle speeds onto Nuns Walk where people walking and driving mix. Review the on-street parking on Nuns Road to create a safer environment for people walking.

WR4.1.3

Review the requirement for unrestricted motor vehicle access between Nuns Road and Nuns Walk.

WR4.1.4

Improve the access point through the vehicle barriers for people walking.

WR4.1.5

The site of the former River Park Leisure Centre is allocated for redevelopment in the emerging Local Plan. As part of the redevelopment of this site ensure a route for people walking from the Recreation Park to Gordon Road is included.

Walking Route 4 – Hillier Way to Core Walking Zone subsection 3

WR4.1.6

Consider reviewing on-street parking along Gordon Road to enable widening of the footpath leading to St Bede's Primary School.

WR4.1.7

St Peter's Car Park has been allocated for development in the emerging Local plan. As part of the redevelopment of this site, access for people walking should be maintained and enhanced.

WR4.1.8

The Winchester Mini Holland Feasibility Study suggested relocating the crossing on North Walls by the St Peter's car park to the pedestrian desire line closer to the mouth of the junction with a larger landing area and declutter the area. It also suggested resurfacing the length of the footpath along the River Itchen.

WR4.1.9

Extend the existing wayfinding signage to cover the whole route to the city centre.



WR4.1.2(a) – Hillier Way



WR4.1.2 (d) – Nuns Walk



WR4.1.2 (b) – Hillier Way



WR4.1.3 – Nuns Road/Nuns Walk

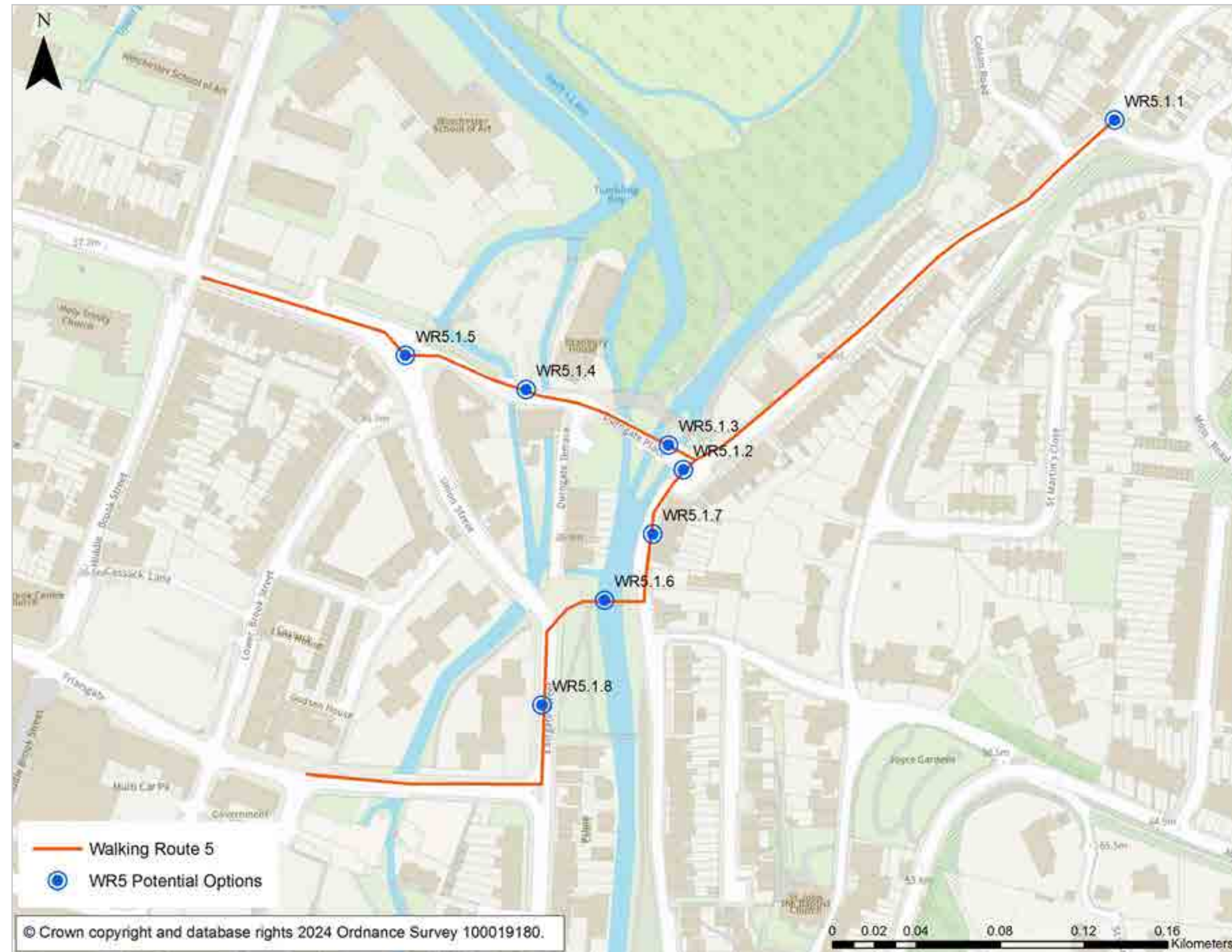


WR4.1.2(c) – Nuns Walk



WR4.1.6 – Gordon Road

Walking Route 5 – Easton Lane to Core Walking Zone 3



Walking Route 5 – Easton Lane to Core Walking Zone 3

Route Description

The walking route starts at the junction of Ebden Road and Easton Lane, where it connects with walking routes from Winnall, and continues south along Wales Street towards the city centre. At Durngate Place the route splits into two, one continuing onto Water Lane, crossing the River Itchen and Eastgate Street, where it connects into Friarsgate (B3331) and walking zone subsection CZ3. The second route continues along Durngate Place onto North Walls, passing the University of Southampton campus ending at the connection into walking zone subsection CZ3 at Middle Brook Street.

Background

The Winchester Mini-Holland Feasibility Study and Winchester LCWIP Feasibility Study (2020) have suggested interventions along the route, which have been included as and when appropriate in the potential options. This route follows the lower section of the route set out in Walking Route 8 and Walking Route 12 of Winchester LCWIP Feasibility Study.

There are no bus stops along this route.

Existing Conditions

There are pavements on both sides of Easton Lane and Wales Street with varying widths due to the building line, on-street parking and off-street residential parking. There are also a number of access points to off-street car parks. A zebra crossing with tactile paving is located south of Ebden Road.The pavement surfacing is of varying quality.

A 30mph speed limit is in place along Easton Lane / Wales Street until east of the junction with Water Lane where the speed limit reduces to 20mph.

The Water Lane, Durngate Place, Easton Lane junction is wide and located on a bend in the road, with a number of on street parking bays on the corner with Water Lane that impact that pavement alignment in this location.

Water Lane is no-through road for motor traffic with the River Itchen on the western edge and housing along the east. A narrow pavement runs along the front edge of the housing until Blue Ball Hill where pavements are provided along both sides of the road. On-street parking is permitted on along sections of both sides of the road. The speed limit here is 20mph.

Durngate Place is characterised by block paving and spans the area either side and across the River Itchen. The pavement along the northern side of Durngate Place is set back from the road as it crosses the River Itchen and is the access for servicing and people walking to the Winnall Moors. There is only narrow pavement provision along the southern side. It provides access to the Trinity charity car park, a pub car park and a small row of terraced housing. There are places to stop and rest in this location.

Easton Lane, west of Dungate Place has block paving footways on both sides of the road with the northern side pavement being set back from the road by a grass verge and trees. There is a vehicular access point to the Durngate car park and the former care home car park. A servicing layby stretches across the care home car park

access.

The North Walls / Easton Lane / Union Street junction has high traffic volumes.

Eastgate Street (B3330) is a two-lane one-way street with a speed limit of 20mph. Pavements are located on both sides of the road. Zebra crossings allow people walking to cross to either side of Friarsgate (B3331).

Barriers to walking and cycling

At some points, the pavements along Easton Lane / Wales Street are narrow and do not allow for two people passing. Although a high number of people walking were observed crossing Durngate Place to continue along Water Lane there is no formal crossing facility. Residential off-street driveways on Easton Lane / Wales Street can result in further reducing pavement widths and results in long lengths of dropped kerb.

The pavements on Water Lane are narrow and there are no dropped kerbs with tactile paving to cross Water Lane north of Blue Ball Hill or to cross Blue Ball Hill. The dropped kerb and tactile paving located south of Blue Ball Hill is located between on-street parking bays.

The access to Durngate car park is wide and although it has dropped kerbs, there is no tactile paving.

There is no crossing facility for people walking at the junction of Easton Lane / Union Street / North Walls.

Potential Options

WR5.1.1

Consider extending the 20mph speed limit along Easton Lane / Wales Street to the junction with Ebden Road. The Winchester Mini Holland Feasibility Study suggests a raised table at this junction.

WR5.1.2

A review of the on-street parking along Easton Lane / Water Lane and tightening of the junction radii for Water Lane could allow for widening of the pavement. The Winchester LCWIP Feasibility Study suggests consideration of a continuous crossings along Wales Street and enhance pedestrian priority / mitigation measures where parked motor vehicles encroach onto the pavement. A review of the full length of pavement surfaces should be undertaken.

WR5.1.3

The Winchester LCWIP Feasibility Study also suggests introducing a pedestrian crossing of Durngate Place to provide a link between Water Lane and Winnall Moors Nature Reserve while the Winchester Mini Holland Feasibility Study suggests a raised table.

WR5.1.4

Consider continuous footway, tighten the radii and add tactile paving to access to Durngate car park.

Walking Route 5 – Easton Lane to Core Walking Zone 3

WR5.1.5

The Winchester LCWIP Feasibility Study suggests reconfiguration of the junction of Union Street / North Walls with reduction of carriageway to one lane in order to improve visibility for people walking and provide a pedestrian crossing of Union Street. It also suggested consideration of a parallel crossing to provide pedestrian and cycle linkages to Lower Brook Street. Finally it suggested exploring options for a parallel route to North walls via through the Winchester School of Art campus from Durngate Car Park to Park Avenue.

WR5.1.6

Winchester Mini-Holland Feasibility Study suggested a toucan crossing at Union Street / Eastgate Street, a Parallel / toucan crossing and additional footway works to tighten the junction at the Union Street / Easton Lane junction. It suggests widening the off-road footpath through Durngate and widening the bridge across the River Itchen on Water Lane.

WR5.1.7

A review of the pavement surfacing and provision / location of dropped kerbs, junction radii and on-street parking along Water Lane should be undertaken, including at the junction with Blue Ball Hill.

WR5.1.8

To guide people walking along the route provide wayfinding signage to the main destinations.



WR5.1.1 – Easton Lane/Ebden Road junction



WR5.1.4 – Durngate car park access



WR5.1.2 – Easton Lane

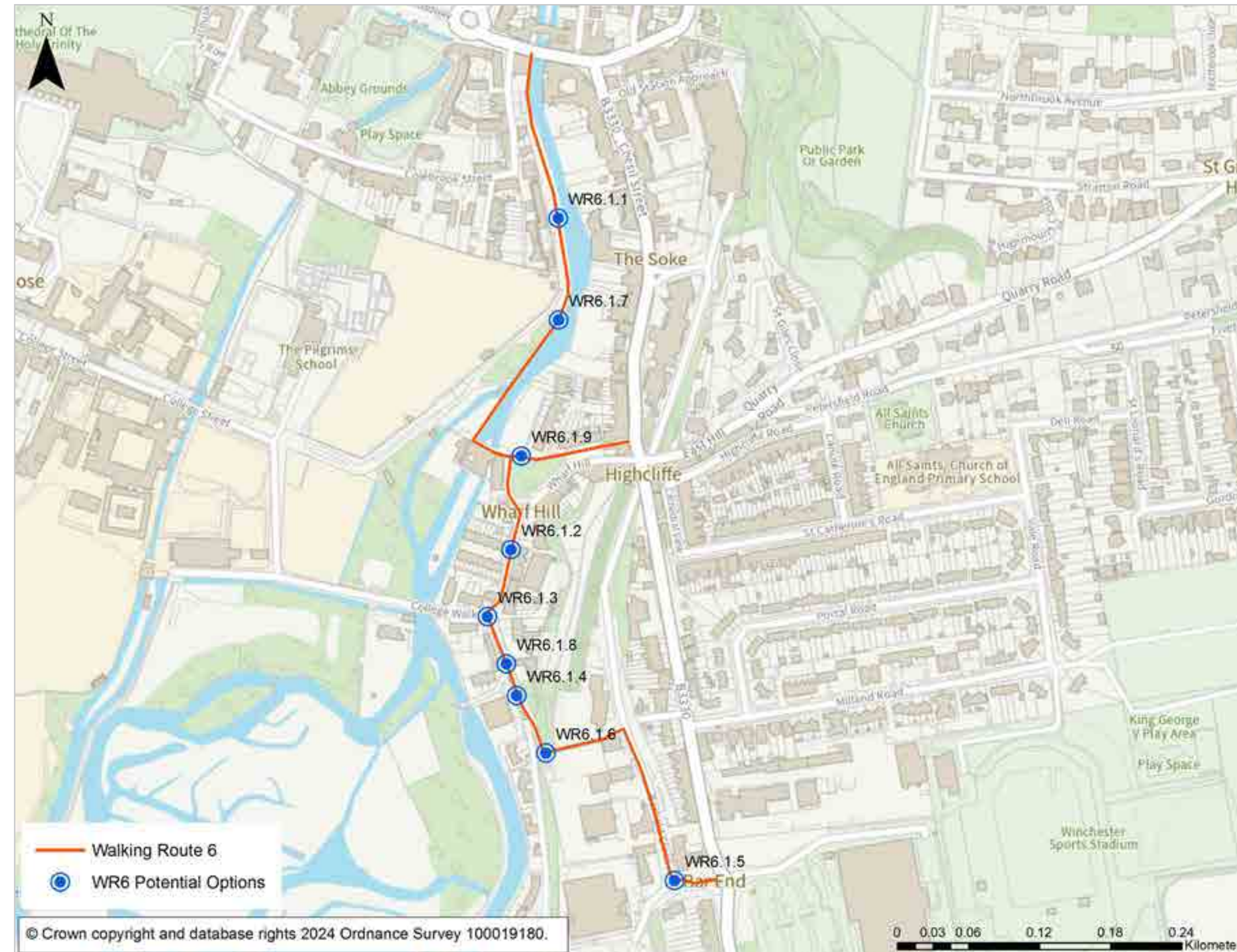


WR5.1.5 – Union Street/North Walls junction



WR5.1.3 – Durngate Place

Walking Route 6 – Winchester Sports and Leisure Park to Core Walking Zone subsection 5



Walking Route 6 – Winchester Sports and Leisure Park to Core Walking Zone subsection 5

Route Description

This walking route and extends from City Bridge on Bridge Street to Winchester Sports and Leisure Park via The Weirs and Barfield Close. It connects into walking zone subsection CZ5 at the Bridge Street end of the route.

Starting at City Bridge the route continues south using the shared use path along The Weirs adjacent to the River Itchen until Wharf Mill where it crosses the River Itchen and continues south along Wharf Hill onto Domum Road. From here the route takes the shared use path onto Barfield Close and crosses Bar End Road to the Sports and Leisure Park.

Background

A walking route to the Sports and Leisure Park from the railway station was included in the Winchester LCWIP Feasibility Study (2020) which followed Chesil Street from Bridge Street to the Leisure Park. The route audited as part of this Plan follows the lower section of the Walking Route 13 University to Leisure Park, as it takes people walking away from the main arterial road. However, both Chesil Street / Bar End Road and Chesil Street / Barfield Close are alternative routes to access the Leisure Park which can be reviewed alongside suggestions from the Winchester Mini-Holland Feasibility Study and Winchester LCWIP Feasibility Study (2020).

Existing Conditions

The Weirs is a shared use off highway section with limited street lighting. Wharf Hill is single carriageway, has a 30mph speed limit and has low traffic flows with some on-street parking. There are narrow pavements on both sides.

Domum Road is not adopted highway. It is a single track, residential access road with no formal pavements, poor surface quality and very limited lighting. There are also speed humps and limited natural surveillance.

Barfield Close has a 30mph speed limit and has low traffic flows. There are pavements on both sides in the section of this walking route. There are a number of business vehicle entry points along the Close, with each having a dropped kerb and tactile paving with the exception of the access road to the Barfield Park and Ride car parks.

Bar End Road has a 30mph speed limit and pavements on both side of the road within the route section. As a main route into the city and a route to the A31 it has high traffic flows. As part of the development of the Sports and Leisure Park a parallel crossing was installed.

The Park and Ride bus service operates along Bar End Road and Barfield Close.

Signage to the Sports and Leisure Park, the South Downs Way, the Viaduct Way and Itchen Navigation is provided at key locations along the route, including at the entrance of Barfield Park and Ride car park, at both ends of the shared use path between Domum Road and

Barfield Close (with timings), at the junction of Domum road and College Walk and along Wharf Hill.

Barriers to Walking

The existing shared use path along The Weirs is narrow in sections and not segregated. Pedestrian flows are high along this route.

The pavements along Wharf Hill are very narrow in some places and on-street parking limits available space for people walking. Traffic flows are generally low.

Although there are dropped kerbs and tactile paving at each entry off Barfield Close, there are no dropped kerbs or tactile paving to assist with crossing the access road to the Park and Ride car parks.

There are multiple wayfinding signs for walking and cycling routes at the junction of Domum Road and College Walk which could be confusing for both people walking and cycling.

Potential options

WR6.1.1

Consider a review of the existing lighting levels and vegetation along The Weirs to ensure there is as little obstruction as possible. Seek to widen the shared use path where possible.

WR6.1.2

Lower the speed limit on Wharf Hill to 20mph to reduce motor vehicle traffic speeds where footpaths are narrow and pedestrian flows are high.

WR6.1.3

Improve the Domum Road / Wharf Hill junction to better accommodate people walking. This may include tightening the junction to create more pavement space.

WR6.1.4

Domum Road is a lightly trafficked, single track access road for properties, Winchester College Boat Club and leisure facilities. The road surface and lighting could be improved and the vegetation could be cut back subject to discussion with landowners to promote a low-speed low-traffic environment. On the existing step and ramp section there should be a review of lighting.

WR6.1.5

Improve the junction of Barfield Close and the Park and Ride car parks to include dropped kerbs and tactile paving. Review tightening of the junction now that buses no longer access the car park.

WR6.1.6

Investigate the provision of a direct pedestrian access from Domum Road to the Barfield Park and Ride car park.

WR6.1.7

Review wayfinding signage along the whole route.

WR6.1.8

Winchester LCWIP Feasibility Study suggested reducing the speed limit to 10mph along Domum Road and enhancing lighting and cutting back vegetation.

WR6.1.9

Along this section of route the Mini Holland Feasibility Study suggested removing the guard railing on the footpath on Wharf Hill from Chesil Street.



WR6.1.1 – The Weirs



WR6.1.4 – Domum Road



WR6.1.2 – Wharf Hill

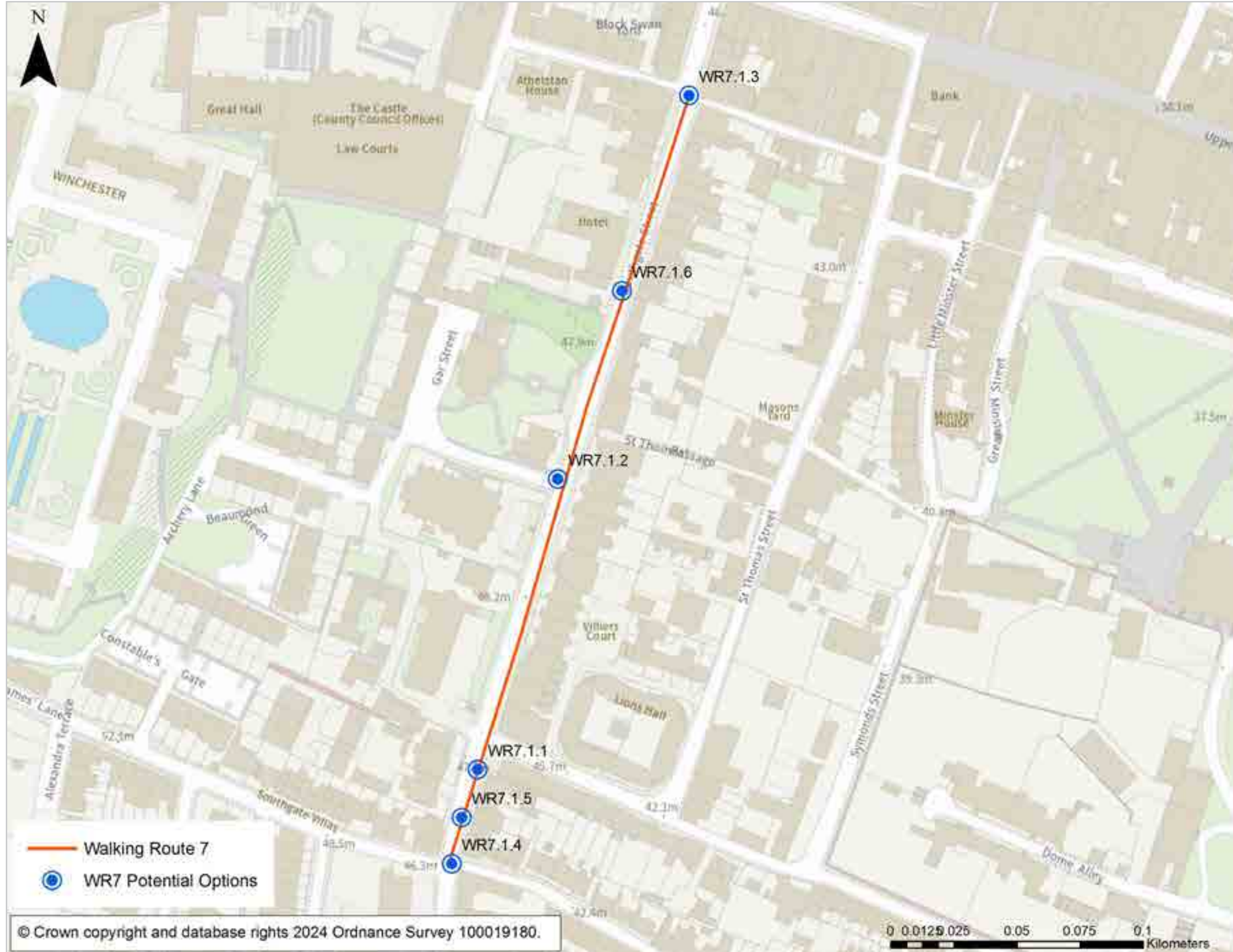


WR6.1.5 – Barfield Close/Park and Ride car parks junction



WR6.1.3 – Domum Road/College Walk junction

Walking Route 7 – St Cross Road to Core Walking Zone subsection 2



Walking Route 7 – St Cross Road to Core Walking Zone subsection 2

Route Description

The route starts at the junction of St Cross Road, St James’ Lane and Canon Street and continues north to the High Street connecting into walking zone subsection CZ2 at St Clement Street. It connects with walking routes east to Winchester Cathedral, Winchester College and the city centre shopping area. To the west are walking routes to the University of Winchester and the Law Courts. Along the route is the city’s cinema, retail units, residential properties, a hotel and places to eat and drink.

Background

The Winchester Mini Holland Feasibility Study has suggested interventions along this route which have been included as and when appropriate in the potential options.

Bus services 1,2 and 69 operate along St Cross Road and Southgate Street providing services to Stanmore Twyford, Colden Common, Compton and Otterbourne.

Exiting Conditions

St Cross Road (B3335) has a 30mph speed limit with pavements on both sides. There are residential, retail and commercial properties along the full length of the route. Loading is not permitted during peak flow times between Monday and Saturday.

There is a zebra crossing north of the St Cross Road / St James’ Lane / Canon Street junction.

St Cross Road becomes Southgate Street at the junction with St Swithun Street. The speed limit reduces to 20mph approaching High Street. Pavements are narrow, and in poor condition in places and many paving slabs have been replaced with tarmac.

There is street lighting along both sides of the road.

Barriers to Walking

This is a key route into the city centre and the flow of motor vehicle traffic is high. Where the pavement is wider, bollards have been placed to prevent motor vehicles parking, however, servicing vehicles frequently use the pavements in this location to serve the businesses along the route which reduces the available space for people walking.

Although there are pavements on both sides of the road at certain points, these are very narrow with little space between people walking and motor vehicles. The surfacing is broken in places making it an unpleasant environment to walk along. In places street furniture narrows pavements further, especially in the location of the city bound bus stop.

There is no tactile paving at the junction of St James’ Lane or Canon Street. There is very little wayfinding signage for people walking except for a small plaque on the wall on St Swithun Street.

Potential Options

WR7.1.1

Extend the 20mph speed limit further south into St Cross Road.

WR7.1.2

To improve the walking experience along St Cross Road and Southgate Street resurface the pavements where required and investigate the continuous footways on all side roads. Review the location of street furniture to ensure maximum pedestrian space.

WR7.1.3

The Mini Holland Feasibility Study suggested to raise the entire staggered junction of St Clement Street / Southgate Street junction.

WR7.1.4

The WMS and The Mini Holland Feasibility Study both suggested a raised table at the junction of St Cross Road / St James’ Lane / Canon Street with the Mini Holland Study also suggesting the relocation of the zebra crossing closer to the junction.

WR7.1.5

As part of potential bus priority measures the WMS suggested a bus gate on Southgate Street, immediately north of St James’ Lane. Not only would this benefit bus routes into the city, but would also reduce motor vehicle numbers along the route subsequently improving it for pedestrians.

WR7.1.6

As there are a number of walking routes off St Cross Road and Southgate Street which are away from highly trafficked roads, install wayfinding signage at key points.



WR7.1.2(a) – Southgate Street



WR7.1.4(a) – St Cross Road zebra crossing



WR7.1.2(b) – St Cross Road



WR7.1.4(b) – St Cross Road/Canon Street/St James' Lane junction

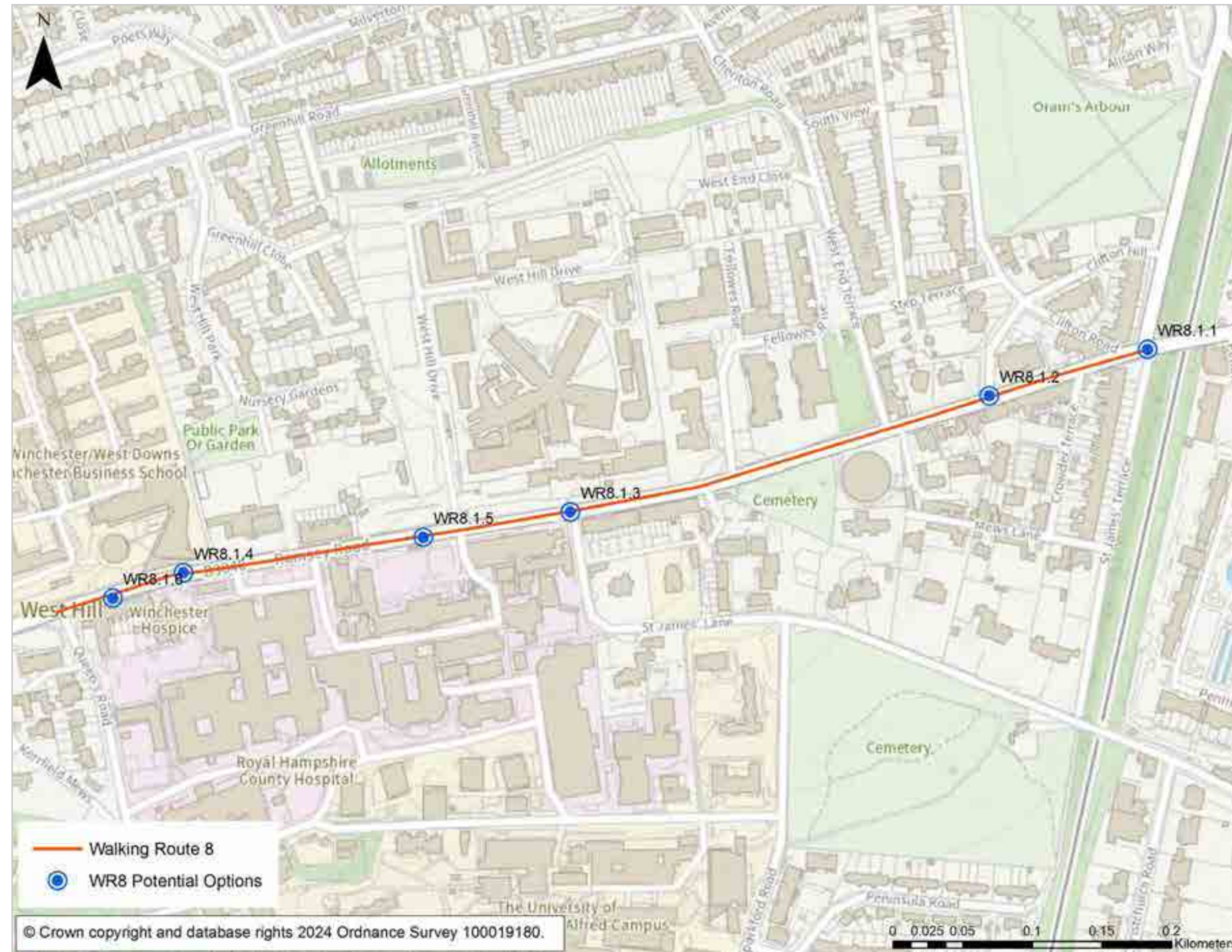


WR7.1.3 – St Clement Street/Southgate Street junction



WR7.1.6 – Southgate Street wayfinding

Walking Route 8 – Romsey Road to Core Walking Zone subsection 1



Walking Route 8 – Romsey Road to Core Walking Zone subsection 1

Route Description

This walking route starts at the junction of Romsey Road and Queen’s Road and travels east to Clifton Terrace where it connects with walking zone subsection CZ1. The route passes key destinations in the city including the University of Winchester, the Royal Hampshire County Hospital and HMP Winchester and also links to walking routes into the residential neighbourhoods north and south of Romsey Road.

Background

The Winchester Mini Holland Feasibility Study and Winchester LCWIP Feasibility Study (2020) have suggested interventions along this route which have been included as and when appropriate in the potential options. Romsey Road is included in Walking Route 9 of the Winchester LCWIP Feasibility Study.

Bus services 4, 5, 46, 61, 66 and the Park and Ride operate along Romsey Road providing routes to the city centre, Teg Down, Bager Farm, Hursley, Stanmore, Romsey and Eastleigh.

Existing Conditions

Romsey Road has a speed limit of 30 mph until the Clifton Terrace junction where it reduces to 20mph closer to the City Centre. This walking route is bounded by housing, the Royal Hampshire County Hospital, HMP Winchester and stone walls along its length. This route has very high volumes of people walking and driving due to the number and size of destinations which can be

accessed via this route. It is also an important bus route into the city centre. There is lighting provision along the majority of the route and there is pavement of varying quality and width. The gradient of Romsey Road can be challenging for some people walking westbound out from the city centre.

There are three sets of signalised crossing points along this section of Romsey Road, Queen’s Road, the accesses to the hospital and prison and at Clifton Terrace. There is also a pedestrian refuge island by the junction to Fellowes Rise.

Barriers

The route is on a fairly steep gradient, with narrow pavements of varying quality, limited passing space and there are few opportunities to rest. It is traffic dominated and crossing side roads for people walking can be difficult due to the high traffic flows. At points along the route there is no pavement on the north side of the road.

Potential Options

WR8.1.1

At the Clifton Terrace junction with Romsey Road, the Mini-Holland Feasibility Study suggested signalisation with early release for cycles. Upgrade the temporary puffin crossing here to a toucan crossing.

WR8.1.2

Due to the steep gradient of Romsey Road, opportunities to provide places for people to stop and rest should be investigated. Ensure that people walking have clear priority at side junctions by installing continuous footways with tactile paving. Replace paving where required and cut back overhanging vegetation.

WR8.1.3

The Mini Holland Feasibility Study suggested continuous footways and raised junction treatments on the Romsey Road / St James’ Lane junction and on Romsey Road near West Hill alongside a signalised crossing.

WR8.1.4

Consider extending the 20mph speed limit along Romsey Road. This could include the area in front of the Royal Hampshire County Hospital and University of Winchester main entrances.

WR8.1.5

The Winchester LCWIP Feasibility Study suggested widening the pavement near the hospital main entrance by removing the bus lay by and the parking lay by. It also suggested extending the 20mph speed limit along the length of Romsey Road to Chilbolton Avenue to ensure slower speeds past the hospital entrance, continuous footways at side roads, consideration of signalising the St James’ Lane and Romsey Road junction, consideration of upgrading the existing pedestrian refuge to a zebra crossing at the junction of Fellowes Rise and tighten the junction.

WR8.1.6

To guide people walking along the route provide wayfinding signage to the main destinations.

Walking Route 8 – Romsey Road to Core Walking Zone subsection 1



WR8.1.1 – Clifton Terrace/Romsey Road junction



WR8.1.2(c) – Romsey Road



WR8.1.5(b) – Romsey Road pedestrian refuge



WR8.1.2(a) – Romsey Road/Crowder Terrace junction



WR8.1.3 – Romsey Road/St James' Lane junction



WR8.1.5(c) – Romsey Road/Fellowes Rise junction



WR8.1.2(b) – Romsey Road/Queens Road



WR8.1.5(a) – Romsey Road lay by

Walking Route 9 – Stockbridge Road to Core Walking Zone subsection 1



Walking Route 9 – Stockbridge Road to Core Walking Zone subsection 1

Route Description

The route starts on Stockbridge Road B3049 at the junction with Fordington Road and continues south towards the city. The route splits into two at the junction with Elm Road, with the first route continuing along Stockbridge Road past the rear access to the railway station and connects with walking zone subsection CZ1 at the Carfax junction. The second part of the route continues on St Paul's Hill to the junction of Upper High Street and Clifton Terrace where it also connects into walking zone subsection CZ1. The two routes link into the residential areas of Fulflood and to Westgate School, Western Primary School, Peter Symonds College and Winchester Railway Station.

Background

The Winchester Mini-Holland Feasibility Study and Winchester LCWIP Feasibility Study have suggested interventions along this route, which have been included as and when appropriate in the potential options. This route forms part of Walking Route 3 from the Winchester LCWIP Feasibility Study.

The emerging Station Approach development proposal will include a review of potential pedestrian accesses to the rear of the railway station from Stockbridge Road and St Paul's Hill.

Existing Conditions

Stockbridge Road has a speed limit of 30mph until the junction with Cranworth Road where it reduces to

20mph. Traffic speeds can quite often exceed the limit here especially where motor vehicles travel downhill.

There are pavements on both sides of the road between Fordington Road and the rear access of the railway station car park, where there is only pavement provision on the north side of the road. This is a very well-used walking route to schools, Peter Symonds College and to the parade of shops and eateries on Stockbridge Road.

There is tactile paving on all side roads on Stockbridge Road and there are informal crossings located north of Fordington Road and south of Western Road to assist with crossing the road. A zebra crossing is located west of Elm Road. The pavement width and quality varies along this length.

There is on-street parking along stretches of the route on both sides for both residential and commercial parking. The only public place to stop and rest is at the southbound bus shelter south of Fairfield Road.

St Paul's Hill has a speed limit of 30mph although due to the gradient of the hill traffic speeds can be relatively high approaching the junction with Stockbridge Road. There are pavements on both sides of the road until Clifton Road where there is pavement provision only on the north side of the road. Where there is a level difference between the pavement and the road, alongside the on-street parking, a guard rail has been provided.

On-street parking is permitted on both sides of the road east of the junction with Stockbridge Road. Dropped

kerbs with tactile paving are provided to cross St Paul's Hill east of the roundabout with Stockbridge Road.

There are three bus services which can be accessed along this route, including 3, 7 and 16. These connect Stockbridge Road with Winnall, Harestock, Winchester, Sparsholt and Stockbridge.

Barriers to Walking

High motor vehicle traffic flows, narrow pavements and lack of controlled crossing points are barriers or disincentives to walking on Stockbridge Road and St Paul's Hill.

Where pavements are narrow street furniture, such as signage, reduces space for people walking even further.

Potential Options

WR9.1.1

Provide formal crossing points on Stockbridge Road to enhance the route to and from Peter Symonds College, Westgate School, Western Primary School and Winchester Railway Station.

WR9.1.2

Extend the 20mph speed limit on Stockbridge Road and include St Paul's Hill.

WR9.1.3

Explore continuous crossings on all side roads along Stockbridge Road and St Paul's Hill. Review the on-street parking and use of guard rail south of St Paul's Hill / Stockbridge Road Junction.

WR9.1.4

The Winchester LCWIP Feasibility Study suggested introducing a continuous crossing and reduce the junction bellmouths, to improve continuity of the walking route and enhance pedestrian priority at side road crossings. It suggests reducing the speed limit to 20mph for the length of this section of Stockbridge Road and installation of a pavement along the southside of Stockbridge Road between St Paul's Hill junction and the station footpath entry.

WR9.1.5

The Winchester Mini-Holland Feasibility Study suggests a controlled crossing at the Stockbridge Road / St Paul's Hill junction and a continuous footway at Elm Road. It also suggests on road links on Stockbridge Road by Western Road and Fordington / Hatherley Road.

WR9.1.6

To guide people walking along the route provide wayfinding signage to the main destinations and provide places to stop and rest on this route.

Walking Route 9 – Stockbridge Road to Core Walking Zone subsection 1



WR9.1.1(a) – Stockbridge Road



WR9.1.5(a) – Stockbridge Road/St Paul's Hill junction



WR9.1.1(b) – Stockbridge Road



WR9.1.5(b) – Elm Road



WR9.1.3 – St Paul's Hill

Cycle Network

Cycling interventions toolkit



Fully kerbed segregated cycle track

Cycle facility protected from motor traffic by a full-height kerb, with some buffer space between the cycle track and carriageway.



Pedestrian/cyclist priority street

Street design that prioritises pedestrian and cyclist travel. Characterised by lower traffic speeds, restricted motor vehicle access, and coloured paving materials.



Contraflow cycle lane

Mandatory cycle lane that allows cyclists to travel opposite the flow of vehicle traffic, allowing for greater permeability of the cycle network.



Bent out crossing

Crossing where a cycle track is inset from the main road carriageway at a distance that enables a car to stop if a cyclist is crossing. This is a crossroads junction of the minor arm with priority given to the cyclist using standard give way markings.



Mandatory cycle lane

Area of the carriageway reserved for the use of cycles, marked with a solid white line.



Stepped segregated cycle track

Cycle track is set below footway level, typically protected from the carriageway by a lower height kerb and usually directly next to it.



Dutch style street

Street without a centre line encourages slower vehicle speeds and helps create a shared street environment.

All images provided by Sustrans unless otherwise noted.

Cycling interventions toolkit



Mandatory cycle lane w/light segregation

Cycle lane with the use of intermittent physical features placed along the inside edge of a mandatory cycle lane to provide additional protection from motor traffic.



Off-carriageway cycle track

Cycle facility separated from motor traffic typically through green space.



20mph zones

Lower speed zones create safer environments for all, may need to be combined with infrastructure and enforcement changes to ensure compliance.



CYCLOPS junction

CYCLOPS stands for ‘Cycle Optimised Protected Signals’. The unique design of the junction completely separates pedestrians and cyclists from motor traffic, reducing the possibility of collisions or conflict. Pedestrians are also able to get where they want to be in fewer stages with more space to wait than on other junction designs.



Dutch style roundabout/mini-roundabout

A roundabout that provides a segregated facility for cyclists and pedestrians through all arms of the roundabout. In a mini-roundabout the central island is replaced by road markings.



Modal filter

A bollard or planter in the carriageway which people can travel past by walking or cycling. Helps create a low traffic environment by restricting access to motorised through-traffic.

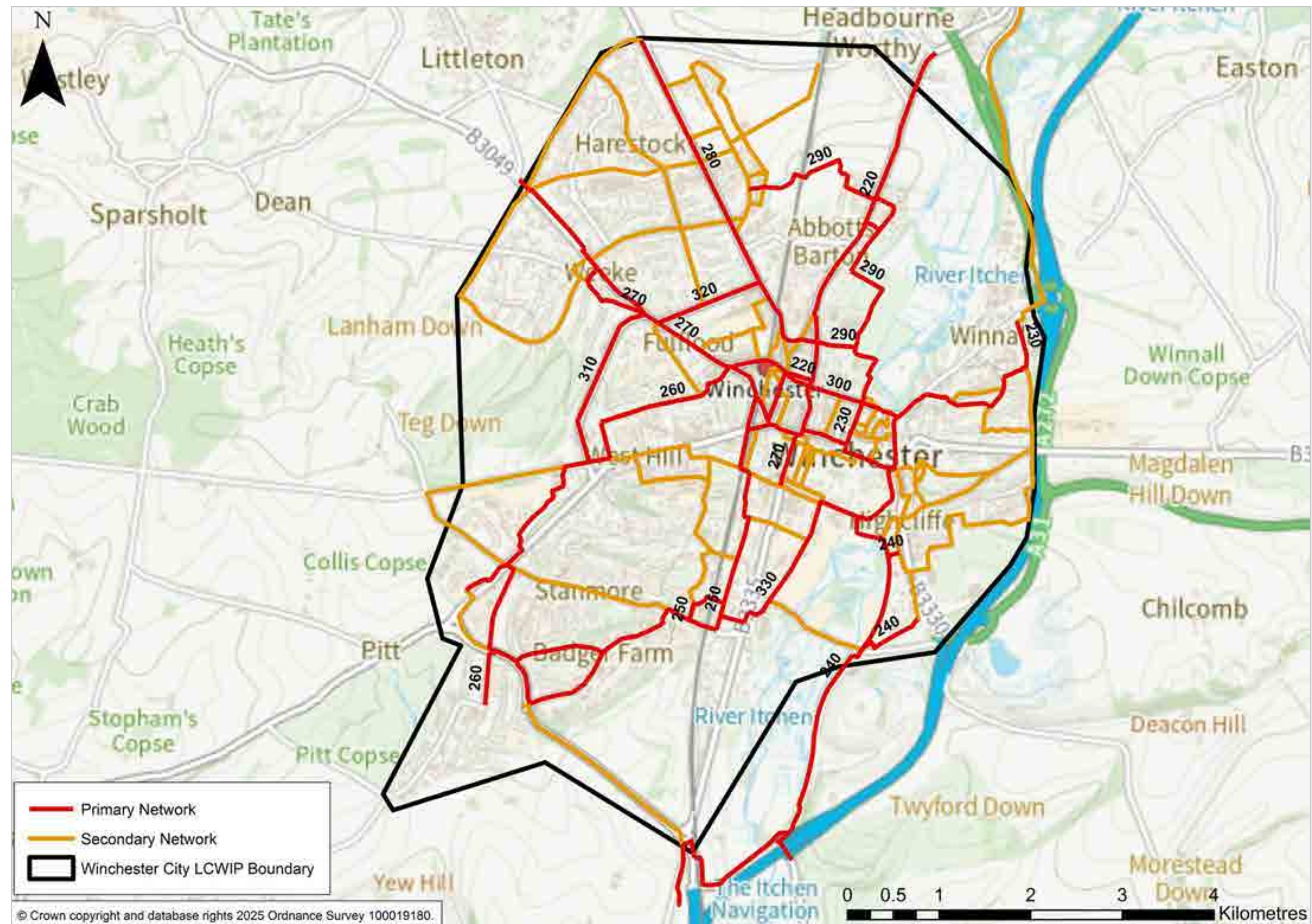


Trapezoidal strip

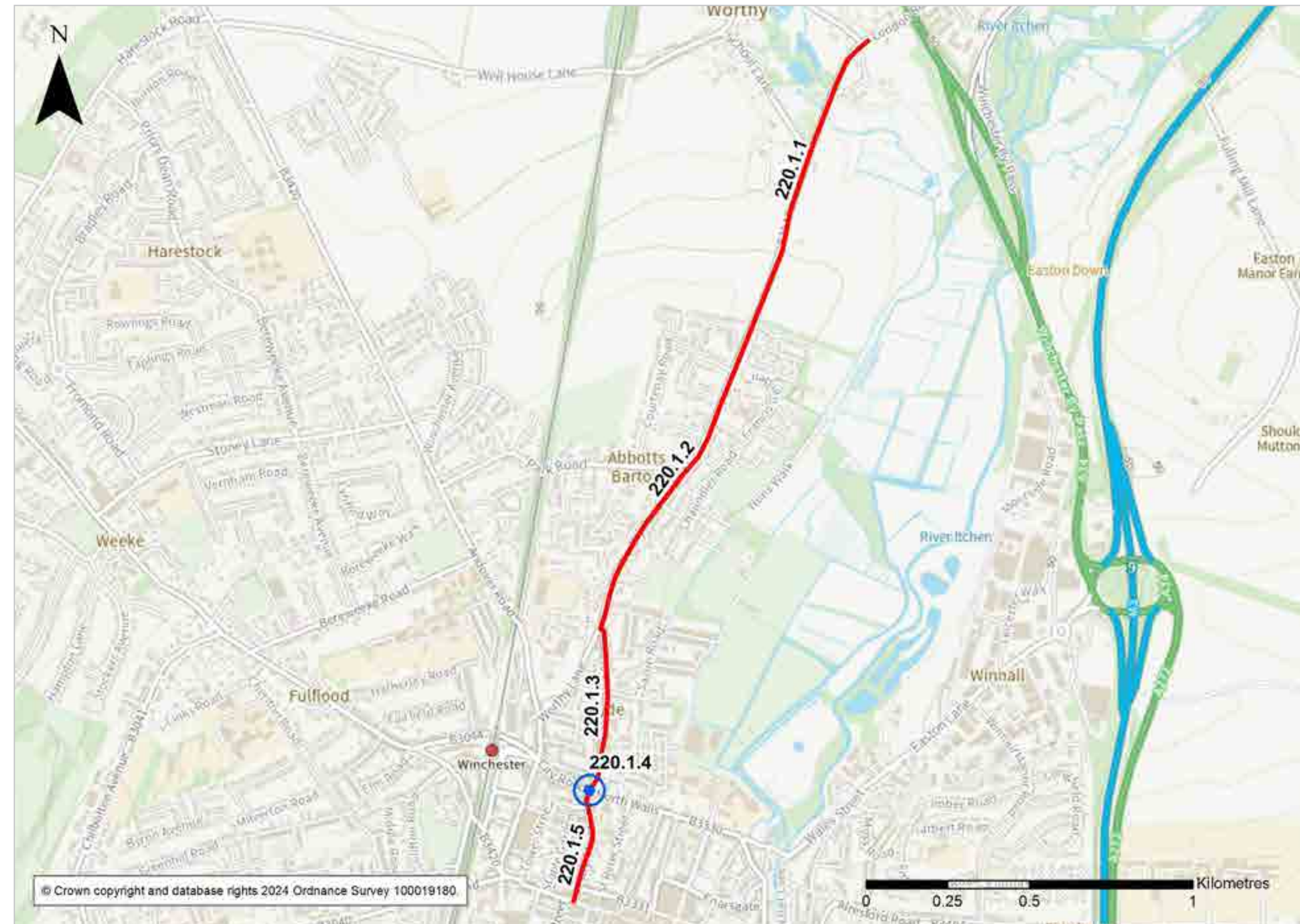
A raised strip which is trapezoidal in cross section, used to separate cyclists and pedestrians where the surface is fully level between the footway and cycle track. This helps visually impaired people to detect and negotiate the track.

All images provided by Sustrans unless otherwise noted.

Winchester City Cycle Network overview



Route 220: Headbourne Worthy to City Centre (via Abbots Barton)



220.1 Headbourne Worthy to City Centre

Route description

Route 220 begins just south of Headbourne Worthy at the School Lane and Worthy Road (B3047) junction. Heading south through Abbotts Barton, it continues along Worthy Road until the Worthy Lane and Hyde Street junction, then along Hyde Street until the Hyde Street/North Walls (B3330)/Jewry Street/City Road (B3330) junction. Continuing south via Jewry Street, the route concludes at the Jewry Street/St. George's Street intersection.

Route 220 connects to Winchester District route 200 in the north near Headbourne Worthy, as well as the following Winchester City routes as it heads south:

- Route 280 at the Hyde Church Lane/Hyde Street junction;
- Route 300 at the Hyde Street/North Walls (B3330)/Jewry Street/City Road (B3330) junction;
- Route 230 at the Jewry Street/St. George's Street junction;
- Route 270 at the Jewry Street/High Street (precinct) intersection.

Background

This route alignment was included in the Winchester LCWIP Feasibility Study (2020) as route C7, following engagement with stakeholders.

Bus services 6, 67, 95 and 'Spring' operate along Worthy Road, along with the 621 which is a college student-only service between Kings Worthy and Barton Peveril College. The section of this route along Jewry Street is served by bus routes 1, 2, 69 and U7.

This route does not connect to the National Cycle Network.

There is currently a scheme underway to look at active travel improvements along Worthy Road. The scheme specifically looks at improving the route for people to walk, wheel and cycle, and proposals currently include new zebra and parallel crossings, widened pavements and continuous side street crossings. Further details about this can be found on the following page:

[Worthy Road Active Travel Improvements | Transport and roads | Hampshire County Council \(hants.gov.uk\)](#)

The **[Winchester Mini-Holland Feasibility Study](#)** and **[Winchester Movement Strategy](#)** have suggested interventions along this route, which have been discussed as and when appropriate in the potential options.

This route intersects with the CWZ at the North Walls/Jewry Street/Hyde Street junction, with the entirety of Jewry Street contained within the CWZ.

Existing conditions

At its northern extent, route 220 is rural in nature, with few properties immediately adjacent to the road and fields on either side. There is an abrupt change in environment to an urban setting approximately 500m from the start of the route. Traffic flows along Worthy Road are high, at around 7,500 vehicles per day on average in 2023.

From the start of the route until just after the junction with Stoke Road there is only a pavement on the south side of the road. The pavement is shared use from the start of the route until the Worthy Road/Dyson Drive junction, where cycles are currently directed to continue down Dyson Drive.

Barriers to walking and cycling

The current shared use path is narrow and would not allow a person cycling to pass a pedestrian easily. However, the high traffic flows, lack of street lighting and narrow nature of Worthy Road could make cycling on the road uncomfortable and many people may feel unsafe.

Potential options

220.1.1

The section of Worthy Road from School Lane to Stoke Road has a 40mph speed limit and high traffic flows which means that a mixed-traffic approach is not appropriate. Due to property boundary constraints, there is insufficient width to provide a segregated facility. The existing shared use path on the eastern side of the road is currently not wide enough to meet LTN1/20.

Consider widening the shared use path, subject to land ownership and reduce the speed limit. It is recognised that compliance may not be possible here. Additional street lighting may be required to improve comfort and safety perceptions, particularly in winter months.

220.1.2

Between Stoke Road and Hyde Street, Worthy Road has a more urban character. Pavements are present on both sides of the road, although these are narrow in places.

Consider continuing the shared use provision on the eastern side.

A scheme is currently being delivered to widen the pavement along Worthy Road between Stoke Road and Dyson Drive (Phase 1) and provide a new parallel crossing over Worthy Road. Phase 2 of the scheme is currently unfunded but would seek to widen the

220.1 Headbourne Worthy to City Centre

pavement along the B3047 between Hyde Church Street and Church Lane in Headbourne Worthy and provide new pedestrian and cycle crossings.

The Mini-Holland Feasibility Study also recommends the following improvements along this section of Worthy Road:

- Stoke Road/Worthy Road junction – tighten junction, introduce raised table and informal crossing;
- Park Road/Worthy Road junction – tighten junction;
- Russell Road/Worthy Road junction – tighten junction;
- Worthy Road/Hyde Street junction – introduce raised table.
- Worthy Road/Dyson Drive – tighten junction and intriduce continuous crossing

220.1.3

Traffic flows along Hyde Street between Worthy Road and North Walls appear high (3,500 vehicles a day) and may not facilitate a mixed-traffic approach, but there is already a 20mph limit. There is not enough space to segregate cycling,

The Mini-Holland Feasibility Study identifies Hyde Street as a neighbourhood route and recommends including measures to reduce through-traffic at the Hyde Street/ North Walls/Jewry Street.

220.1.4

The Mini-Holland Feasibility Study proposes that the Hyde Street arm of the North Walls/Jewry Street/Hyde Street junction is closed to motor vehicles, and to re-design the junction to provide more pavement space and reduce the

number of two-stage crossings. Consider a signal change and potentially cycle gate here to improve connectivity.

Measures for the North Walls arms are covered in route 300.

Advance Stop Lines (ASL) have been delivered at this location on each arm of the junction. A scheme is currently planned for signal modifications to allow early release for people cycling, in 2025.

220.1.5

The section of Jewry Street between North Walls and St. George’s Street is currently one-way and has a high average daily traffic flow of around 10,000 vehicles per day. The Mini-Holland Feasibility Study proposes a new bus/cycle/taxi gate at the St. George’s Street junction, widening of pavements and installation of a contraflow cycle lane. If this option is delivered, it would reduce flows and provide additional road space for people cycling. Providing fully segregated cycle lanes would further improve comfort and safety perceptions. This option has been explored but due to visibility issues St George’s Street would need to be one lane.

In addition to the Mini-Holland Feasibility Study, the Winchester Movement Strategy recommends the reallocation of road space to active travel modes along Jewry Street.

St. Peter Street may be considered as an alternative route, if the potential option on Jewry Street is not considered achievable at feasibility.



220.1.1 – Worthy Road south of School Lane



220.1.4 – Hyde Street/North Walls/Jewry Street junction



220.1.2 – Worthy Road at the Park Lane junction



220.1.5a – Jewry Street outside the Winchester Discovery Centre

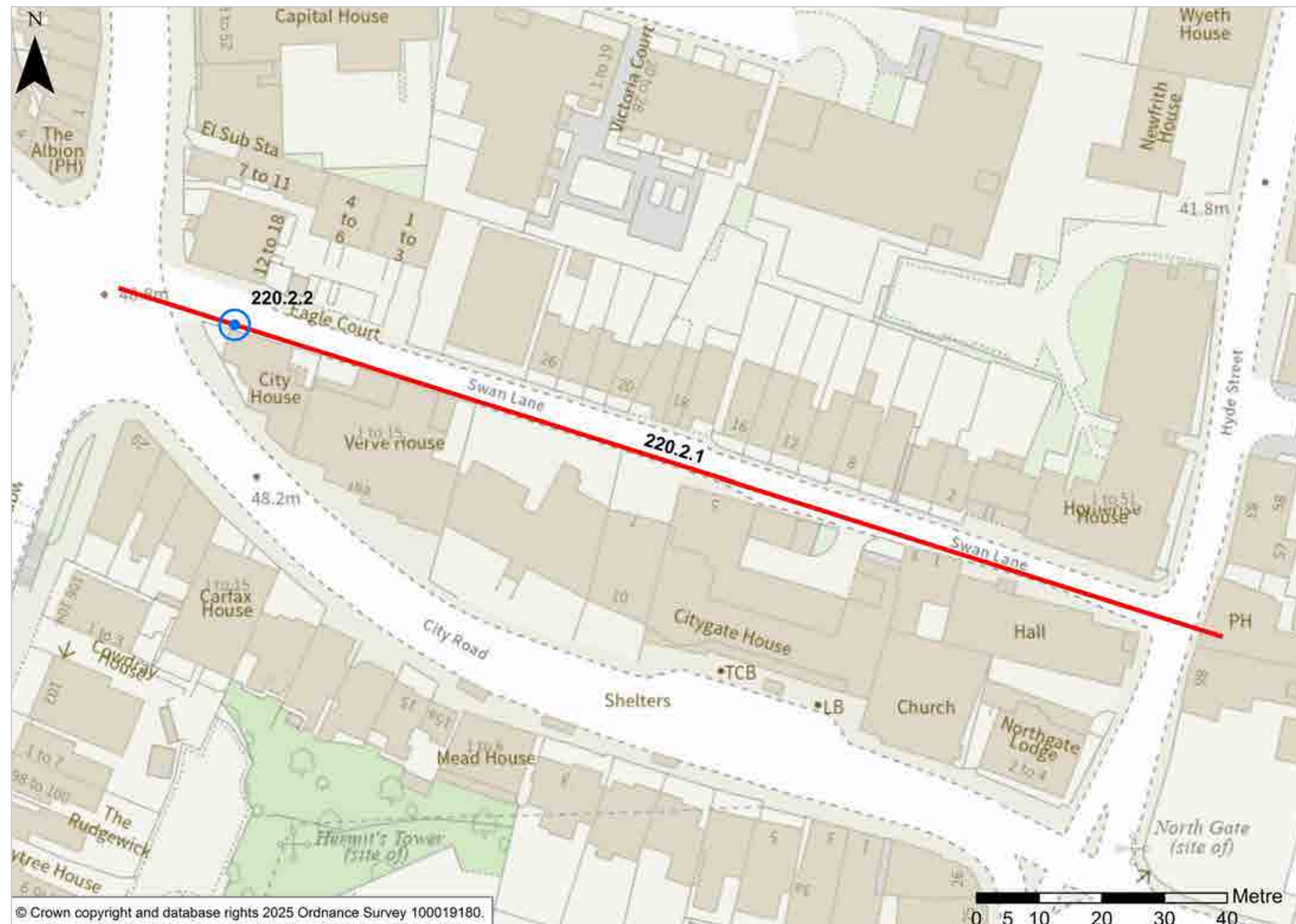


220.1.3 – Hyde Street



220.1.5b – Jewry Street north of St. George's Street

Route 220.2: Swan Lane (via Abbots Barton)



Route description

Route section 220.2 is a short route which connects Route 300 at the Carfax junction with Route 220.1 on Hyde Street. The route is mainly residential, although there is rear access to businesses.

Swan Lane is a 20mph road with on street parking and no dedicated cycling infrastructure. There is one way access from the Carfax junction onto Swan Lane, but not in the other direction. The total length of the route is 160m.

Background

This route has been added to the primary cycle network as a result of feedback received during the consultation.

This route was not included in the Winchester LCWIP Feasibility Study (2020) but was highlighted following engagement with stakeholders.

220.2 is included within the Winchester Mini Holland Feasibility Study; although, there are currently no suggested interventions along this route.

There are no bus services that can be accessed along route section 220.2.

The route section does not support the existing National Cycle Network.

Existing conditions

Swan Lane is a residential 20mph low traffic road. There is no dedicated cycling infrastructure, so people cycling are expected to use the carriageway. Along 220.2 there is on street parking, and natural surveillance from dwellings and lighting.

Barriers to walking and cycling

There is the potential for conflict between on carriageway cycling and on street parking through 220.2. There is also potential conflict between large vehicles accessing businesses and on carriageway cycling.

Potential Options

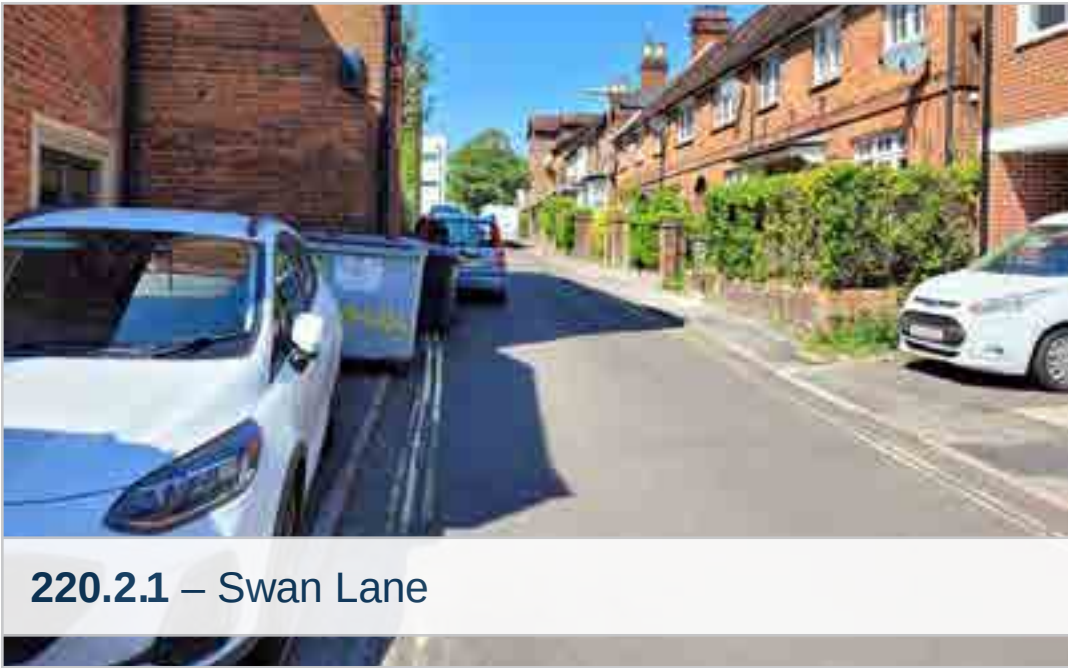
220.2.1

Rationalise on street parking should unnecessary conflict prove to be an issue. Improve signage.

220.2.2

Consider closing motor vehicle access from the Carfax junction into Swan Lane, retaining access from Hyde Street only. Options for the Carfax junction itself are covered in route 300 .

Explore options to make Swan a two-way cycle route, this would include a review of the Carfax junction to ensure that people cycling have safe access in and out of Swan Lane.

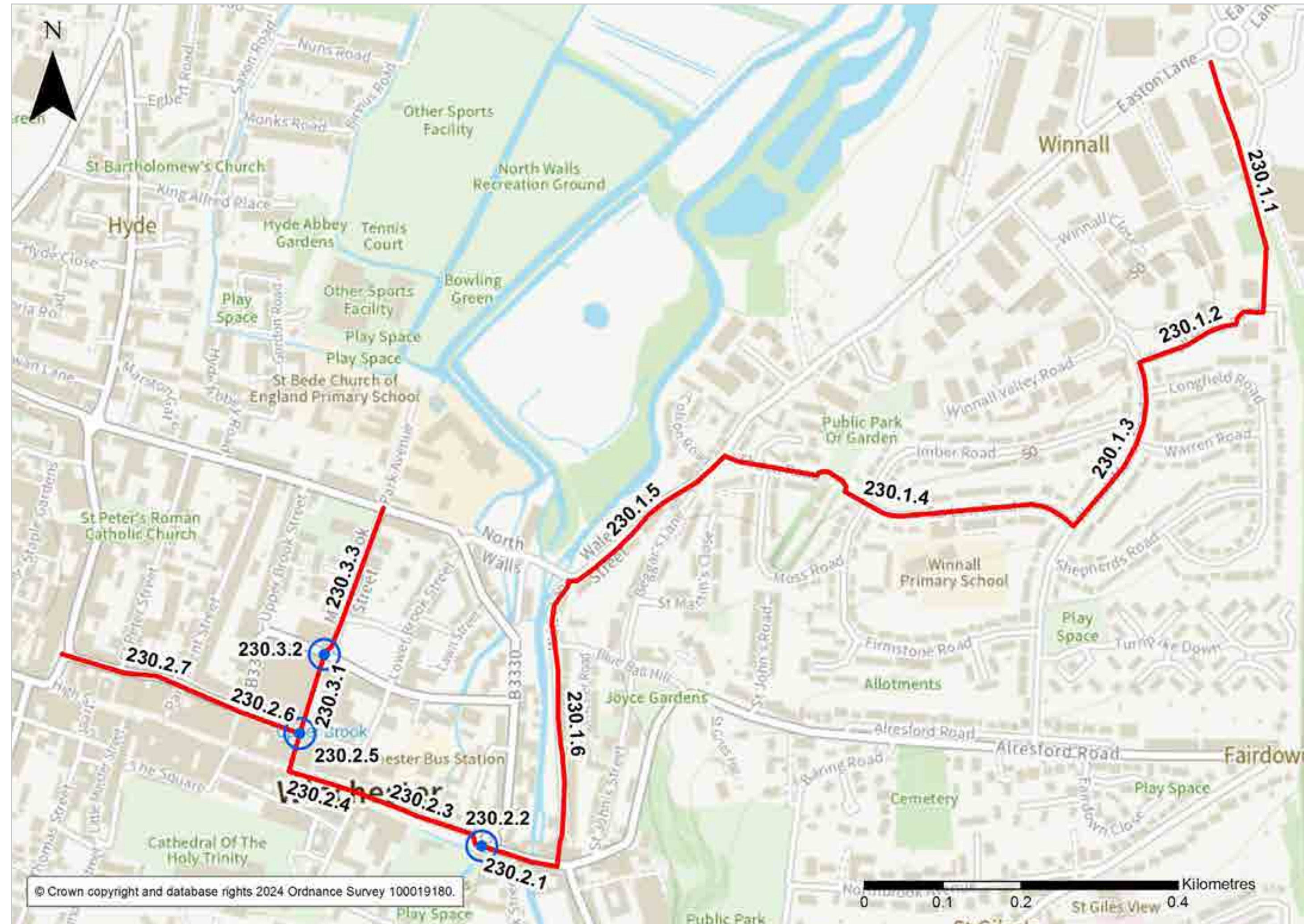


220.2.1 – Swan Lane



220.2.2 – Swan Lane/Carfax Junction

Route 230: Winnall to City Centre



230.1 Easton Lane to Bridge Street

Route description

Route 230 begins at the Easton Lane roundabout and heads southwest along the National Cycle Network route 23 (NCN23) (between Easton Lane to the Bridge Street/ Water Lane intersection); Black Path, Winnall Manor Road, Garbett Road, Ebden Road, Wales Street and Water Lane.

Route 230 connects to Winchester District route 100 at Easton Lane, and Winchester City route 240 at The Weirs Path/Bridge Street intersection.

Background

This subsection of route 230 follows the alignment of route C1 in the Winchester LCWIP Feasibility Study (2020).

The Stagecoach bus service 2 between Stanmore and Winnall operates along Winnall Manor Road, with services every 20 minutes during weekdays.

The Winchester Mini-Holland Feasibility Study and Winchester Movement Strategy have suggested interventions along this route, which have been discussed as and when appropriate in the potential options.

This route joins up with the CWZ at the Water Lane/ Bridge Street intersection.

Easton Lane is the shortest route into the town centre from Junction 9 of the M3, and as such has very high traffic flows (around 15,000-16,000 vehicles per day). National Highways will be undertaking a scheme to improve the connectivity between the A34 and M3, which may reduce traffic on Easton Lane/Wales Street and reduce traffic flows in the City Centre: **M3 junction 9 improvements – National Highways** Part of this route falls within the AQMA (see Figure 6). Whilst people walking and cycling may not be aware that they are within the boundaries of this, reducing motor vehicle traffic flows could have a positive impact on the air quality within the city and make it a more pleasant environment to travel actively in.

Existing conditions

The first subsection of route 230 is entirely urban in nature, passing through Winnall before arriving near the City Centre at Bridge Street. Much of the route is along residential roads with properties directly adjacent to the road or set back slightly with some verge space. Traffic flows within these residential areas are relatively low, with the exception of some roads such as Winnall Manor Road and Easton Lane/Wales Street. Apart from Wales Street and Easton Lane, which have 30mph speed limits, all roads along subsection 230.1 are subject to a 20mph speed limit.

Pavements are present along both sides of the road for the majority of 230.1, but aside from the off-road link between Ebden Road and Garbett Road, there is no cycle-specific infrastructure.

Barriers to walking and cycling

The lack of cycle-specific infrastructure means that people cycling currently have to share the road with high motor vehicle traffic flows on Winnall Manor Road and Easton Lane/Wales Lane. Narrow off-road paths do not allow for two people cycling to pass one another and introduce conflicts between people walking and cycling. A lack of street lighting along these paths could also lead to a lower perception of safety.

Potential options

230.1.1

Between Easton Lane and Winnall Manor Road (estate), route 230 follows an off-road shared use path. This path could be widened and resurfaced, subject to land ownership. If pedestrian flows are high, light segregation may be required. There is limited natural surveillance and, although lighting is provided, this could be reviewed.

230.1.2

Winnall Manor Road (estate) from the shared use path to Winnall Manor Road junction has a 20mph limit and appears to have low traffic flows. It is likely that this

already meets LTN1/20 but speed surveys could confirm – consider traffic calming if necessary.

230.1.3

The section between Winnall Manor Road and Garbett Road has moderate traffic flows at approximately 3,500 vehicles per day, and a 20mph limit is already in operation.

A shared use path could be considered but would require removing the majority of on-street car parking. Alternatively, consider an alternative alignment along Imber Road, which may require traffic calming, but has a lower flow.

Wayfinding signage is present but could be improved (particularly as this is part of the National Cycle Network route 23).

230.1.4

Garbett Road and Ebden Road are quiet residential streets with 20mph limits, so a mixed-traffic approach could be LTN1/20 compliant. The right turn onto Ebden Road from Easton Lane is currently unprotected with high traffic flows. Review the junction in line with measures taken forward for 230.1.5, a controlled crossing may be required.

The Mini-Holland Feasibility Study suggests installing a physical filter at the Moss Road/Firmstone Road junction, and a raised table across Moss Road at the Easton Lane junction.

230.1 Easton Lane to Bridge Street

There is a shared use path connecting Garbett Road with Ebdon Road. This path could be widened and resurfaced, subject to land ownership. If pedestrian flows are high, light segregation may be required beyond lining. There is limited natural surveillance and, although lighting is provided, this could be reviewed.

230.1.5

Wales Street and Easton Lane have very high traffic flows, around 10,000 vehicles per day. Property boundary constraints prevent a segregated cycle facility therefore consider extending the 20mph speed limit. Measures to reduce through-traffic may be considered at this location to reduce traffic volume, but its implementation may be challenging as this is a strategic route into the city.

The Winchester Movement Strategy suggests re-defining the existing one-way system and reallocation of available road space for parts of Easton Lane.

Alternative routes include Beggars Lane, but this is very steep, or use of the Itchen Way which would require formalising into a shared use path. There is currently an unbound narrow footpath here. The Chesil Railway Tunnel extends from Old Station Approach in Chesil to Garbetts Road, Winnall and could provide a walking and cycling facility between the city and Winnall. Currently, the northern section of the tunnel is privately leased from Winchester City Council, while the southern section is used for storage. Should the tunnel become vacant in the future its use as a foot and cycleway should be considered.

230.1.6

As Water Lane is a no-through-road for motor traffic, it appears to have very low traffic flows. However, there is a potential conflict between servicing vehicles and cyclists trying to pass, so a mixed traffic approach for these uses could be taken into account as part of any assessment which would also need to look at the loading activity in this location. Alternatively, investigate widening the footpath on the western side of the park to shared use. This route enters the CWZ at the Water Lane/Bridge Street intersection, so measures for the remainder of the route should be consistent with the CWZ.



230.1.1 – Easton Lane to Winnall Manor Road path



230.1.3 – Winnall Manor Road



230.1.2a – Winnall Manor Road (estate)



230.1.4a – Garbett Road



230.1.2b – Winnall Manor Road (estate)



230.1.4b – Garbett Road

230.1 Easton Lane to Bridge Street



230.1.5 – Wales Street



230.1.6 – Water Lane

Route 230.2: Bridge Street to St. George’s Street

Route description

The second subsection of route 230 continues from Water Lane along Bridge Street and High Street westwards towards the City Centre, before turning north along Middle Brook Street. The final part of the subsection follows St. George’s Street until the junction with Jewry Street.

This route connects to Winchester City LCWIP route 220 at the Jewry Street/St. George’s Street junction, and route 240 at City Bridge.

Subsection 230.2 connects the centre of Winchester City with the National Cycle Network route 23 at Bridge Street.

Background

The **Central Winchester Regeneration** site is adjacent to parts of this subsection, and therefore the potential options will need to consider active travel to and from the redevelopment area. This subsection is also entirely within the CWZ. Potential options for cycling and walking will seek to complement each other wherever possible.

The **Winchester Mini-Holland Feasibility Study** has suggested interventions along this route, which have been discussed as and when appropriate in the potential options.

Existing conditions

This route passes through the pedestrianised zone which extends along High Street and towards the junction of Middle Brook Street and Friarsgate. Cycles are only permitted for a small section of this area at the eastern end of High Street, and towards Silver Hill along Middle Brook Street (from autumn 2025).

As the route passes through the City Centre, it is the most densely built-up area of this route, with a high proportion of commercial properties and other services. Pavements are present on both sides of the road and many areas have restrictions on motor vehicle traffic flow.

This subsection also covers The Broadway, which is a drop-off and pick-up point for taxis, short stay car park, bus stop, and the entrance to the bus station. As a result, there are high volumes of large vehicles here.

Barriers to walking and cycling

Traffic flows are high throughout the City Centre, but particularly on St. George’s Street. There is no cycle-specific infrastructure along the route, although some of the pedestrianised areas can also be used by cycles. Bollards have been placed to restrict access to motor vehicles at the entrances to the pedestrianised areas, which may cause conflicts between people walking and people cycling.

Proximity to very large vehicles will also be intimidating for many users.

Potential options

230.2.1

This potential option covers Bridge Street from Water Lane to High Street/East Street roundabout, which is a key route in to the city for people cycling. The Mini-Holland Feasibility Study suggests installing a bus and cycle gate on Bridge Street, as well as a dropped kerb at the entrance to The Weirs shared use path on City Bridge (where it joins route 240). Further to this, the Bridge Street Feasibility Study has also identified a bus gate with wider footpaths as the preferred option.

Given that Bridge Street has very high levels of traffic, which would be reduced to a much lower level with a bus and cycle gate, this intervention will likely enable a mixed-traffic approach. However, the final design should ensure that it minimises the potential for conflict between people cycling and buses/coaches.

230.2.2

The Broadway/Eastgate Street/Bridge Street roundabout could be redesigned to a Dutch-style roundabout or Cyclops junction, if traffic is not reduced by measures set out in 230.2.1. Any changes here would need to take into account the CWR proposals.

230.2.3

A review of on-street parking along The Broadway could release additional road space for use by people walking and cycling. Through-traffic could be restricted to Colebrook Street car park access, servicing, buses, coaches and taxis only. The pavements could be widened, and bus stops relocated to the new kerbline.

230.2.4

This option covers High Street and Middle Brook Street until Silver Hill. The current restrictions on motor vehicle access should be retained. Review the bollards to reduce pedestrian and cycle conflict; they may no longer be needed if traffic is filtered on The Broadway. The current differentiated surfacing could be amended to delineate the spaces.

230.2.5

The Mini-Holland Feasibility Study suggests that a toucan crossing is installed at the Silver Hill/Middle Brook Street intersection.

230.2.6

Traffic levels along Silver Hill between Middle Brook Street and the B3331 could be low enough to support a mixed-traffic approach. A cycle gate could be installed at the traffic lights to allow people cycling to transition onto the next part of the route more easily.

Route 230.2: Bridge Street to St. George's Street

230.2.7

Along St. George's Street, one lane could be reallocated to create a two-way segregated cycle track on the southern side of the road.

The Mini-Holland Feasibility Study also suggests raised tables on the Parchment Street and St. Peter Street junctions.

Here the route joins route 220.



230.2.1 – Bridge Street



230.2.2b – The Broadway



230.2.5 – Silver Hill



230.2.2 – The Broadway/Eastgate Street/Bridge Street roundabout



230.2.3 – High Street



230.2.6 – St. George's Street



230.2.2a – The Broadway



230.2.4 – Silver Hill/Middle Brook Street Intersection

Route 230.3: Middle Brook Street

Route description

This section of route 230 runs along Middle Brook Street from the junction with Silver Hill to the North Walls junction.

This subsection connects to Winchester City LCWIP route 300 at the North Walls/Middle Brook Street and Durngate/Water Lane junctions.

Background

The **Winchester Mini-Holland Feasibility Study** has suggested interventions along this route, which have been discussed as and when appropriate in the potential options.

This section of the route is entirely within the CWZ.

Existing conditions

Subsection 230.3 passes through both commercial and residential areas, with pavement on both sides of the road and street lighting throughout. Middle Brook Street between Silver Hill and Friarsgate is a pedestrianised zone.

Traffic flows are low along Middle Brook Street between Friarsgate and North Walls and it is subject to a one-way traffic restriction. Short sections of contraflow cycle lanes are present at the northern and southern ends but are not continuous along the entirety of Middle Brook Street.

Barriers to walking and cycling

Cycling is not currently permitted through the pedestrianised area of Middle Brook Street (there is a scheme to allow cycling here which is due to be implemented by autumn 2025), so people cycling must currently dismount to continue north from the intersection with Silver Hill, which won't be possible for all users. The lack of continuous cycle infrastructure also poses challenges to people cycling, who must navigate against the flow of traffic past parked vehicles to reach the section of contraflow cycle lane near the North Walls/Middle Brook Street/Park Avenue junction.

Potential options

230.3.1

Cycling is permitted along the pedestrianised section of Middle Brook Street between Silver Hill and Friarsgate. However, the high pedestrian flows mean that segregation would be required to meet LTN1/20.

The Mini-Holland Feasibility Study also suggests that a pedestrian and cycle zone should be considered at this location. There is a scheme due to be implemented in the autumn 2025 which would allow for cycling along this section of Middle Brook Street.

230.3.2

The Mini-Holland Feasibility Study suggests upgrading the Middle Brook Street and Friarsgate crossing to a toucan crossing, which is currently in design stage. This

would allow for people cycling to easily cross Friarsgate and continue their journey.

230.3.3

This option covers Middle Brook Street between Friarsgate and North Walls. Current traffic levels are low at around 1,500 vehicles per day, which would allow for a mixed-traffic approach with the flow of motor vehicles. There are some sections of physical segregation, but they are not wide enough for all cycles. Consider a push button for the existing cycle signals at North Walls and investigate sensor responsiveness.

The final design should also facilitate cycle access from North Walls to connect with route 300.



230.3.2 – Middle Brook Street/Friarsgate crossing



230.3.3a – Middle Brook Street between Friarsgate and North Walls

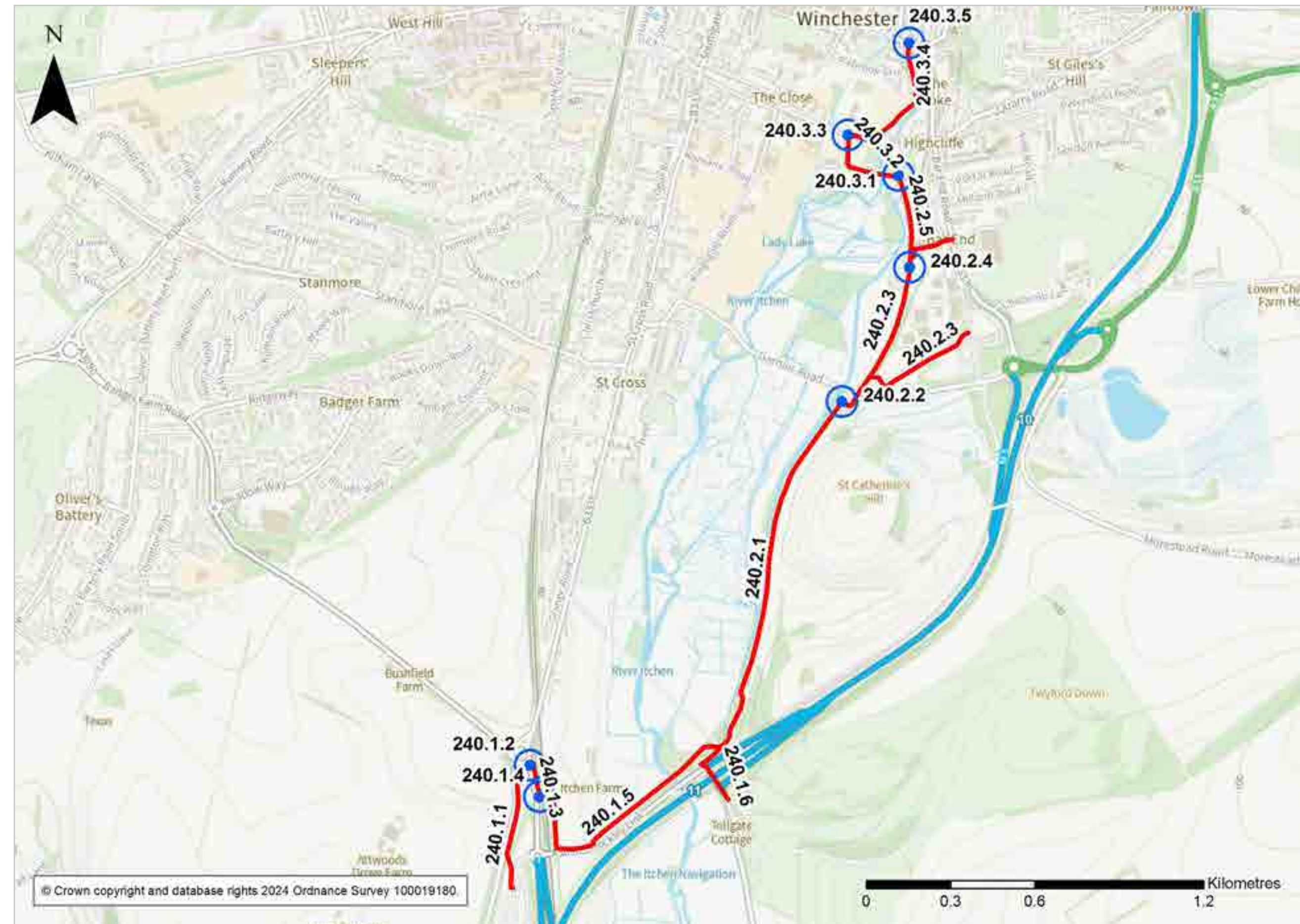


230.3.1 – Middle Brook Street between Silver Hill and Friarsgate



230.3.3b – Middle Brook Street between Friarsgate and North Walls

Route 240: Park and Ride South to City Centre (via Bar End)



240.1 South Winchester Park and Ride to Hockley Link

The route has been split into three sections, reflecting the change in character at each point. There are also three spurs along the route which connect into key trip attractors.

Route description

This section of the route starts at the South Winchester Park and Ride and continues northbound on the shared use path along Otterbourne Road where it meets the St. Cross Roundabout. Here the route crosses the Hockley Link and follows the shared use path southbound for 110m until the Itchen Farm entrance. The route enters at Itchen Farm and continues, eventually turning northeast, over Hockley Railway Viaduct, as far as the Five Bridges Road intersection. The second section of the route (240.2) continues from this point in a northbound direction. There is a 260m spur on this section which heads south, connecting with Hockley Link ending at Hockley Golf Club.

Section 240.1 connects with routes 120 and 130 of the Winchester District LCWIP at the South Winchester Park and Ride and Hockley Golf Club, respectively.

This section of the route comprises a mixture of roads with speed limits of 40, 50 and 60mph and runs for a total length of 2km.

Background

This route was included in the Winchester LCWIP Feasibility Study (2020) as route C1, following engagement with stakeholders.

There are eight bus services which can be accessed at the South Winchester Park and Ride, Otterbourne Road and the B3335. These are the WPR (Winchester Park and Ride Bus), 1, 63, N1, 61, 69, 623 and 691. These connect Winchester with Southampton, Fareham, Eastleigh and the villages in between. This route section supports the existing National Cycle Network and follows NCN route 23. NCN route 23 connects Reading to Southampton via Basingstoke, Alresford, Winchester and Eastleigh.

Existing conditions

The route is formed of off-road shared use paths. There are three points where the route crosses the road, the first at the St. Cross roundabout is an uncontrolled crossing over four lanes of fast-flowing traffic, the second and third are at the Hockley Link and are controlled and uncontrolled signalised crossings respectively.

Barriers to walking and cycling

Sections of the route have narrow pathways, short steep areas and lack natural surveillance or any lighting.

The St. Cross roundabout and the Hockley Link both have high volumes and speeds of traffic flow. At St. Cross and Hockley Golf Club, the crossing is uncontrolled and not suitable for most people to feel confident cycling across.

Parts of the section are isolated and unlit, creating a potentially unpleasant cycling experience. In addition, at these points the existing pathway is narrow and shared between people walking and cycling.

Potential options

240.1.1

The section of Otterbourne Road between the St. Cross Roundabout and the South Winchester Park and Ride has existing shared use facilities, but there appears to be scope to provide a fully segregated cycle track along the majority of the route, subject to land availability.

240.1.2

The existing crossing over the Hockley Link at St. Cross is uncontrolled, with a centre island. A suitable controlled crossing could be provided at this location. This would need to be controlled to meet current guidance. There are other cycle desire lines around this roundabout, so a whole junction re-design could be considered. It is likely that any application for Bushfield Camp would require improvements at this roundabout.

240.1.3

The existing shared use path along the Hockley Link is narrow and cluttered with street furniture. There appears to be sufficient space to widen this path by removing clutter and reallocating verge space.

240.1.4

Re-design the entrance to Itchen Farm to better accommodate cycle movements. This may include prioritising people cycling, reducing street clutter and providing a better transition (not a 90-degree turn).

240.1.5

Consider widening the existing off-road shared use path, subject to land ownership and improve lighting provision.

240.1.6

Ensure vegetation is well managed. This may allow for the widening of the existing path, subject to land ownership. Consider improving lighting provision.

Consider undertaking a review of the Hockley Link signalised junction and pavement links. Significant improvements would be required to comply with national guidance. Sections of the road at this location form part of the Strategic Road Network, managed by National Highways. Any scheme would require engagement between the highway authorities.

240.1 South Winchester Park and Ride to Hockley Link



240.1.1 – Otterbourne Road shared use pathway



240.1.4 – Itchen Farm entrance



240.1.2 – Hockley Link crossing



240.1.5 – Off-highway shared use pathway



240.1.3 – Hockley Link shared use pathway



240.1.6 – Hockley Link pavement and crossings

Route 240.2 Five Bridges intersection to College Walk via Bar End

Route description

This section of the route starts where section 240.1 finishes at the Five Bridges Road intersection and heads northbound as far as College Walk. The subsection has a spur after Garnier Road and at Domum Road which connects to the St. Catherine's Park and Ride, Park and Ride East (Barfield) and Bar End.

The majority of route 240.2 is off-road, following the River Itchen on a shared use path. The route joins the road at Domum Road, an unadopted highway, and Barfield Close, which have 30mph speed limits. Route section 240.2 is 3km in total length.

Background

This route was included in the Winchester LCWIP Feasibility Study (2020) as route C1, following engagement with stakeholders.

This section of the route was supported by local stakeholders at the mapping event. There are two bus routes along route 240.2 which serve the St. Catherine's and East (Barfield) Park and Ride sites. There is also a National Express and Megabus pick-up point at St. Catherine's Park and Ride.

This route section supports the existing National Cycle Network route 23 which connects Reading to Southampton via Basingstoke, Alresford, Winchester and Eastleigh.

Existing conditions

The route, as far as Domum Road, is off-road using shared use paths with the exception of the spur at Garnier Road, where the route is on-road for 60m returning to shared use at St. Catherine's View. Throughout, sections of the shared use paths are narrow, with short, steep parts that lack natural surveillance or any lighting.

Domum Road is not adopted highway. It is a single track, residential access road with no formal provision for cycling, poor surface quality and very limited lighting. There are also speed humps and limited natural surveillance, with houses occasionally overlooking the route.

There are two potential options for the second spur connecting Domum Road to St. Catherine's Park and Ride. The first connects directly with the Park and Ride car park, but is steep, narrow, unaided, unlit and overgrown. The second connects with Barfield Close to the north. This option has an existing ramp and steps, is

narrow and has limited lighting, travelling between two industrial sites. This option is tarmacked.

Barriers to walking and cycling

Parts of the section are isolated and unlit, creating a potentially unpleasant cycling experience. In addition, at these points the existing pathway is narrow and shared between people walking and cycling.

Cycling along Domum Road is mixed with traffic, creating the potential for conflict between people cycling with fast moving motor vehicles.

Both the southern spur and the two options for the northern spur are narrow, with steep sections and have a lack of natural surveillance. Accessing the southern spur requires on-road cycling for 60m.

Potential options

240.2.1

Consider evaluating the existing lighting levels and vegetation management to ensure there is as little obstruction as possible. Seek to widen the shared use path, where possible. If pedestrian flows are high, consider segregation.

240.2.2

At the Handlebar Café, there is a blind bend under the old railway line, the path could be realigned to improve sightlines, nevertheless, signs and measures could be added to slow cycling movements in this area as it can be quite busy for people walking during peak times and there is no opportunity to widen or segregate. An assessment of lighting, vegetation levels and wayfinding signage could be undertaken at this location.

240.2.3

To access the southern spur, cyclists must continue north through the car park and then along Garnier Road under the bridge. Consider reducing the speed limit to 20mph to support cycling in mixed traffic. Traffic signals may be required subject to feasibility at the bridge due to its narrowness.

Beyond the Handlebar Café and along the southern spur, review vegetation management, widen existing path provision, subject to land ownership, and seek to increase lighting provision. Consider resurfacing the St. Catherine's shared path.

240.2.4

Subject to discussion with land owners, consider options to allow access for larger cycles at the Kingsgate Lawn Tennis Club.

240.2.5

Domum Road is a lightly trafficked, single track access road for residential properties, Winchester College Boat Club and leisure facilities. The road surface and lighting could be improved and the vegetation cut back, subject to discussions with landowners to promote a low-speed low-traffic environment.

The first option for the northern spur would require cutting back vegetation and an enhanced, widened, formal path provision as well as lighting. The second option would require a review of lighting and widening of the existing ramp and path, subject to land ownership.



240.2.1 – The Itchen Navigation



240.2.4 – Kingsgate Lawn Tennis Club modal filter



240.2.2 – Handlebar Café pinch point



240.2.5 – Domum Road

240.3 College Walk to Bridge Street

Route description

This section of the route starts where route 240.2 finishes at the Domum Road/College Walk junction and heads northbound along College Walk and The Weirs as far Bridge Street.

There is currently no dedicated cycling provision along College Walk. The route becomes a shared use path at Wolvesey Castle and remains shared use as far as Bridge Street where the route terminates. College Walk has a speed limit of 30mph. Route section 240.3 is 800m in length.

Background

This route was included in the Winchester LCWIP Feasibility Study (2020) as route C1, following engagement with stakeholders. The route connects with the CWZ at Bridge Street.

Route 240.3 is not serviced by any buses but does support the existing National Cycle Network route 23, which connects Reading to Southampton via Basingstoke, Alresford, Winchester and Eastleigh.

The Winchester Mini-Holland Feasibility Study has highlighted this section as a route of interest; however, there are no suggested interventions along this route. The Bridge Street Feasibility Study has highlighted the

desire to improve the existing conditions by providing a bus gate.

Existing conditions

College Walk has no dedicated cycling facilities. The road is a single carriageway, has a 30mph speed limit and has low traffic flows with on-street parking. There are pavements located on only one side of the road for the majority of its length.

The Weirs is a shared use off- highway section of the route which follows the River Itchen as far as Bridge Street. There is some existing light segregation (in the form of hedges), but limited street lighting provision.

Barriers to walking and cycling

There is a lack of cycling infrastructure for the first part of route section 240.3, with cycling in mixed traffic currently observed. On-street parking creates potential conflict between people cycling and driving, and the lack of crossing facilities at the Domum Road junction makes cycling movements difficult.

The existing shared use path at The Weirs is narrow in sections and not segregated. This increases the risk of potential conflict between people walking and cycling. Pedestrian flows here are high.

Potential options

240.3.1

Improve the existing Domum Road/College Walk junction to better accommodate cycle movements. This may include the provision of cycling priority measures and tightening the junction.

240.3.2

Lower the existing speed limit to 20mph to better allow for cycling in mixed traffic.

Consider reviewing on-street parking to reduce potential conflict between people cycling and driving, with the re-design of echelon parking to avoid reversing out into people cycling.

240.3.3

At the junction of College Walk/The Weirs, ensure the transition between on-road mixed traffic and off-road shared use is clear. This could include coloured markings and better signage.

240.3.4

Continue the light segregation along The Weirs for as long as widths will allow.

240.3.5

The transition from the shared use path to the bridge is narrow and very constrained by a historic bridge and public house (Bishop on the Bridge). Visibility is limited. City Bridge includes a Scheduled Ancient Monument which limits the extent of physical infrastructure changes. Any alterations would need to be discussed with Historic England. Consider widening the ramp to replace the steps (ensuring a handrail is retained). Introduce a dropped kerb into the carriageway. As proposed by the WMS and reviewed as part of the Mini Holland Feasibility Study, a bus gate is proposed here which would dramatically reduce traffic flows, so cycling from here would be with buses only.

240.3 College Walk to Bridge Street



240.3.1 – Domum Road/College Walk junction



240.3.4 – Light segregation along The Weirs



240.3.2 – College Walk

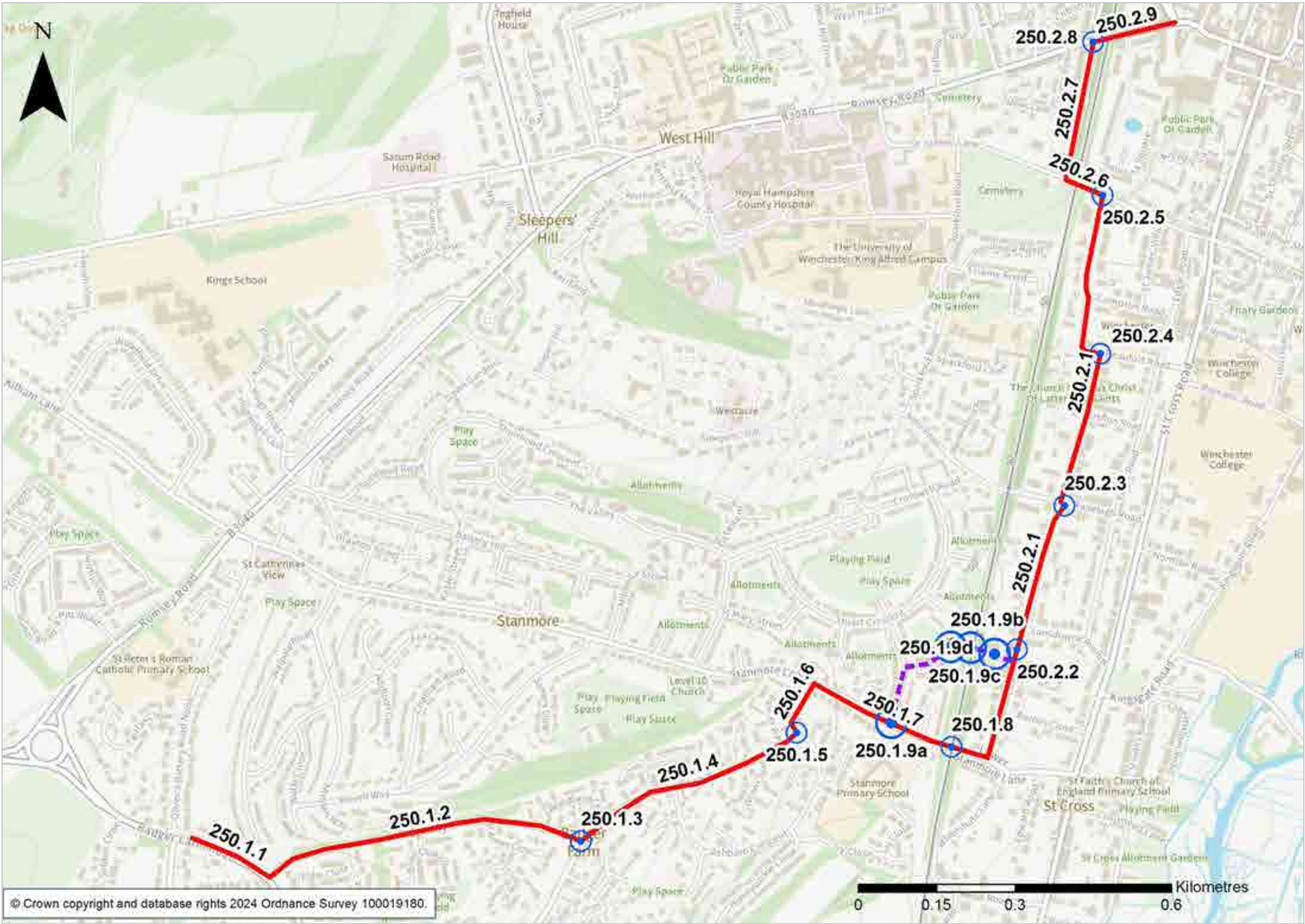


240.3.5 – The Weirs/Bridge Street



240.3.3 – College Walk/The Weirs junction

Route 250: Badger Farm to Westgate



250.1 Badger Farm to Christchurch Road

The route has been split into two sections, reflecting the change in character at each point.

Route description

This route section begins on Badger Farm Road, at the Oliver’s Battery underpass, where it meets route 260. The section then heads east, along Badger Farm Road, Ridgeway, Rooks Down Road, Stanmore Lane and finally Lower Stanmore Lane, where it becomes section 250.2 on Christchurch Road.

The route section follows roads with a mixture of 20, 30 and 40mph speed limits, as well as a short section of off-highway path, for a total length of 1.7km.

Background

Part of this route was included in the Winchester LCWIP Feasibility Study as route C6, St James’ Terrace to Cromwell Road via Christchurch Road, following engagement with stakeholders.

There are four bus services along this route section which are the 5, 61, 63 and 621. These connect the route with the City Centre, Eastleigh, and Badger Farm. This route does not connect to the National Cycle Network.

The Winchester Mini-Holland Feasibility Study has suggested interventions along this route, which have

been discussed as and when appropriate in the potential options.

Existing conditions

Badger Farm Road has a 40mph speed limit with no dedicated cycling infrastructure. There is a pavement on the northern side of the road, with limited natural surveillance from overlooking properties.

Ridgeway has a 30mph speed limit with no dedicated cycling infrastructure. The road is more residential in nature than Badger Farm Road, with pavements running on at least one side of the road for its entire length.

Rooks Down also has a 30mph speed limit with property frontages and pavements on both sides of the road for its entire length, with exception of the last 120m where there are only pavements on one side of the road.

Stanmore Lane is a residential, 20mph mixed traffic route with a high volume of traffic. There is no existing dedicated cycling infrastructure. This section of the route has on-street parking and pavements on both sides of the road. At the southern end, the single carriageway road becomes single track as it passes through a tunnel below the railway line. This underpass is unsignalised. Beyond this underpass, Lower Stanmore Lane continues until Christchurch Road. This stretch has a 30mph speed limit, pavements on one side of the road and residential frontages.

Barriers to walking and cycling

There are no dedicated cycling facilities along the entire extent of route section 250.1. Badger Farm Road has high traffic volumes and speeds with a lack of natural surveillance. On-road cycling would exclude most potential users due to the risk of potential conflict between people cycling and the high speeds and volumes of motor vehicle traffic. There are also metal barriers located along Badger Farm Road which may pose a risk to people cycling.

Ridgeway and beyond is far more residential, with lower speed limits and traffic flows. Barriers to walking and cycling include limited pavement widths, crossing facilities, a lack of natural surveillance and on-street parking along Stanmore Lane.

Potential options

250.1.1

Reduce carriageway widths and provide off- carriageway space for cycling, consider removing guard railing. This could be through a shared use path (suggested in the Mini-Holland Feasibility Study) or, if pedestrian flows are high, provide a fully segregated kerbed cycle track along Badger Farm Road. Verge space may be needed and appears to be available.

250.1.2

Reduce the bellmouth junction width at Ridgeway. Consider a 20mph speed environment with traffic calming.

If flows are higher, consider measures to reduce through-traffic. Ensure that cycle movements have priority over side roads and tighten side road junctions. A segregated path could be considered but would involve significant tree loss and level issues, and could not be continued past 250.1.2, and would not offer route continuity.

250.1.3

Improve the wayfinding provision in this location; and the continuation of the 20mph zone with traffic calming is proposed to Rances Way. Reduce the junction width at Ridgeway/Rooks Down Road.

250.1.4

Continue 20mph approach with traffic calming along Rooks Down Road.

250.1.5

Heading into Rances Way, consider signs and traffic calming, and tightening of the junction.

250.1.6

At the off-road path consider removal of the existing entry barriers, resurfacing, improved lighting and widening of the existing shared use paths, subject to land ownership. Given this is a school route, light segregation between people walking and cycling may be required upon review.

250.1 Badger Farm to Christchurch Road

250.1.7

At Stanmore Lane, there appears to be high traffic flows, especially at school times, and a 20mph speed limit with traffic calming, and parked cars down both sides. A review of on street parking could be undertaken here. However, there are limited opportunities to improve – even with removal of on-street parking, there would not be space for a continuous provision for cycling. It is suggested that this section retains mixed traffic as there are no other likely solutions.



250.1.1 – Badger Farm Road



250.1.3 – Ridgeway/Rooks Down Road



250.1.6 – Off-carriageway path

250.1.8

Consider signalling the railway underpass. Reduce the existing Lower Stanmore Lane speed limit to 20mph to continue mixed traffic cycling provision.

250.1.9

There is an alternative route which bypasses Lower Stanmore Lane. This route follows Kings Avenue and Princes Place, connecting with Christchurch Road via a private road. Kings Avenue and Princes Place are already 20mph roads so could be suitable for cycling in mixed traffic. The off-highway path could be resurfaced and widened where possible, and lighting reviewed. Bollards in the underpass should be redesigned to allow for all types of cycles. The private road could be resurfaced and wayfinding added, subject to agreement with landowners.



250.1.2a – Ridgeway/Badger Farm Road



250.1.4 – Rooks Down Road



250.1.7 Stanmore Road



250.1.2b – Ridgeway/St. Anne's Close



250.1.5 – Rooks Down Road/Rances Way



250.1.8 – Lower Stanmore Lane railway underpass

250.1 Badger Farm to Christchurch Road



250.1.9a – Stanmore Lane/Kings Avenue



250.1.9c – Underpass



250.1.9b – Princes Place path



250.1.9d – Christchurch Road private access

Route 250.2 Christchurch Road to Westgate

Route description

This section of route 250 begins at the Lower Stanmore Lane/Christchurch Road. It then heads northbound as far as St. James’ Lane where it turns left and cuts across St. James’ Terrace, as far as Romsey Road. Here the route continues eastbound as far as Westgate. Route 250.2 connects with routes 330 and 270 at Barnes Close and Romsey Road, respectively.

The route section follows roads with a mixture of 20 and 30mph speed limits, as well as a short section of traffic free route along St. James’ Terrace, for a total length of 1.6km.

Background

Part of this route was included in the Winchester LCWIP Feasibility Study (2020) as route C6, St. James’ Terrace to Cromwell Road via Christchurch Road, following engagement with stakeholders.

There are no bus services along this route section. This route does not connect to the National Cycle Network.

The Mini Holland Feasibility Study has suggested interventions along this route, which have been discussed as and when appropriate in the potential options.

Existing conditions

Christchurch Road is a wide, residential, single carriageway road with a 30mph speed limit. There is on-street parking and pavements on both sides of the road, with an exception between Christchurch Gardens and Lansdowne Avenue, where the road narrows and pavement is located on only on side of the road.

St. James’ Lane is a narrow, 20mph speed limit, single carriageway road with pinch points over the railway line and a steep incline. There are also narrow pavements, metal guardrails, a lack of natural surveillance and high traffic flows along this section of the route.

St. James’ Terrace is a traffic-free shared use path, passing behind residential properties. The route is narrow in sections but is lit and paved.

Romsey Road, at the meeting point with St. James’ Terrace, the speed limit changes from 30mph to 20mph and there are high traffic flows on this arterial road. As of summer 2024, there is a temporary signalised crossing point (under an Experimental Traffic Regulation Order) at the junction with Clifton Terrace. The route is a narrow, single carriageway route with on-road cycling. There are pinch points over the railway and narrow pavements throughout.

Barriers to walking and cycling

On-street parking, a lack of dropped kerbs and tactile paving on side roads, narrow pavements and a lack of cycle priority along the route are the largest barriers along Christchurch Road.

St. James’ Lane is very narrow and is unsuitable for higher flows of traffic mixing with people cycling. There is also a significant pedestrian desire line across St. James’ Lane from St. James’ Terrace.

St. James’ Terrace does not currently permit cycling, and is steep and narrow in places.

Romsey Road is a steep, very busy road, with very narrow road widths and a lack of pavements in sections. The road has a speed limit of 30mph to begin with, lowering to 20mph as you pass St. James’ Terrace.

Potential options

250.2.1

Along Christchurch Road, review the provision of on-street parking. Consider reducing the speed limit to 20mph and traffic calming. It appears traffic flows are low so this should ensure LTN1/20 compliance. Ensure cycle and walking movements have priority over side roads and driveways. Review vegetation management to ensure pavements width are maximised and lighting

unobstructed. Provide continuous dropped kerbs, tactile pavements and tight bellmouths on all side roads.

250.2.2

Consider measures to reduce through-traffic at the pinch point by Christchurch Gardens to allow access for people walking and cycling only. Continue the 20mph mixed-traffic approach with traffic calming.

250.2.3

Change the priority at the Christchurch Road/Ranelagh Road junction to allow right of way for route section 250.2. Provide wayfinding and ensure the provision of suitable warning and give way signs on Ranelagh Road. A raised table may provide the clearest indication of priority as well as road markings. Continue the 20mph mixed-traffic approach with traffic calming.

250.2.4

Change the priority at Christchurch Road/Beaufort Road junction to allow better priority for people cycling travelling along 250.2. A raised table and road markings may also provide a clear indication of priority. Continue the 20mph mixed-traffic approach with traffic calming.

250.2.5

Change the priority at the Christchurch Road/St. James’ Lane junction to allow better priority for people cycling

Route 250.2 Christchurch Road to Westgate

travelling along 250.2. A raised table and road markings may also provide a clear indication of priority. Continue the 20mph mixed-traffic approach with traffic calming.

250.2.6

Consider implementing measures to reduce through-traffic between Christchurch Road and West Hill Cemetery to allow for cycling in mixed traffic. Remove existing metal guard rails on St. James’ Terrace.

250.2.7

Improve surface quality and review lighting provision and signage. Depending on pedestrian flows, light segregation may be an option.

250.2.8

The Winchester Mini-Holland Feasibility Study suggests tightening the Clifton Terrace junction and to connect to St. James’ Terrace. Consider installing a toucan crossing with early release for cycles and a continuous footway and raised junction treatment at this location. At the time of writing, the trail scheme here is to be upgraded to a toucan crossing and made permanent. From here, the cycle route heads east along Romsey Road.

250.2.9

Traffic flows on Romsey Road are very high. Currently, the only way to achieve any LTN1/20 compliant options on Romsey Road would be to reduce the traffic flow significantly. Consider exploring quieter alternative routes which avoid Romsey Road.



250.2.1 – Christchurch Road



250.2.4 – Christchurch Road/Beaufort Road junction



250.2.7 – St. James’ Terrace



250.2.2 – Christchurch Road pinch point



250.2.5 – Christchurch Road/St. James’ Lane junction



250.2.8 – New crossing



250.2.3 – Christchurch Road/Ranelagh Road junction



250.2.6 – St. James’ Lane/St. James’ Terrace junction



250.2.9 – Romsey Road

Route 250.3: Olivers Battery to Badger Farm (via Sainsbury's)



Route description

The route starts at the Badger Farm Road/Ridgeway junction where it meets with Route 250.1 and heads south as far as the Badger Farm Road/Meadow Way roundabout. Here it continues east along Meadow Way as far as Rooks Down Road, where the route rejoins Route 250.1. Route 250.3 follows high-volume, high-speed roads with on carriageway cycling. The route is semi residential, with stretches not overlooked by dwellings.

Badger Farm Road is a 40mph arterial road. Meadow Way is a 30mph connector road, with lower traffic flows. The total length of 250.3 is 1km.

Background

This route has been added to the primary cycle network as a result of feedback received during the consultation.

This route was not included in the Winchester LCWIP Feasibility Study (2020) but was included within the Winchester Mini Holland Feasibility Study. Although, there are currently no suggested interventions along this route. It was added to the LCWIP following public consultation.

There is one bus service that can be accessed along route section 250.3. This is the 5 which connects Badger Farm to Winchester centre.

The route section does not support the existing National Cycle Network.

Existing conditions

Badger Farm Road is a semi residential, high traffic road with 40mph limits. There is limited natural surveillance, but there is street lighting.

Along Meadow Way people cycling are expected to cycle on the carriageway in mixed traffic. The speed limit is 30mph. There is no surveillance for the first half of Meadow Way, and limited lighting.

Barriers to walking and cycling

Given the flow and speeds of Badger Farm Road, it is very unattractive as an on-carriageway cycle route. The off carriageway footpath is narrow in places, with over growing vegetation limiting the useable widths.

The lack of cycling infrastructure along this section of route detracts from its use, with limited surveillance in places. Given the width and fairly straight sight lines on Meadow Way it’s likely that traffic can travel faster than 30mph, increasing the risk of injury to people cycling.

Potential Options

250.3.1

There appears to be plenty of verge width to explore the potential of a shared use path or allow for segregated pedestrian and cycle flows. Review lighting along Badger Farm Road.

250.3.2

Investigate upgrading the existing Badger Farm Road/ Meadow Way roundabout to the latest cycle design guidance, such as a Dutch style roundabout.

250.3.3

Investigate reducing the speed limit along Meadow Way to 20mph for mixed traffic, as it would appear there is insufficient highway width to install segregated facilities. Traffic calming measures or measures to break up the visibility may be required to support lower speeds. Review lighting along Meadow Way.

250.3.4

Ensure that walking and cycling movements along Meadow Way have priority over side roads. Consider tightening bell mouths to reduce entrance speeds or using continuous footways as appropriate.

Passing Barley Down Drive, continue 20mph proposal.



250.3.2 – Badger Farm Road/Meadow Way Roundabout



250.3.3 – Meadow Way (1)

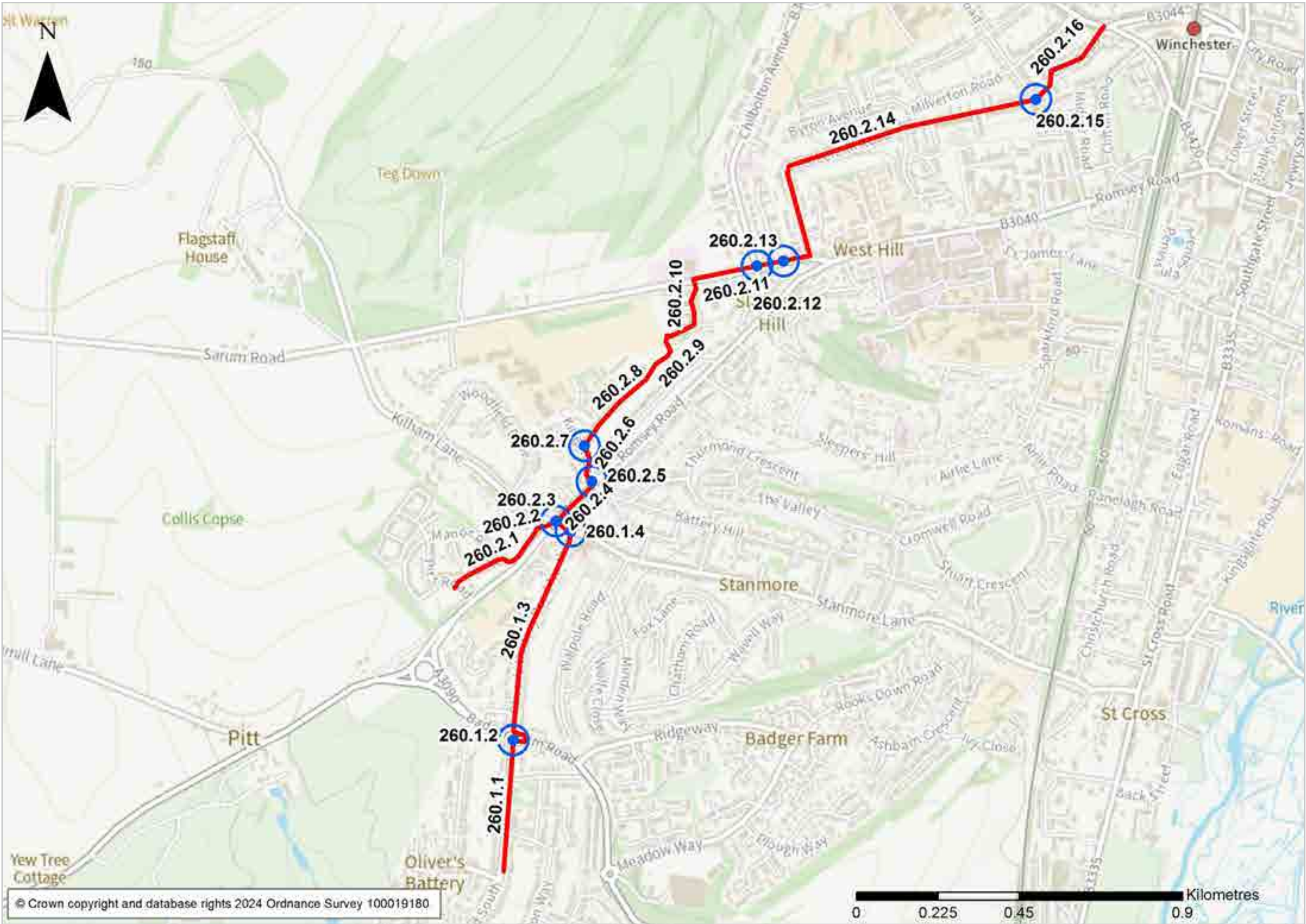


250.3.1 – Badger Farm Road



250.3.4 – Meadow Way (2)

Route 260: Oliver's Battery to Winchester Railway Station



260.1 Oliver’s Battery to Romsey Road

The route has been split into two sections, reflecting the change in character at each point. There is also one spur along the route which connects into key trip attractors.

Route description

This route starts on Oliver’s Battery Road South and heads northbound as far as Badger Farm Road. Here the route crosses Badger Farm Road via an underpass (where it joins route 250) and then rejoins the carriageway on Oliver’s Battery Road North. The route section continues along this road as far as Stanmore Lane where it turns northwest for 50m, ending on the Stanmore Lane/Romsey Road junction. Section 260.2 continues from here.

Section 260.1 connects with route 110, Winchester to Hursley of the Winchester District LCWIP at Oliver’s Battery Road South. Route section 260.1 comprises of mainly residential roads with speed limits of 20, 30 and 40mph and runs for 1.1km.

Background

This route was included in the Winchester LCWIP Feasibility Study (2020) as route C2, following engagement with stakeholders.

There is one bus service which can be accessed on Olivers Battery Road South. This service is the 63 and connects Oliver’s Battery with Winchester and Owslebury. This route section does not support the existing National Cycle Network.

The Winchester Mini-Holland Feasibility Study has suggested interventions along this route, which have been discussed as and when appropriate in the potential options.

Existing conditions

The route is formed of on-road cycling mixed traffic along residential roads, as there is no dedicated cycling infrastructure. There is a local shopping area on Oliver’s Battery Road South. The route has relatively low traffic flows and speeds. The route crosses Badger Farm Road, a 40mph road, using an off-carriageway underpass. This underpass has steps, so crossing the road is the only alternative to avoid using steps.

Barriers to walking and cycling

There are no dedicated cycling facilities along the entire extent of route section 260.1. On-road cycling would exclude some potential users, regardless of the traffic flows, due to the risk of potential conflict between people cycling and fast-travelling motor vehicles. There is also on-street parking observed along both Olivers Battery

Road South and North.

The existing underpass under Badger Farm Road requires cyclists to dismount and walk their bikes up and down the stairs. In addition, there are no ramps, which limits disabled access

Oliver’s Battery North has lower speed limits and traffic flows. Barriers to walking and cycling include limited pavement widths and continuity of the route on Stanmore Lane.

Potential options

260.1.1

Improve the quality of the existing surface on Oliver’s Battery Road South. If flows are low, consider a 20mph speed environment with traffic calming to allow for mixed cycling. If flows are higher, consider measures to reduce through-traffic. Ensure that cycle movements have priority over side roads and tighten side road junctions. This is important at the local shopping centre and church, where there is likely to be conflict between cycling and motorists parking off-road. On-street parking provision may require review.

260.1.2

The existing underpass currently provides a barrier to cyclists. Given the high speeds and flow rate along

Badger Farm Road, consider a signalised crossing point from Olivers Battery Road South to Oliver’s Battery Road North, with separated motor and pedestrian/cyclist movements. This would require a tightened bellmouth on Olivers Battery Road South¹ and the removal of guard railing and street clutter. Oliver’s Battery Road North could continue to be closed to through-traffic.

This recommendation is mirrored in the Winchester Mini-Holland Feasibility Study and LCWIP Feasibility Study.

260.1.3

Continue with cycling in mixed traffic at 20mph with consideration of traffic calming if speeds are too high. Improve the quality of the surface along Oliver’s Battery Road North and review on-street parking and the risk of collisions with car doors being opened into a cyclist’s path. Consider side road entry treatments along Oliver’s Battery Road North.

260.1.4

Review the junction of Oliver’s Battery Road North/ Stanmore Lane junction to improve connectivity for cyclists. This is likely to require reallocation of road space towards the junction at 260.2.3. The route continues from 260.2.3 so measures must be complementary.

1 Since the consultation draft of this document was published a scheme is now being developed. For more detail about the scheme in this location please see.

260.1 Oliver’s Battery to Romsey Road



260.1.1a – Oliver’s Battery Road South



260.1.3a – Oliver’s Battery Road North



260.1.1b – Oliver’s Battery Road South



260.1.3b – Oliver’s Battery Road North



260.1.2 – Oliver’s Battery Road/Badger Farm Road junction



260.1.4 – Oliver’s Battery Road North/Stanmore Lane

Route 260.2: Pitt Park and Ride to Stockbridge Road

Route description

The route starts at Pitt Park and Ride and continues northeast along a residential road and an off-carriageway path as far as Romsey Road. Here the route becomes on-road, continuing along Kings Road, Monarch Way, Sarum Close, Sarum Road, Greenhill Road, Avenue Road and Elm Road where it ends. Route section 260.2 connects with route section 260.1, and routes 310 and 270 at Romsey Road, Chilbolton Avenue and Stockbridge Road, respectively.

Section 260.2 comprises of mainly residential roads with speed limits of 20 and 30mph; however, the route does cross Chilbolton Avenue which has a 40mph speed limit. The route runs for 3km.

Background

This route was included in the draft Winchester LCWIP Feasibility Study (2020) as route C2, following engagement with stakeholders.

There are nine bus services which can be accessed along the route. These are Park and Ride, 4, 5, 46, 61, 66, 461, 662 and N1. These connect Winchester city centre with Pitt Park and Ride, Olivers Battery, Lords Hill, Peter Symonds, Badger Farm, Romsey, Eastleigh, Teg Down and beyond. This route section does not support the existing National Cycle Network.

The **Winchester Mini-Holland Feasibility Study** has suggested interventions along this route, which have been discussed as and when appropriate in the potential options. The Mini-Holland Feasibility Study identified 19 potential liveable neighbourhoods, of which Fulflood will be trialled as one of the areas in Winchester. The improvements in a liveable neighbourhood aim to make it easier to walk or cycle, with improved infrastructure and less through-traffic. Potential options 260.2.11 through to 260.2.16 fall within this liveable neighbourhood pilot.

Existing conditions

The route is formed of on-road cycling in mixed traffic along residential roads and off-road paths, as there is no dedicated cycling infrastructure for its majority. There is a short section of shared use path on Romsey Road and Kings Road as far as Monarch Way. Part of the route follows Romsey Road, a high-flow road with a high proportion of HGV usage. The route also crosses Chilbolton Avenue, a 40mph road. The route is residential in nature but varies between narrow and wide roads, with limited pavement provision in places.

Barriers to walking and cycling

On-road cycling would exclude some potential users. There is a section of shared use path on Romsey Road but access on and off is limited, and the path appears to be too narrow to meet current guidance.

Natural surveillance is limited in sections. For example, there are multiple off-road paths which are secluded and in the more rural parts of the route such as Sarum Road.

There is no crossing provision provided along Sarum Road over Chilbolton Avenue, requiring cyclists to dismount.

Greenhill Road and beyond is far more residential, with lower traffic flows. Barriers to walking and cycling include limited pavement widths, a lack of crossing facilities and priority for cyclists. There is also on-street parking observed throughout the route, which can cause a risk of conflict between cyclists and people opening car doors, particularly when road widths are restricted.

Potential options

260.2.1

Review the access junction to the Pitt Park and Ride. There is unlikely to be space for segregation so consider measures to maintain a low-speed environment here.

260.2.2

Consider widening the existing shared use path and improving surface quality. Given the lack of natural surveillance, review lighting and vegetation management. Widening will be subject to land ownership.

260.2.3

Here the route joins 260.1.4. Review the junction of Kilham Lane/Romsey Road to improve priority for cyclists. Consider a Cyclops design and ensure good connections into the other routes through here.

Investigate lighting provision and consider widening the existing off-road path, with the potential to segregate pedestrian and cycling movements if flows are high. Re-design the existing connection between the off-road path and on-street cycling. This may include a raised table. Provide advanced cycle lines on the Kilham Lane/Romsey Road junction. Re-design the Kilham Lane/Romsey Road junction by removing guardrails, junction tightening and early release for cyclists.

This recommendation is mirrored in the Winchester Mini-Holland Feasibility Study and Winchester Movement Strategy.

260.2.4

Explore widening the existing shared use path along Romsey Road, subject to land availability. Provide priority for the route over side roads using raised junctions.

260.2.5

Here the route continues along Kings Road. There is an existing toucan crossing here. Explore improvements and priority for cycle movements through the junction,

Route 260.2: Pitt Park and Ride to Stockbridge Road

depending on the measures that can be progressed for 260.2.4 and 260.2.6. Re-design the Romsey Road/Kings Road junction. Guard rails and advanced stop lines for on-road cycling could also be considered.

This recommendation is mirrored in the Winchester Mini-Holland Feasibility Study and Winchester Movement Strategy.

260.2.6

Explore widening the shared use path, or providing a segregated cycle route (by reallocating road space) as far as Monarch Way. This could include raising crossings over side roads. Remove bollards and improve the surface quality.

260.2.7

Investigate improving the crossing to Monarch Way. This could include a side road entry treatment across the Monarch Way access.

260.2.8

Consider the design of off-highway parking to ensure echelon parking is ‘reverse in’ and not ‘reverse out’ to prevent potential conflicts between motorists reversing and people cycling. Ensure lighting provision is sufficient given the lack of natural surveillance during non-working hours.

260.2.9

The existing shared use path is overgrown and narrow with a lockable gate. Consider removing the gate and widening the existing path for shared use, or segregating, subject to land ownership, review lighting provision, and

improve surface quality. This part of the route forms part of a site owned by Hampshire County Council called Monarch Way, which is currently for sale.

260.2.10

Continue on-road mixed cycling as far as Sarum Road.

260.2.11

Given the position of the Sarum Way/Sarum Road junction, directly opposite a busy hospital entrance, ensure that cycle movements are prioritised. This could be using a raised table junction. Explore providing a shared use path along Sarum Road by taking verge space and pinching the existing road widths. Alternatively, consider enabling cycling in mixed traffic by reducing the speed environment to 20mph with traffic calming, and, if flows are high, measures to reduce through-traffic.

260.2.12

Review the Sarum Road/Chilbolton Avenue junction to improve cycle connectivity and priority. Consider the existing pedestrian crossing, and connection from the adjacent residential estate, as part of any design.

260.2.13

Consider measures to reduce through-traffic on Sarum Road to prevent through-traffic between Chilbolton Avenue and Romsey Road via Greenhill Road.

260.2.14

Reduce the Greenhill Road bellmouth and side roads along the route. Although there is space along some of this section to segregate cycling, this would require

substantial removal of on-street parking and street trees which would unlikely to be acceptable. A 20mph environment is probably more suitable along Greenhill Road, particularly for route continuity. This links into the proposals for the Fulflood Liveable Neighbourhood scheme.

260.2.15

Review the Greenhill Road/Cheriton Road junction, seeking to reduce the bellmouth of Greenhill Road and consider other measures to improve cycle connectivity

260.2.16

Continue cycling in mixed traffic along Avenue Road and Elm Road until the end of route 260.2 by implementing a 20mph speed environment with traffic calming and parking review throughout. There may be scope to change the priorities at Avenue Road/Elm Road to prioritise the cycle route. Reduce the bellmouth size of Elm Road.

Route 260.2: Pitt Park and Ride to Stockbridge Road



260.2.1 – Pitt Park and Ride



260.2.3b – Kilham Lane/Romsey Road junction



260.2.5 – Romsey Road/Kings Road junction



260.2.8 – Monarch Way



260.2.2 – Manor Road off-road path



260.2.4a – Romsey Road



260.2.6 – Kings Road



260.2.9 – Off-road path



260.2.3a – Kilham Lane



260.2.4b – Romsey Road



260.2.7 – Kings Road/Monarch Way junction



260.2.10 – Sarum Way

Route 260.2: Pitt Park and Ride to Stockbridge Road



260.2.11 – Sarum Way/Sarum Road junction



260.2.14 – Greenhill Road junction



260.2.12 – Sarum Road/Chilbolton Avenue junction



260.2.15 – Greenhill Road/Cheriton Road junction

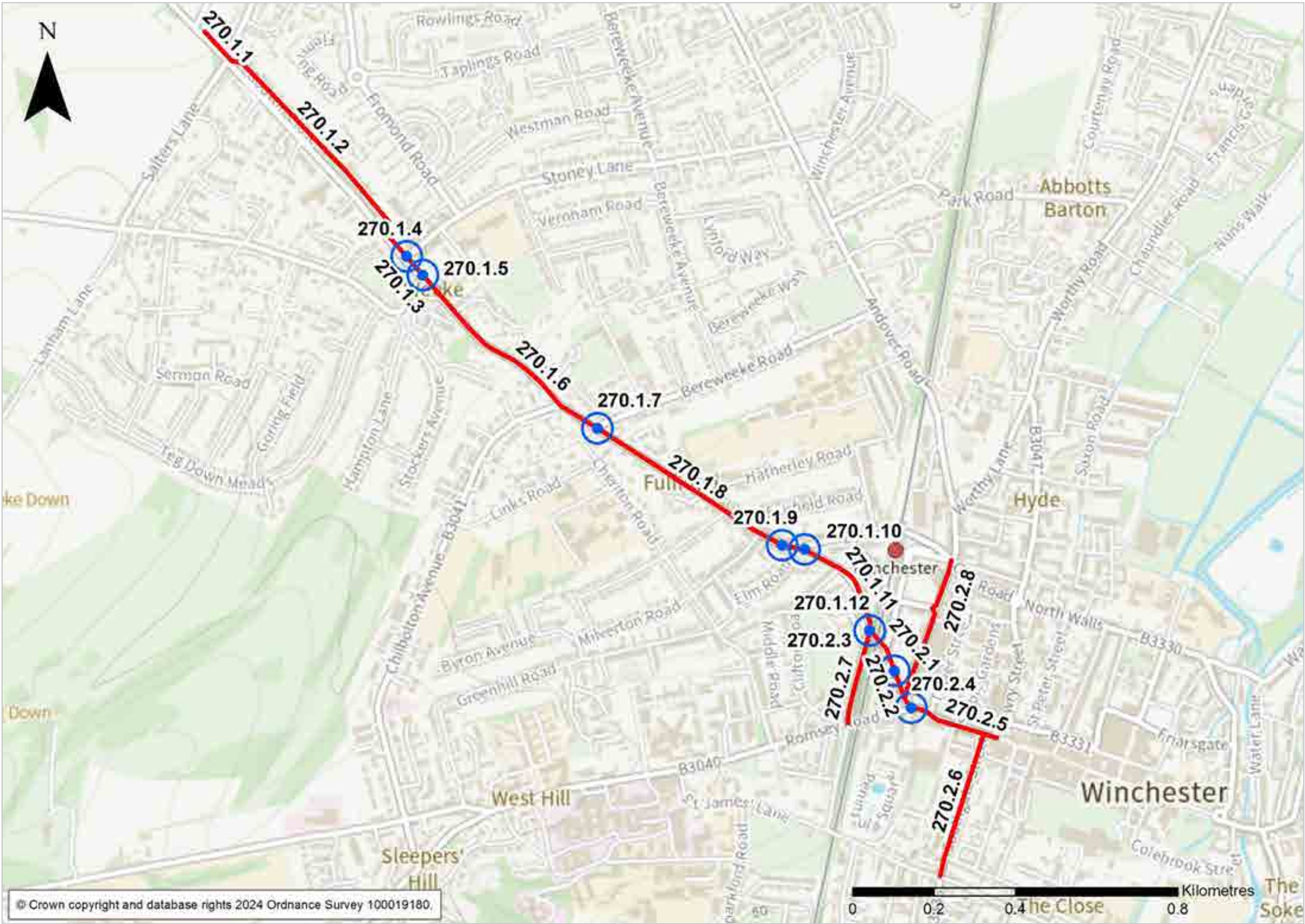


260.2.13 – Sarum Road east



260.2.16 – Avenue Road/Elm Road junction

Route 270: Weeke to St. James' Lane (via City Centre)



Route 270.1 Main Road to Clifton Terrace

The route has been split into two sections, reflecting the change in character at each point. There are also two spurs along the route which connect into key trip attractors.

Route description

The route starts at the Main Road/Stockbridge Road junction, where it connects with route 201 of the Winchester District LCWIP and continues southeast as far as the Harestock Road/Stockbridge Road junction. From here, it follows Godwin Close parallel to Stockbridge Road as far as the Burnett Close/Stockbridge Road junction. From here, the route continues along Stockbridge Road until the Stockbridge Road/St. Paul's Hill junction where it follows St. Paul's Hill until the end of route section 270.1 at the Clifton Terrace junction.

Route 270.1 connects with routes 310, 320, 260 and 300 at Chilbolton Avenue, Bereweek Road, Elm Road and the Stockbridge Road/St. Paul's Hill junction, respectively. The route also connects with the boundary of the Winchester CWZ at Clifton Terrace. The route follows 30 and 40mph speed limit roads and is 2.3km in length.

Background

This route was included in the Winchester LCWIP Feasibility Study as route C3, following engagement with stakeholders.

There are five bus services which can be accessed along this route, including 3, 7, 16, 68 and 852. These connect Stockbridge Road with Winnall, Harestock, Winchester, Sparsholt, Stockbridge, Salisbury, Peter Symonds College and Andover. This route section does not support the existing National Cycle Network.

The **Winchester Mini-Holland Feasibility Study** has suggested interventions along this route, which have been discussed as and when appropriate in the potential options. The Mini-Holland Feasibility Study identified Fulflood as one of the areas in Winchester that could benefit from a liveable neighbourhood approach. The improvements in a liveable neighbourhood aim to make it easier to walk or cycle, with improved infrastructure and less through-traffic. Potential options 270.1.7 through to 270.1.12 fall within the scope of a liveable neighbourhood pilot scheme.

Existing conditions

The route follows Stockbridge Road, a high-flow road with no dedicated cycling facilities. The route is rural to the northwest, becoming more residential to the south. There are occasional commercial frontages and leisure facilities along the route including shops and a park.

The road has a 40mph limit at Main Road and a 30mph limit from Godwin Close until the end of the route. There is pavement provision throughout, although it is not always on both sides of the road and there are narrow areas.

The route is hilly with three noticeable climbs at Main Road, Chilbolton Avenue and St. Paul's Hill.

Barriers to walking and cycling

There are no dedicated cycling facilities along the entire extent of route section 270.1. On-road cycling would exclude some potential users, especially due to the high traffic volumes and speeds. Junction bellmouth widths and overall road widths may also increase the risk of fast passing vehicles.

There is a lack of natural surveillance towards the beginning of the route due to its rural nature, which decreases its attractiveness for cyclists.

The gradient along the route may be a barrier for many cyclists.

Sections of the route have limited pavement provision.

Potential options

270.1.1

Provide a fully segregated two-way kerbed cycle track, or shared use path, on the east side of Stockbridge Road. Review lighting provision. Tighten the junction of Harestock Road and explore a toucan crossing facility over it.

The Winchester Mini-Holland Feasibility Study mirrors this suggestion.

270.1.2

Whilst there is space for a segregated track or shared use path to continue further along Stockbridge Road, the significant level difference would make this difficult, and there is an alternative parallel route very close by on Godwin Close. Improve access to and widen the existing connecting path between Stockbridge Road and Godwin Close and return the shared use path on Stockbridge Road to pedestrians only. Given the low flow rate expected at the end of Godwin Close, transition to on-street cycling in mixed traffic. Reduce the speed limit to 20mph and implement traffic calming if required.

270.1.3

Given the location of the entrances to Aldi and delivery access to Waitrose, create a segregated or shared use link using verge space on the west side of Burnett Close. Provide priority over the side roads along Stockbridge Road. Segregation or shared use should continue along Stockbridge Road where widths allow.

270.1.4

Explore changing the existing zebra crossing to a parallel crossing. Continue the segregated or shared use provision beyond the junction. Consider removing the bollards.

270.1.5

Upgrade the existing signalised pedestrian crossing to a toucan crossing. Consider removing guard rails.

Route 270.1 Main Road to Clifton Terrace

270.1.6

From Weeke Pond by Bere Close, there is no space available for segregation or shared use. The only measure that could meet LTN1/20 compliance would be a 20mph mixed traffic environment; however, volumes are likely to be too high here.

There is a potential alternative route which follows Dean Lane and Westley Close. This route is lightly trafficked but would be subject to discussion with the land owners as it is an existing PRow over private property. Cycling along the path between Westley Close and Stockbridge Road is prohibited and would require changing.

270.1.7

Upgrade the existing Stockbridge Road/Bereweek Road junction to provide priority to cyclists.

The Winchester Mini-Holland Feasibility Study suggests an upgrade to a signalised junction with advanced stop lines and early cycle release signals.

270.1.8

Explore side road treatments at all bellmouths along this section.

270.1.9

Upgrade the existing zebra crossing to a parallel crossing to allow better connectivity with route 320. Options here could include a shared use path (albeit in a higher pedestrian flow environment) on the west side of the road, or continue a 20mph mixed-traffic approach, recognising that flows will be too high to comply with LTN1/20.

270.1.10

Review the junction of Stockbridge Road/St. Paul's Hill roundabout. The Winchester Mini-Holland Feasibility Study suggests a controlled crossing or signalised junctions here. Continue the shared use path on the eastern side of the junction, or the 20mph approach, as above.

270.1.11

On St. Paul's Hill, there is no space for segregation, so a 20mph mixed-traffic approach should continue here.

270.1.12

Review the existing roundabout and provide a formal crossing from Upper High Street over St. Paul's Hill. On the Upper High Street bridge there is currently a segregated contraflow cycle lane, flows are low and there is already a 20mph speed limit so cycling in mixed traffic is suggested, with consideration to reduce through-traffic if needed.



270.1.1 – Stockbridge Road/Harestock Road junction



270.1.4 – Stockbridge Road/Stoney Lane junction



270.1.2 – Connection with Godwin Close



270.1.5 – Stockbridge Road crossing



270.1.3 – Burnett Close/Stockbridge Road junction



270.1.6 – Stockbridge Road



270.1.7 – Stockbridge Road/Bereweeke Road junction



270.1.10 – Stockbridge Road/St. Paul's Hill roundabout



270.1.8 – Stockbridge Road/Hatherley Road junction



270.1.11 – St. Paul's Hill



270.1.9 – Stockbridge Road zebra crossing



270.1.12 – St. Paul's Hill/Upper High Street roundabout

Route 270.2: Clifton Terrace to St. James’ Lane (with Clifton Terrace and Sussex Street spurs)

Route description

The route starts on St. Paul’s Hill at the Clifton Terrace junction and heads southwest over the railway bridge on a contraflow segregated two-way cycle lane. Beyond the bridge, the route continues along Upper High Street and High Street against the one-way system, crossing over the Westgate roundabout, as far as Southgate Street. Here the route follows Southgate Street with vehicular traffic flows until it terminates at the St. James’ Lane junction. Upper High Street, High Street and the first 50m of Southgate Street have 20mph speed limits. Beyond this point the speed limit along Southgate Street is 30mph. Section 270.2 is 800m long and connects with routes 250 and 220 at the Westgate roundabout and Jewry Street, respectively. The route also enters the Winchester CWZ at Clifton Terrace and continues within the zone as far as the St. Clement Street junction on Southgate Street.

There are two spurs from route section 270.2 at Clifton Terrace and Sussex Street. The first is at the St. Paul’s Hill/Clifton Terrace junction and runs southbound along Clifton Terrace until the Romsey Road junction. Here it connects with route 250. This spur is 230m long and has a 30mph speed limit.

The second spur is at the Upper High Street/Sussex Street junction. The spur heads northbound along Sussex Street against the one-way system for 350m, terminating at the Carfax junction. The spur connects with route 300 at this junction. Sussex Street has a speed limit of 20mph.

Background

This route was included in the Winchester LCWIP Feasibility Study (2020) as routes C4 and C7, following engagement with stakeholders.

There are 11 bus services that can be accessed along route 270.2. These include 1, 2, 4, 5, 46, 61, 63, 66, 69, N1 and WPR. These connect Winchester with Southampton, Chandlers Ford, Winnall, Stanmore, Highcliffe, Teg Down, North Baddesley, Badger Farm, Eastleigh, Owslebury, Romsey, Fareham and Winchester Park and Rides.

This route section does not support the existing National Cycle Network.

The **Winchester Mini-Holland Feasibility Study** and Winchester Movement Strategy have suggested interventions along this route, which have been

discussed as and when appropriate in the potential options. The Mini-Holland Feasibility Study identified Fulflood as one of the areas in Winchester that could benefit from a liveable neighbourhood approach. The improvements in a liveable neighbourhood aim to make it easier to walk or cycle, with improved infrastructure and less through-traffic. Potential options 270.2.1, 270.2.2, 270.2.3, 270.2.7 and 270.2.8 fall within this liveable neighbourhood pilot area.

Existing conditions

Some of this route is along the city’s one-way system. At present, cycling along this route towards the City Centre is not permitted. Cycling away from the centre, there is no cycling infrastructure beyond the railway bridge. Pavement and road widths vary, with sections of very narrow provision, but sufficient lighting. The route is mainly residential until the Westgate roundabout, beyond this it becomes commercial.

Beyond the railway bridge, the route travels down a fairly steep hill until Southgate Street.

On-street parking and areas for commercial businesses to unload are observed throughout the route.

Barriers to walking and cycling

There is currently no dedicated cycling infrastructure with the exception of the railway bridge. Beyond the bridge, cycling is on-road and is not permitted or supported cycling towards the City Centre.

On-street parking, a steep gradient, narrow pavements, high traffic flows with HGVs and buses, as well as a lack of cycle priority are the largest barriers along Upper High Street and High Street.

Clifton Terrace is a 30mph road with on-street parking and guard railing, which creates potential conflict for cyclists in mixed traffic.

The route follows Sussex Street against the flow of traffic, which is a high-flow road along a bus route, without any dedicated cycling provision.

Potential options

270.2.1

This section follows on from 270.1.12 where a consideration to reduce through-traffic has been proposed. Review the provision on the bridge to better divide the space between walking and cycling. Remove unnecessary street clutter.

Route 270.2: Clifton Terrace to St. James’ Lane (with Clifton Terrace and Sussex Street spurs)

270.2.2

Options to consider here include a shared use path or segregated contraflow, both of which would require the removal of on-street parking.

270.2.3

Realign the existing bus stop provision to prevent potential cycle and pedestrian conflicts. Alternatively, provide a bus stop bypass if space allows.

270.2.4

Review the existing junction to provide priority to cyclists. This could be either through parallel crossings or signalised crossings depending on flows and space available.

The Winchester Mini-Holland Feasibility Study suggests an upgrade to a signalised junction with pedestrian crossings on all arms and a tightened junction. The Winchester Movement Strategy suggests improving the main crossing points and links into the city currently offering poor levels of service to pedestrians and cyclists

270.2.5

Explore a contraflow along the High Street for as far as space will allow by pinching the existing road and reviewing delivery points. Given the pedestrian flows, shared use is not recommended here.

270.2.6

Review the pedestrian crossings at Southgate Street/ High Street. Depending on the measure taken forward at 270.2.5, consider a cycle phase for the left turn into High Street. The 20mph speed mixed cycling approach could be extended, and traffic calming may be required. It’s unlikely any solution here will meet LTN1/20.

270.2.7

At the spur along Clifton Terrace, there is a relatively low traffic flow. Consider reviewing parking and supporting cycling in mixed traffic. The trial crossing here is now planned to be upgraded to a toucan and made permanent.

270.2.8

At the Sussex Street spur, enhance the setting of the memorial. Reallocate one of the existing two lanes to provide a segregated cycle track on the west side of Sussex Street. This will require a review of parking (use of the Tower Street car park could be considered) and the realignment of the Sussex Street/Gladstone Street junction. Allow priority over side roads and at this junction. Continue this provision to the Carfax junction.



270.2.1 – Upper High Street bridge



270.2.4 – Westgate roundabout



270.2.2 – Upper High Street



270.2.5a – Westgate and High Street



270.2.3 – Upper High Street bus stop



270.2.5b – High Street

Route 270.2: Clifton Terrace to St. James’ Lane (with Clifton Terrace and Sussex Street spurs)



270.2.6a – High Street/Southgate Street junction



270.2.8a – Sussex Street



270.2.6b – High Street/Southgate Street junction



270.2.8b – Sussex Street



270.2.7 – Clifton Terrace



270.2.8c – Sussex Street

270.3 Love Lane



270.3 Love Lane

Route description

Route section 270.3 is a short alternative alignment for route 270. It connects with route 270.1 at the Stockbridge Road/Dean Lane junction and the Stockbridge Road/Chilbolton Avenue roundabout. The Stockbridge Road/Chilbolton Avenue roundabout is covered in 310.1.3. The route is residential with a section along a footpath.

Dean Lane, Stockers Avenue and Westley Close are 30mph, low traffic residential roads with on street parking. There is no dedicated cycling infrastructure. The total length of this alternative route is 600m.

Background

This route has been added to the primary cycle network as a result of feedback received during the consultation.

This route was included in the Winchester LCWIP Feasibility Study (2020) as a secondary route and was also highlighted following engagement with stakeholders.

270.3 is included within the Winchester Mini Holland Feasibility Study. This is covered in the route 270 description.

There is one bus service that can be accessed along route section 270.3. This is the 4 and connects Teg Down with Weeke and the centre of Winchester.

The route section does not support the existing National Cycle Network.

Existing conditions

Dean Lane, Stockers Avenue and Westley Close are residential 30mph low traffic roads. There is no dedicated cycling infrastructure, so people cycling are expected to use the carriageway. Beyond Westley Close the route moves onto a footpath. The path travels between private residences. There is limited width and natural surveillance along the path, although it is lit.

Barriers to walking and cycling

There is the potential for conflict between on carriageway cycling and on street parking through 270.3. In the off carriageway section, the route lacks natural surveillance, is steep and narrow in sections.

Potential Options

270.3.1

Reduce the design speed to 20mph, rationalise on street parking and prioritise cycle movements over side roads along Dean Lane, Stockers Avenue and Westley Close.

270.3.2

Adapt existing modal filter barriers and remove street clutter. Widen the path as much as the constraints will allow. If flows are high then segregation should be considered, although space is very constrained.

270.3.3

Widen the path where possible and investigate potential public realm improvements.

270.3.4

Consider widening and upgrading footpath to a shared use path. A review of the Stockbridge Road/Chilbolton Avenue junction would be required to ensure a suitable cycle transition is provided.



270.3.2 – Love Lane (1)



270.3.3 – Love Lane (2)



270.3.1 – Westley Close



270.3.4 – Love Lane (3)

Route 280: Harestock Road to Hyde (via Andover Road)



280.1 Harestock Road to Hyde (via Andover Road)

Route description

The route starts at the Harestock Road/Andover Road junction, where it connects with route 200 of the Winchester District LCWIP, and heads southeast along Andover Road as far as the set of traffic lights south of Athelstan Road. From here, the route goes through the Cattlemarket car park (the exact alignment of this route will be decided as part of the redevelopment of this site). The route returns to the road, crossing Worthy Road and continuing along Hyde Church Lane until it ends at Hyde Street. Route 280 also connects with routes 320 and 220 at Bereweek Road and Hyde Street, respectively.

The route follows roads with a mix of 20, 30, 40 and 50mph speed limits as well as a short section of off-road path. The total length of the route is 2.5km.

Background

This route was included in the Winchester LCWIP Feasibility Study (2020) as route C4, following engagement with stakeholders.

There are eight bus services that can be accessed along route 280. These are the 461, 7, 64X, 68, 85, 86, 851 and 852. These bus routes connect Winchester with Lords Hill, Sparsholt, Alton, Peter Symonds, Salisbury, Stockbridge, Andover, Ludgershall, Hatch Warren and Sparsholt College.

This route section does not support the existing National Cycle Network.

As part of the planning permission for Kings Barton, existing vehicular traffic along Andover Road will in the future be rerouted through the Kings Barton development along Winchester Avenue. This review discusses existing conditions and the proposal to reroute motor vehicles through Winchester Avenue when providing potential options for improvements.

The **Winchester Mini-Holland Feasibility Study** has suggested interventions along this route, which have been discussed as and when appropriate in the potential options.

Existing conditions

At the Harestock Road/Andover Road junction Andover Road is a straight dual carriageway with a 50mph speed limit road with a high flow rate. There are very narrow pavements at this location on both sides of the road but plentiful verge space. There is no dedicated cycling infrastructure and little natural surveillance, with houses on the west side of the road behind an avenue of trees. There is a wide central reservation which runs as far as The Henry Beaufort School's playing field.

At the Andover Road/Manley Road junction the road reduces in width and becomes single carriageway.

Pavement provision is unchanged, but natural surveillance improves with properties fronting onto Andover Road. The route continues to have a 50mph speed limit as far as 170m north of Grove Place, where it reduces to 40mph.

The route provision is broadly unchanged until the Andover Road/Winchester Avenue junction. Here the character of the route shifts from a more rural setting to urban. The speed limit reduces to 30mph, verges reduce and in some parts are not present. There is natural surveillance from overlooking properties, but narrow pavements on both sides of the road with occasional pinch points. For example, between the Jolly Farmer until Athelstan Road there is no pavement provision on the east side of the road as it passes over the railway bridge.

Beyond this the route crosses Worthy Road, a 30mph high-volume road, and continues along Hyde Church Lane. Hyde Church Lane is a single lane, one-way road with low flow rates and a 20mph speed limit. There is very limited pavement provision along this road.

Barriers to walking and cycling

There are no dedicated cycling facilities along the entire extent of route section 280. On-road cycling would exclude most potential users due to the risk of potential conflict between people cycling and fast travelling motor vehicles. This is clear along Andover Road which is very

uncomfortable to cycle due to the volume of traffic and very high speeds. Side road junction bellmouths are very wide in places, increasing the risk of fast-passing vehicles.

The width of pavements along Andover Road is also a potential barrier to pedestrians requiring wider spaces to operate mobility aids.

Natural surveillance is limited in sections, especially at the beginning of the route where residential properties are few and shielded from the road by trees.

There is no crossing provision provided over Worthy Road requiring cyclists to dismount.

Although there is a feeder lane for cyclists from the Worthy Road end of Hyde Church Lane, there is nothing to alert drivers joining from the Hyde Street end to expect contraflow cycling. This has potential to cause conflict and add to perceptions of safety. There are also limited places along Hyde Church Lane to allow for passing.

280.1 Harestock Road to Hyde (via Andover Road)

Potential options

280.1.1

Motor vehicle traffic will reroute through Winchester Avenue, Andover Road will be open to local traffic and people walking and cycling only. There is a significant amount of space to make this whole section more comfortable for walking and cycling.

The Winchester Mini-Holland Feasibility Study suggested a signalised crossing at the Harestock Road/Andover Road junction and this is also a planning condition of the Kings Barton Development and is addressed in the Winchester District LCWIP.

280.1.2

Motor vehicle traffic will reroute through Winchester Avenue, the junction of Andover Road/Manley Road signalised junction would no longer be open to through-traffic, and improvements could be made to make the area more comfortable for walking and cycling.

280.1.3

Close to the existing pedestrian crossing north of Grove Place, explore enabling cycling through the alleyway to Halls Farm Close, to provide better connectivity with the residential area.

280.1.4

At the southern Winchester Avenue junction, motor vehicle traffic will rejoin Andover Road. Review the junction to ensure connectivity for people cycling. From here and heading south, a shared use path could be explored on the eastern side of Andover Road, using verge space (subject to land ownership). This shared use

path could run until the signalised crossing before the Andover Road/Bereweeke junction and have priority over side roads.

280.1.5

Upgrade the existing signalised crossing to a toucan crossing. Continue the shared use path on the western side of Andover Road as far as the off-road path (subject to landownership). LTN1/20 would likely require segregation beyond Bereweeke Road due to the pedestrian flow rate during school times; however, it’s unlikely there would be space. Afford this path priority over the side roads.

There is no space to segregate people cycling from other traffic over the railway bridge. To comply with the guidance, shuttle working, or an extension to the existing bridge (in the form of a cantilever) would need to be considered. This suggestion aligns with Option 2 of the Andover Road corridor study. The alternative option was for a pedestrian cycle link along the existing bridge pavement.

280.1.6

Continue the shared use path to the crossing point and upgrade the existing signalised crossing to a toucan crossing, aligning with the 2017 Andover Road corridor study. Remove guard rails. The route travels through the Cattle Market Car Park. This car park is part of the Station Approach site allocation in Winchester’s Local Plan. The alignment of the route though this site will be decided as part of the work on this site.

280.1.7

Explore providing an improved crossing point over Worthy Road to connect the path with Hyde Church Lane. This could be a parallel crossing point or signalised depending on the flow rates and visibility. Reduce the width of the entrance of Cattle Market.

The Winchester Mini-Holland Feasibility Study suggested a continuous footway at this location. This is also included in the Worthy Road improvement scheme.

280.1.8

There is a modal filter at the entrance of Hyde Church Lane which is due to be delivered in 2025. This should allow for comfortable cycling in mixed traffic. Resurface Hyde Church Lane and ensure adequate lighting is provided.



280.1.1 – Andover Road



280.1.2 – Andover Road/Manely Road junction



280.1.3 – Andover Road signalised crossing

280.1 Harestock Road to Hyde (via Andover Road)



280.1.4 – Andover Road/Winchester Avenue junction



280.1.7 – Worthy Road crossing



280.1.5 – Andover Road signalised crossing



280.1.8 – Hyde Church Lane



280.1.6 – Andover Road/path crossing

Route 290: Kings Barton to River Park Recreation Ground



290.1 Kings Barton to Abbotts Barton



Route description

The route starts at Furstenburg Road within the Kings Barton development where it connects with the secondary network. The route heads east along semi-rural paths as far as Courtenay Road, Abbots Barton.

The route starts on a 10mph shared space road before exiting the road and following a shared use path as far as Abbots Barton. The total length of the route subsection is 650m.

Background

This route has been added to the primary cycle network as a result of feedback received during the consultation.

This route was included in the Winchester LCWIP Feasibility Study (2020) as a secondary route, following engagement with stakeholders. 290.1 is included within the Winchester Mini Holland Feasibility Study. Although, there are currently no suggested interventions along this route.

There are no bus services that can be accessed along route section 290.1.

The route section does not support the existing National Cycle Network.

Existing conditions

Furstenburg Road is a residential, low traffic, low-speed

road with a shared space design. People cycling are expected to use the carriageway. At this location there is natural surveillance from dwellings and lighting.

At the time writing this document the Kings Barton development is incomplete. Beyond the Granadiers Road playground the route section follows an off-highway shared use path¹. This path is not overlooked by completed dwellings (but will be in future), so currently lacks natural surveillance. There was also no lighting along the path at the time of writing. The path’s width and quality is largely consistent until the end of route section 290.1.

Barriers to walking and cycling

Beyond Furstenburg Road the route section follows a shared use path which lacks natural surveillance and lighting. Although already a popular walking route, this may dissuade some potential users.

The route section is paved except for the rail underpass. This area does not have a smooth surface and has a steep gradient which may deter some users.

At the end of route section 290.1, where the route connects with 290.2, the shared use path narrows and passes through a modal filter and joins the carriageway at Courtenay Road. This area may not be accessible for all potential users.

Potential Options

290.1.1

There is currently no transition from on carriageway mixed cycling and the off carriageway path. Investigate dropping the kerb and adding signs. Explore widening the shared use path to better accommodate users and consider segregation should flows warrant it.

290.1.2

There is no lighting along 290.1. Widen the shared use path where possible, for the remainder of 290.1 and ensure adequate lighting is provided. Investigate segregation should flows warrant it.

290.1.3

Pave the section of route 290.1 at the railway underpass. Consider surveillance options or public realm improvements at this location, given its remoteness.

290.1.4

Check that the existing bollards are suitable for all disabled users and users of non-standard bikes.



290.1.2 – Shared use path



290.1.3 – Railway underpass



290.1.1 – Furstenburg Road



290.1.4 – Courtenay Road bollards

1 This shared use path does not meet LTN1/20 standards as the planning permission for this site was granted prior to this document

290.2 Abbots Barton to North Walls



Route description

The route starts at Courtenay Road within Abbots Barton and continues east along Stoke Road. It crosses Route 220 at Worthy Road and continues along Dyson Drive, Chaundler Road, Hillier Way and Nuns Walk as far as the River Park Recreation Ground. Here the route follows the off carriageway shared use path as far as the School of Art. At this location the route rejoins the carriageway along Park Avenue as far as the North Walls junction where it connects with Route 300.

The route starts on a 30mph residential road, and cycling is currently in mixed traffic. After crossing Worthy Road, the route is then on 20mph roads and residential in nature. Beyond the shared use path within the River Park Recreation Ground, the route rejoins the carriageway at Park Avenue. This is a 20mph limit road used to access the University of Southampton campus and St Bede Primary School. The total length of the route section is 2.2km.

Background

This route has been added to the primary cycle network as a result of feedback received during the consultation.

This route was included in the Winchester LCWIP Feasibility Study (2020) as a secondary route, following engagement with stakeholders.

290.2 is included within the Winchester Mini Holland Feasibility Study. Although, there are currently no suggested interventions along this route.

There are three bus services that can be accessed along route section 290.2. These are the 6, 67 and 95. These connect Abbots Barton with central Winchester, East Stratton, Kings Worthy, Springvale and Petersfield.

The route section does not support the existing National Cycle Network.

A new scheme was completed in 2025 on a short section of Worthy Road. This included the provision of a new shared use path, continuous footways and a parallel crossing and provides a quiet route option between Kings Barton and the City Centre.

Existing conditions

Courtenay Road and Stoke Road are residential, low traffic roads with 30mph limits. There is no dedicated cycling infrastructure, so people cycling are expected to use the carriageway. Along these roads there is on street parking, and natural surveillance from dwellings and lighting.

Worthy Road is a 30/40mph, high volume arterial route into Winchester. Where 290.2 crosses Worthy Road there is a parallel crossing and shared use paths. There is little natural surveillance, but sufficient street lighting.

Dyson Drive, Chaundler Road and Hillier Way are low traffic, slow flowing residential roads with a speed limit of 30mph. There is on street parking, but plenty of natural surveillance and lighting until Hillier Way. Between the football ground up until the end of Hillier Way there is a lack of natural surveillance, although it is lit.

Within River Park Recreation Ground the route section is shared use path. The path differs in widths, with some pinch points. The route section is lit but has limited natural surveillance.

Park Avenue is a 20mph mixed use road. One side is residential and on the other is employment and education. The road has no dedicated cycling facilities, with on carriageway cycling expected. There is on street parking, but plenty of natural surveillance and lighting.

Barriers to walking and cycling

Speed limits along Courtenay Road and Stoke Road, given the expected on-carriageway cycling, are too high for most users to feel comfortable.

There is the potential for conflict between on-carriageway cycling and on-street parking through 290.2.

Surface quality throughout 290.2 is inconsistent and would require review, especially along Chaundler Road and Hillier Way. There are also speed humps on Hillier Way.

Shared use paths along 290.2 have inconsistent widths and, depending on flows, may not best accommodate all users.

Natural surveillance is lacking in areas.

Potential Options

290.2.1

Rationalise on street parking should unnecessary conflict arise. Improve wayfinding. Consider measures to reduce the speed to 20mph. Although this is a residential area, if traffic speeds remain high, consider speed reduction measures.

290.2.2

Look to rationalise on street parking if conflicts are observed. Review surface quality. Ensure the route is adequately signposted on side roads to ensure motorists are aware of on carriageway cycling. Tightening of side roads or continuous footways could reduce entrance speeds, for example Russell Road.

290.2.3

Consider resurfacing on Hillier Way. Consider a more cycle friendly speed hump design.

290.2.4

Consider rationalisation of the existing parking area along Nuns Walk if conflicts are observed. Given the location of the football and rugby grounds this area can be busy during certain times. Review the requirement for unrestricted motor vehicle access between Nuns Road and Nuns Walk.

290.2.5

Investigate widening the existing shared use path through River Park Recreation Ground. Resurfacing is also required in sections. Segregation, depending on flows, may also be required as well as vegetation management.

290.2.6

Suitable signage and segregation could be implemented on the bridge where there is a pinch point over the river. This could reduce potential conflicts between people walking and cycling. Alternatively, investigate the potential for widening the existing provision.

290.2.7

Check that the existing bollards are suitable for all disabled users and users of non-standard bikes. Adapt if necessary.

290.2.8

Check that the existing bollards are suitable for all disabled users and users of non-standard bikes. Adapt if necessary.

290.2.9

Rationalise existing on street parking, especially close to the side access to Park Avenue from the University where a reduction in parking could improve visibility for people cycling.



290.2.1 – Courtenay Road/Stoke Road



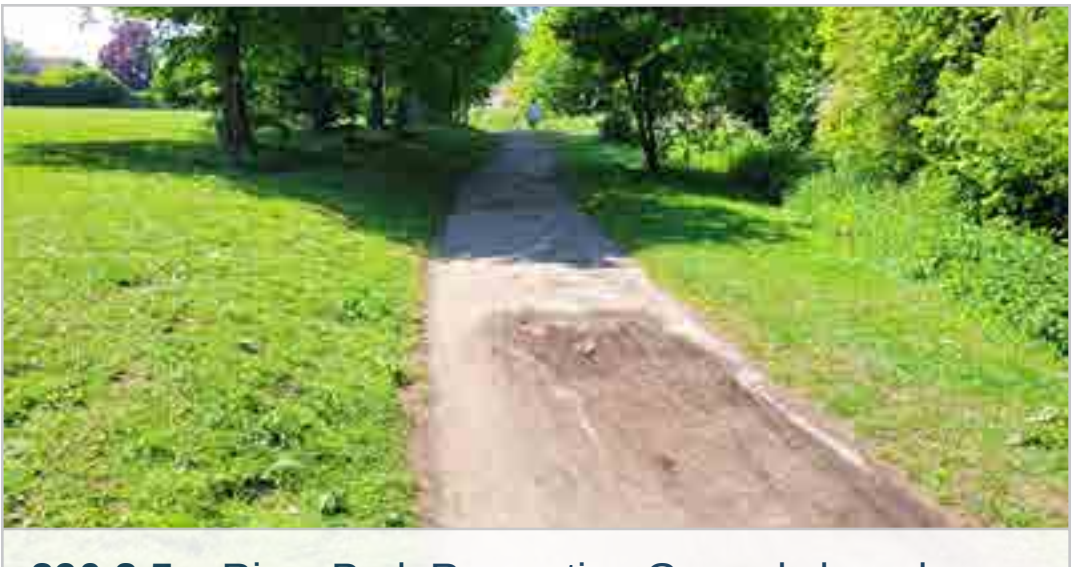
290.2.4 – Nuns Walk



290.2.7 – River Park Recreation Ground bollards



290.2.2 – Chaundler Road



290.2.5 – River Park Recreation Ground shared use path



290.2.8 – Park Avenue bollards



290.2.3 – Hillier Way



290.2.6 – River Recreation Ground Park bridge



290.2.9 – Park Avenue

290.3 Hyde Street to River Park



Route description

Route section 290.3 is an arm of Route 290 which connects Route 220 on Hyde Street to River Park via King Alfred Place. The route section is mix of on carriageway cycling and shared use paths.

King Alfred Place is a 20mph road and is residential in nature. The total length of the route section is 200m.

Background

This route has been added to the primary cycle network as a result of feedback received during the consultation.

This route was not included in the Winchester LCWIP Feasibility Study (2020) but was highlighted following engagement with stakeholders.

290.3 is included within the Winchester Mini Holland Feasibility Study; although, there are currently no suggested interventions along this route.

There are no bus services that can be accessed along route section 290.3.

The route section does not support the existing National Cycle Network.

Existing conditions

King Alfred Place is a residential 20mph low traffic road. There is no dedicated cycling infrastructure, so people cycling are expected to use the carriageway. Along these roads there is on street parking, and natural surveillance from dwellings and lighting.

Beyond King Alfred Place the route passes through Hyde Abbey Garden on a shared use space, before rejoining 290.2.

Barriers to walking and cycling

There is the potential for conflict between on carriageway cycling and on street parking through 290.3.

The shared use section of 290.3 passes through a narrow modal filter, which may not accommodate all disabled users and users of non-standard bikes.

Natural surveillance is lacking in areas.

Potential Options

290.3.1

Rationalise on street parking should unnecessary conflict prove to be an issue here. Improve signage. Although this is a residential area, if traffic speeds are higher than the posted limit, consider speed reduction measures.

290.3.2

Adapt the existing bollards to accommodate all disabled users and users of non-standard cycles. Review lighting and surveillance within River Park car park.

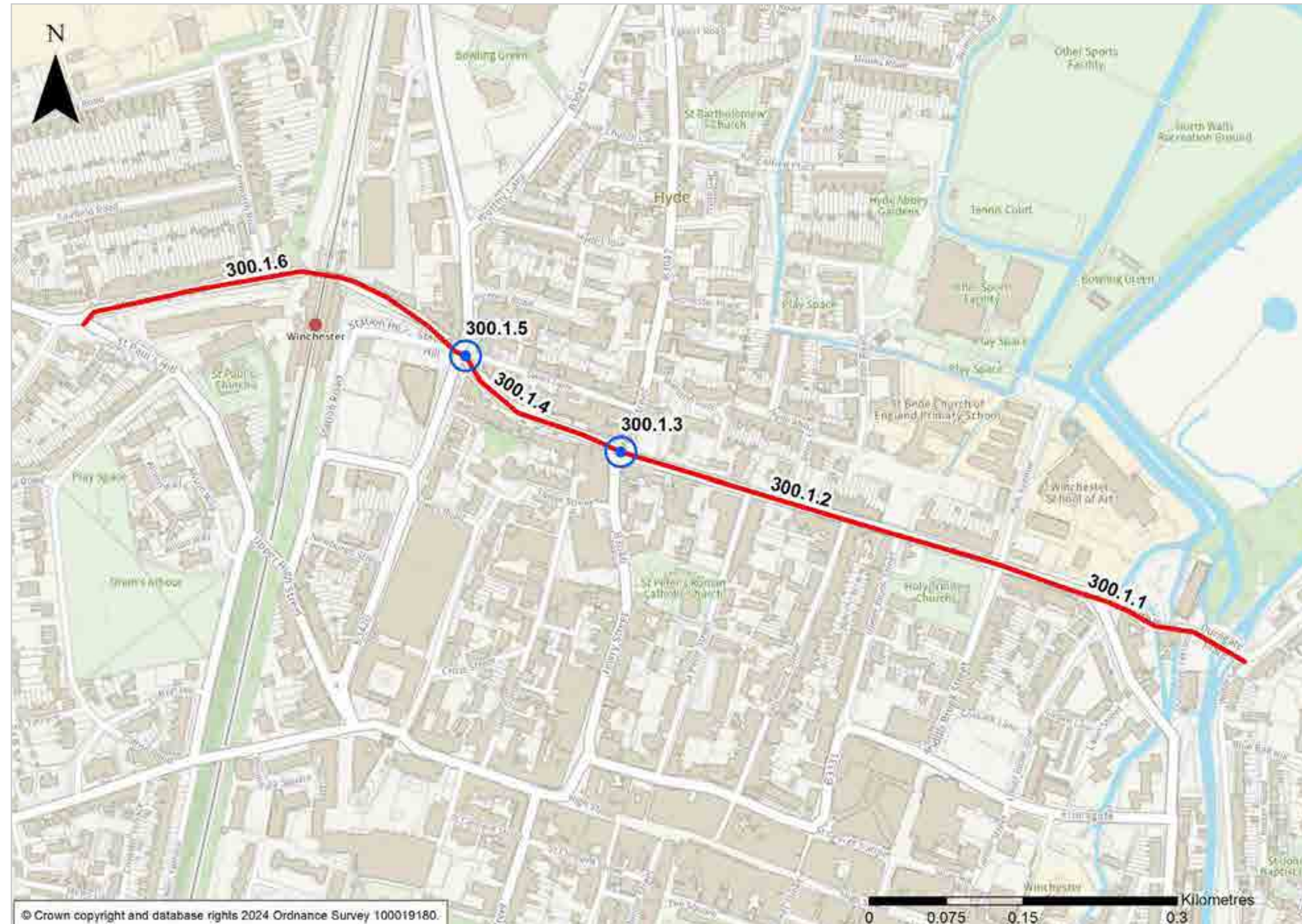


290.3.1 – King Alfred Place



290.3.2 – Hyde Abbey Garden bollards

Route 300: Durngate to Winchester Railway Station via North Walls



Route 300.1 Durngate to Winchester Railway Station

Route description

Route 300 begins at the Water Lane/Wales Street junction and heads west along North Walls and City Road. The route then crosses the City Road/Stockbridge Road/Andover Road/Sussex Street junction (also known as the Carfax junction) and proceeds along Stockbridge Road until the St. Paul's Hill/Stockbridge Road roundabout.

This route passes key trip attractors and destinations such as the Winchester School of Art and Winchester Railway Station.

Route 300 connects with the following Winchester City routes:

- Route 220 at the North Walls/Hyde Street/Jewry Street junction;
- Route 230 at the Water Lane/Wales Street and North Walls/Middle Brook Street/Park Avenue junction;
- Route 270 at the City Road/Stockbridge Road/Andover Road/Sussex Street junction and Stockbridge Road/St. Paul's Hill junction.

Background

This route alignment was included in the Winchester LCWIP Feasibility Study (2020), with routes C3 – Stockbridge Road and C4 – Andover Road each covering some of the extent of route 300.

The **Winchester Mini-Holland Feasibility Study** and **Winchester Movement Strategy** have suggested interventions along this route, which have been discussed as and when appropriate in the potential options.

This route intersects with the CWZ at the North Walls/Jewry Street/Hyde Street junction, with the entirety of City Road and Stockbridge Road between the railway underpass and the City Road/Stockbridge Road/Andover Road/Sussex Street junction contained within the CWZ.

This route connects to the National Cycle Network route 23 at the Water Lane/Wales Street junction.

A masterplan focusing on Station Approach is currently in development to improve access to Winchester Railway Station. This scheme will have an impact on the design choices and proposed options for City Road, as well as the City Road/Stockbridge Road/Andover Road/Sussex Street junction. Any potential options discussed in this LCWIP will need to complement the final design for the Winchester Station Approach scheme.

Many bus services to and from Winchester city centre pass along City Road and North Walls. These roads are by far the busiest for bus traffic. The Stockbridge Road bus stops only serve three routes: the 3, 7 and 16.

Existing conditions

This route covers an area of Winchester city centre which has a mix of residential, commercial and educational sites. There are pavements on both sides of the road for the majority of the route, with the exception of Stockbridge Road, which only has a pavement on the northern side. No cycle-specific infrastructure is currently present along the route.

Traffic flows are high, particularly on North Walls and City Road. However, the speed limit is 20mph for much of the route including those areas with the highest traffic flows.

Stockbridge Road passes under the railway line; the tunnel has a narrow pavement on the northern side only. There is also a pedestrian underpass on the Sussex Street arm of the City Road/Stockbridge Road/Andover Road/Sussex Street junction.

Side street crossings mostly have dropped kerbs, with a few also having tactile paving.

Barriers to walking and cycling

High traffic flows and a lack of cycle-specific infrastructure are the main barriers for people cycling. Poor-quality side street crossings and few signalised north–south crossing facilities are barriers to people walking along this route.

The City Road/Stockbridge Road/Andover Road/Sussex Street junction is possibly a barrier for people cycling due to the multiple approach lanes and high traffic flows.

Potential options

300.1.1

Traffic flows are likely too high for a mixed traffic environment and there could be potential width for segregation subject to assessment. Measures to reduce traffic flow should be explored, for example, bus gates, or sections of one-way traffic on Easton Lane.

The Mini-Holland Feasibility Study suggests that a mixed pedestrian and cycle path could be created to the north of Easton Lane, but this wouldn't be feasible for the whole segment.

300.1.2

This option covers North Walls and Union Street from the junction with Union Street to the North Walls/Jewry Street/Hyde Street junction.

Explore reallocation of road space to reduce North Walls to one lane and provide a two-way segregated cycle track on one side.

Dedicated cycle phases at the Park Avenue and Hyde Abbey Road signals may need to be adopted. Reviewing on-street parking at the eastern end of the route would

Route 300.1 Durngate to Winchester Railway Station

also help to connect with option 300.1.1. The final design should consider appropriate facilities to connect this cycle track with the contraflow cycle lane on Middle Brook Street (route 230.3).

The Mini-Holland Feasibility Study also suggests a two-way segregated cycle track along North Walls, in addition to a re-design of the Middle Brook Street/Park Avenue/ North Walls junction and upgrading the Upper Brook Street crossing to toucan crossing.

300.1.3

Continue the segregated cycle route through the North Walls/Jewry Street/Hyde Street junction.

See 200.1.4 for Jewry Street and Hyde Street options.

300.1.4

Continue the two-way cycle track along City Road. This would align with the Winchester Movement Strategy, which identifies City Road as currently offering poor levels of service to pedestrians and people cycling. Ensure bus stops are considered in the development of this measure.

The Mini-Holland Feasibility Study suggests restricting northbound traffic to cycles and buses only and retaining a mixed traffic approach on southbound movements along City Road. For route continuity, this LCWIP suggests segregation instead.

The final agreed option for City Road will need to be integrated with the Station Approach scheme.

300.1.5

To meet LTN1/20 compliance, a Cyclops junction should be considered. An alternative route along Swan Lane could be explored if a Cyclops junction is not achievable.

300.1.6

Stockbridge Road has a traffic flow of around 5,000 vehicles a day, so cycling in mixed traffic is not suitable. In some areas there may be sufficient space for segregation but this wouldn't be achievable for the whole segment. The current speed limit is 30mph. The only option to meet LTN1/20 compliance would be to reduce the traffic flow to under 2,000 vehicles a day, and reduce the speed environment to 20mph. Traffic reduction measures could include a bus gate. Shuttle working under the railway line could be explored to provide a better environment for walking, and space for cycling.



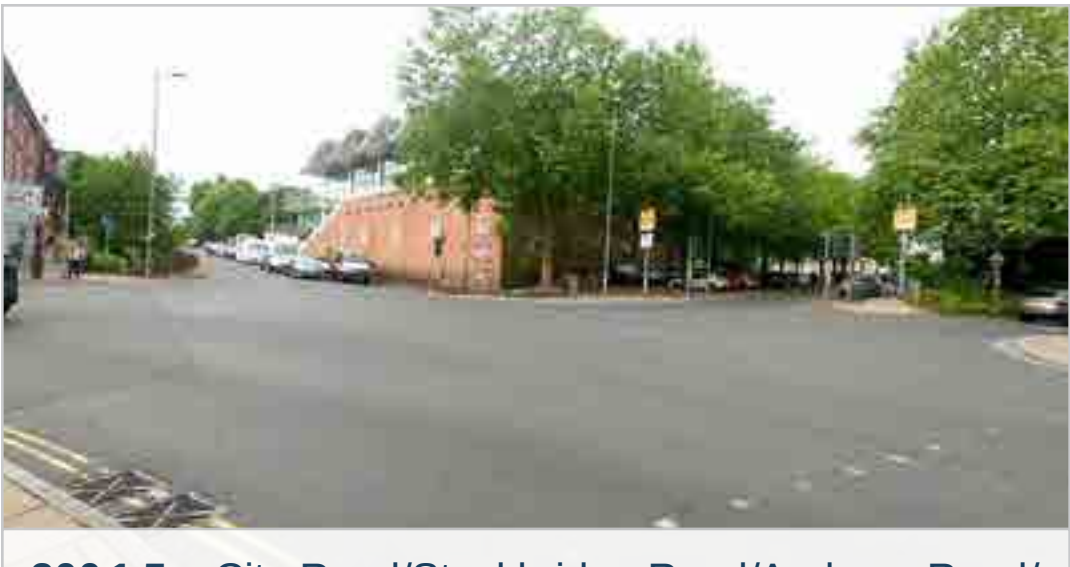
300.1.2a – North Walls



300.1.4 – City Road



300.1.2b – North Walls



300.1.5 – City Road/Stockbridge Road/Andover Road/ Sussex Street junction



300.1.1 – Durngate Place and Easton Lane



300.1.3 – North Walls/Hyde Street/Jewry Street junction



300.1.6 – Stockbridge Road

Route 310: Chilbolton Avenue (Sarum Road to Stockbridge Road)



310.1 Sarum Road to Stockbridge Road

Route description

Route section 310 starts at the Chilbolton Avenue/Sarum Road junction, where it connects with route 260 and heads northbound along Chilbolton Avenue as far as the junction with Stockbridge Road, where it connects with route 270.

The route is 1.2km in length and follows a road with a 40mph speed limit, with exception of the last 120m which has a 30mph speed limit.

Background

The route was not included in the Winchester LCWIP Feasibility Study (2020) but was added following an overall network review.

There is one bus service which uses this route. This is the 621, which connects with Barton Peveril College. This route section does not support the existing National Cycle Network.

The **Winchester Mini-Holland Feasibility Study** has suggested interventions along this route, which have been discussed as and when appropriate in the potential options. The Mini-Holland Feasibility Study identified 19 potential liveable neighbourhood schemes, of which Fulflood is the first pilot scheme. The improvements in a liveable neighbourhood aim to make it easier to walk

or cycle, with improved infrastructure and less through-traffic. The whole route is along the edge of this liveable neighbourhood pilot scheme.

Existing conditions

The route follows Chilbolton Avenue, a 40mph speed limit road with high flow and no dedicated cycling facilities. The route is residential in nature, with properties set back from the wide road by wide pavements and driveways. There is a section of on-street parking parallel to Westgate school sports pitches used by school buses and for parent drop-off and pick-up. Access from here to Westgate Scholl and Western Church of England School is via Links Road.

The road has a 40mph speed limit, with the exception of 120m at the northern end, where it reduces to 30mph. There is sufficient lighting and a signalised crossing point along the route, with wide pavements on both sides of the road. These pavements do have pinch points where trees restrict the available widths.

Chilbolton Avenue carriageway follows a noticeable descent travelling south to north.

Barriers to walking and cycling

There are no dedicated cycling facilities along the entire extent of this route. On-road cycling would exclude most potential users, especially due to the high traffic volumes and speeds. The wide road may also increase the risk of fast passing vehicles.

The gradient along the route may be a barrier for some cyclists.

Sections of the route have limited pavement widths due to very established trees.

Potential options

310.1.1

As per 260.2.12 at the Chilbolton Avenue/Sarum Road junction; review the junction to improve cycle connectivity and priority. Consider the existing pedestrian crossing, and connection from the adjacent residential areas, as part of any design.

310.1.2

For the entire extent of Chilbolton Avenue, there appears to be scope to consider a fully kerbed cycle track, or light segregation with a reduction in speed limit to 30mph. If this is not feasible, consider a shared use path. On-street parking, including time restrictions, may require review. There should be ample road widths here.

Ensure that any provision has priority over all side accesses and reduce bellmouths, especially for side roads including Bath Place.

Reduce or relocate all street clutter which might cause conflict throughout.

310.1.3

Review the Chilbolton Avenue/Stockbridge Road junction to improve cycle connectivity and priority. Consider the existing pedestrian crossing, and connection with route 270, as part of any design.

The Winchester Mini-Holland Feasibility Study suggests an upgrade to a signalised junction with pedestrian crossings.

310.1 Sarum Road to Stockbridge Road



310.1.1 – Chilbolton Avenue/Sarum Road junction



310.1.2b – Chilbolton Avenue on-street parking

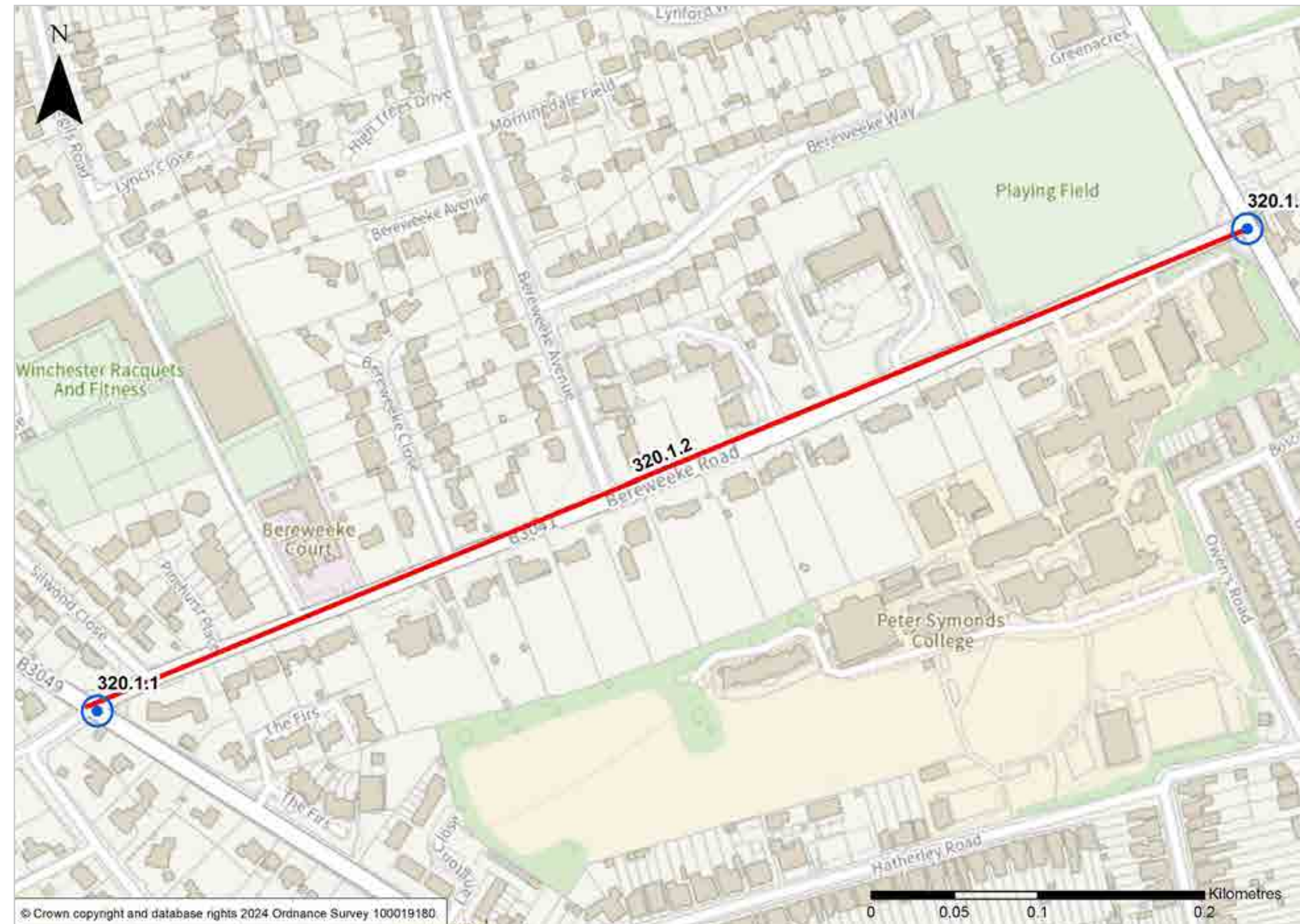


310.1.2a – Chilbolton Avenue and Bath Place



310.1.3 – Chilbolton Avenue/Stockbridge Road junction

Route 320: Bereweek Road (Stockbridge Road to Andover Road)



320.1 Stockbridge Road to Andover Road

Route description

Route section 320 starts at the Stockbridge Road/Bereweeke Road junction and heads northeast until the Bereweeke Road/Andover Road junction, where the route terminates. Route 320 connects with routes 270 and 280 at the Stockbridge Road and Andover Road junctions, respectively.

The route travels for 0.75km and follows a road with a 30mph speed limit.

Background

The route was not included in the Winchester LCWIP Feasibility Study (2020) but was added following an overall network review.

There are many bus services which can be accessed along this route, including 7, 64X, 68, 85, 86, 461, 662, 691, 851 and 852. These connect Bereweeke Road with Winchester, Sparsholt, Alton, Peter Symonds College, Salisbury, Stockbridge, Ludgershall/Andover, Hatch Warren, Lords Hill, Romsey, Ower, Waltham Chase, Knowle, Charlton and Sparsholt College. This route section does not support the existing National Cycle Network.

The **Winchester Mini-Holland Feasibility Study** has suggested interventions along this route, which have been discussed as and when appropriate in the potential options.

Existing conditions

The route follows Bereweeke Road, a high-flow road with no dedicated cycling facilities. The route is mainly residential in nature, with properties set back from the road. There are other uses along the route including Winchester Racquets and Fitness, Lanterns Nursery School and Peter Symonds College and playing fields.

There is adequate lighting along the route and a short section of on-road parking and bus stops. There is pavement provision along both sides of the road. This provision varies in widths with occasional pinch points due to street clutter.

Barriers to walking and cycling

There are no dedicated cycling facilities along the entire extent of the route. On-road cycling would exclude some potential users, especially due to the high traffic volumes. There is also the potential for conflict between cyclists and motorists at locations where there is on-road parking especially around busy entrances at school times.

Sections of the route have limited pavement widths due to trees and street clutter.

Potential options

320.1.1

As per 270.1.7, upgrade the existing Stockbridge Road/Bereweeke Road junction to provide priority to cyclists.

The Winchester Mini-Holland Feasibility Study suggests an upgrade to a signalised junction with advanced stop lines and early cycle release signals.

320.1.2

For the entire extent of Bereweeke Road, look to reduce traffic speeds to 20mph with traffic calming to allow for cycling in mixed traffic. Flows are likely to be too high, so consider measures to reduce through-traffic. Review on-road parking to help prevent conflicts between motor vehicles and cyclists.

Reduce bellmouth widths for entrances and side roads, including Bereweeke Avenue, to reduce vehicle speeds when entering and exiting Bereweeke Road.

Reduce or relocate all street clutter which might cause conflict throughout.

320.1.3

Upgrade the existing Bereweeke Road/Andover Road junction to provide priority to cyclists connecting with route 280.



320.1.1 – Stockbridge Road/Bereweeke Road junction



320.1.2 – Bereweeke Road/Bereweeke Avenue junction



320.1.3 – Bereweeke Road/Andover Road junction

Route 330: St. Cross Road to The Close



Route 330.1 St. Cross Road to The Close

Route description

Route 330 starts at the Christchurch Road/Barnes Close junction and continues eastbound, over St. Cross Road (B3335), along Kingsgate Road. It continues along Kingsgate Road northeast as far as College Road, where it turns right and continues until it terminates at College Walk. Route 330 connects to routes 250 at Christchurch Road and 240 at College Walk.

All roads along the route have 30mph speed limits. It is a total length of 1.5km.

Background

Part of this route was included in the Winchester LCWIP Feasibility Study (2020) as routes C5, Kingsgate Road and C9, University to Leisure Park via St James' Lane.

This section of the route was supported by local stakeholders at the mapping event. There are no bus services along this route section other than the short section of St. Cross Road. This route does not connect to the National Cycle Network.

The **Winchester Mini Holland Feasibility Study** has suggested interventions along this route, which have been discussed as and when appropriate in the potential options.

Existing conditions

Barnes Close is a residential road with on-street parking on both sides of the road and a 30mph speed limit. The road has low traffic flows. There are residential frontages and pavements on both sides along the length of the road and plenty of natural surveillance.

St. Cross Road (B3335) has a 30mph speed limit, although the character of the road (straight and wide) could allow people to drive at or above the speed limit. There is no dedicated existing cycling infrastructure but there are pavements on both sides of the road. There are property frontages set back from the road along this section of road providing some natural surveillance.

Kingsgate Road is a residential road with a 30mph speed limit. It has pavements on both sides along its entire length. There is no on-street parking as far as the junction with Garnier Road.

Beyond this point there is on-street parking on one side of the road as far as Winchester College. There are priority working features along Kingsgate Road at locations where there is on-street parking. Beyond Winchester College the road narrows in places, with sporadic on-street parking.

As the road nears the Kingsgate/College Street junction it becomes a single-lane road with passing places. There

is plenty of natural surveillance with residential properties fronting the road. Cycling is in mixed traffic.

College Street has a 30mph speed limit and comprises a mixture of residential, commercial and educational frontages. The road has on-street parking and pavements on both sides. The road is narrow, with tight pavements at pinch points such as bridges. There is a modal filter at the end of the road, where route 330 meets route 240.

Barriers to walking and cycling

There is no dedicated cycling facility along the entire extent of route 330, with on-road cycling expected. On-road cycling would exclude most potential users due to the risk of potential conflict between people cycling and driving. There are no cycle crossing facilities and a high number of potential conflict locations specifically with on-street parking provision. However, it is noted that the majority of this route has low traffic flows.

Junction bellmouth widths and overall road widths may increase the risk of fast passing vehicles.

Potential options

330.1.1

At Barnes Close, review on-street parking to introduce more passing places. Reduce the existing speed limit to 20mph and introduce traffic calming.

330.1.2

The route travels along St. Cross Road for a short section to Kingsgate. Flows here are very high. A controlled crossing and segregated facility (at least shared use, and narrower road lanes) would be required to meet LTN1/20 guidance.

330.1.3

Review and reduce the existing bellmouth of Kingsgate Road to reduce the speed of people driving, entering and exiting, and help people transition from the measure in 330.1.2.

330.1.4

Reduce the existing speed limit on Kingsgate Road to 20mph, with traffic calming. The traffic flow between St. Cross Road and Garnier Road appears to be high. Garnier Road could be filtered to reduce onward flows onto Kingsgate Road and allow for a cycle-friendly connection with route 240. If flows are low, continue the 20mph approach with traffic calming. If flows are high, consider implementing a one-way system with traffic calming from Canon Street southbound, with a contraflow. Review existing lighting provision.

The Winchester Mini-Holland Feasibility Study suggests that a change in junction geometry and raised table could be implemented at the Kingsgate/Clausentum Road junction.

Route 330.1 St. Cross Road to The Close

330.1.5

College Street could be made access only and have on-street parking on only one side of the road. Lower the speed limit to 20mph with traffic calming if needed.



330.1.1 – Barnes Close



330.1.3 – St. Cross Road (B3335)/Kingsgate Road junction



330.1.5 – College Street



330.1.2 – Barnes Close/St. Cross Road (B3335) junction



330.1.4 – Kingsgate Road

Post-Consultation Chapters

Consultation

This LCWIP was subject to public consultation from 13 January to 9 March 2025 when this LCWIP was still in its draft form.

During the consultation, key stakeholders as well as the general public, were invited to view the draft Winchester City Focus LCWIP to have their say and share their local knowledge and views on the proposals.

The consultation used the ViewPoint consultation software, which was accessible via the Hampshire County Council website and shared widely through social media.

Visitors to the consultation site could:

- Learn more about the LCWIP;
- Take part in a survey on the draft Winchester City Focus LCWIP;
- Add comments to an interactive map (of Winchester City) to share what they liked, and what they felt needed to change.

Completed online survey results

As part of the Winchester City Focus LCWIP webpage two online surveys were available; one for walking¹; and one for cycling. The survey was open to individuals as well as groups and organisations. There were 154 responses to the walking survey and 113 responses to the cycling survey. 27 responses were also received by email from public bodies, local groups and individuals. These comments have been summarised in the following pages.

Respondents were asked to rate their agreement with the proposed walking zone and cycle routes on a scale which ranged from -2 (very negative) to +2 (very positive). The map and analysis of this can be found on page 169 below.

Demographics

Demographic data refers to the voluntary information collected about the characteristics of the population that responded to the online survey (completed by over 170 people/groups or organisations). This data helps us understand who responded and the audiences that we need to reach out to in the future.

Of the respondents 92% identified as ‘White British’ with 1% ‘mixed/multiple ethnic groups’, 7% of respondents chose ‘prefer not to say’. This data when compared with the 2021 Census data for Winchester, shows that the ‘White British’ group and ‘mixed/multiple ethnic groups’ were represented proportionally, and the ‘Asian/Asian British’ and ‘Black/African/Caribbean/Black British’ groups were underrepresented in the consultation responses (3.1% and 0.6% respectively lower than the Census data for Winchester).

The split between the male/female respondents differed slightly from the Census data for Winchester with 49% of respondents identifying as male and 46% female², whereas Census data (2021) shows approximately 52% of Winchester residents are female and 48% male. The age profile of the respondents to the consultation shows that younger (under 16) age groups were underrepresented, whilst the groups between 65–84-year-olds were overrepresented.

68% of respondents live in the Winchester City area. About a quarter of respondents reported having a disability or health condition and just under half of these said it affected their ability to move around. Over two thirds had no children living in their household.

The demographic information gathered means that in future we need to ensure we engage with younger people and Asian/Asian British and Black/African/Caribbean/Black British communities.

Winchester City walking profile

Within the survey people could identify barriers to walking in their local area. The most common barriers are identified in the table below. Respondents could select more than one barrier. The top three barriers included poor quality pavements, busy roads and lack of suitable crossing points.

Walking barriers

Poor quality pavements	80%
Busy roads	70%
Lack of suitable crossing points	44%
Lack of footpaths/pavements	38%
Personal safety	36%
Lack of places to stop and rest	17%
Lack of wayfinding	15%
Lack of confidence	5%

1 Survey included wheeling (using a wheelchair or mobility scooter)
2 This does not total 100% due to some respondents opting not to say

Consultation

The majority of respondents (93%) walked at least once a week, with the main reason for using this mode of travel being shopping. 39% of respondents indicated they would walk more if the proposed CWZ were developed.

Walking journey purpose

Shopping	84%
Leisure/social	73%
Exercise/fitness	72%
Personal business	63%
Access public transport	58%
Medical appointments	55%
Visiting friends/family	54%
Commuting/business	43%
To access leisure facilities	42%
Education	16%
Other	2%

When asked for further comments about the development of the CWZ, respondents most frequently commented on current issues or problems experienced when walking within the Winchester City area, mainly focusing on access to the CWZ. They stated that they would like to see walking routes to the CWZ included as part of this plan. The most common comments included the CWZ being difficult to navigate, with people reporting that it felt unpleasant or unsafe walking and highlighting that was in part due to narrow pavements. Feedback also included suggestions to extend existing pedestrianised areas.

Winchester City cycling profile

With respondents being able to choose more than one barrier, the most often identified barriers to cycling locally were concerns about busy roads, lack of safe/suitable routes and road safety. 82% felt that developing the proposed routes would lead them to cycle more.

Cycling barriers

Busy roads	89%
Lack of safe/suitable routes	89%
Road safety	83%
Poor quality cycle routes	74%
Lack of safe bike storage	51%
Lack of suitable crossings	48%
Personal safety	41%
Lack of info on routes	32%
Lack of confidence	27%
Something else	9%
Other	2%

Around 67% of respondents to the survey cycled at least once a week. Three quarters cycled for exercise/fitness reasons and nearly 71% did so for leisure/social purposes.

Cycling journey purpose

Exercise/fitness	75%
Leisure/social	71%
To access shopping facilities	59%
To access leisure facilities	55%
Personal business	52%
Commuting/business	49%
Medical appointments	47%
Visiting friends/family	38%
To access public transport services	22%
Education	21%
Other	1%

61% of respondents felt the proposed primary routes include places people want to get to. When asked which routes should be prioritised, the route most frequently selected was route 280 – Harestock to Hyde.

When asked whether the proposed primary network should include any additional areas, respondents most frequently suggested routes connecting to St Cross, the Leisure Centre, and better through routes, or routes to avoid the one way-system. Routes to the Leisure Centre are already part of the LCWIP network as a combination of primary and secondary routes.

Other suggested primary routes included connections to the Royal Hampshire County Hospital, the railway station, Winnall (including Tesco), the Worthy’s and Stockbridge Road.

There were also suggestions for additional secondary routes with Romsey Road being the most frequently suggested addition.

When asked for any further comments about the development of cycle facilities respondents most frequently commented on safety, safe and secure cycle parking, and requests for segregated cycle lanes.

Briefing sessions

Prior to the launch of the consultation period, officers from HCC and WCC held an online briefing session for Councillors and one for stakeholders to explain about the upcoming consultation, how people could get involved and provide feedback.

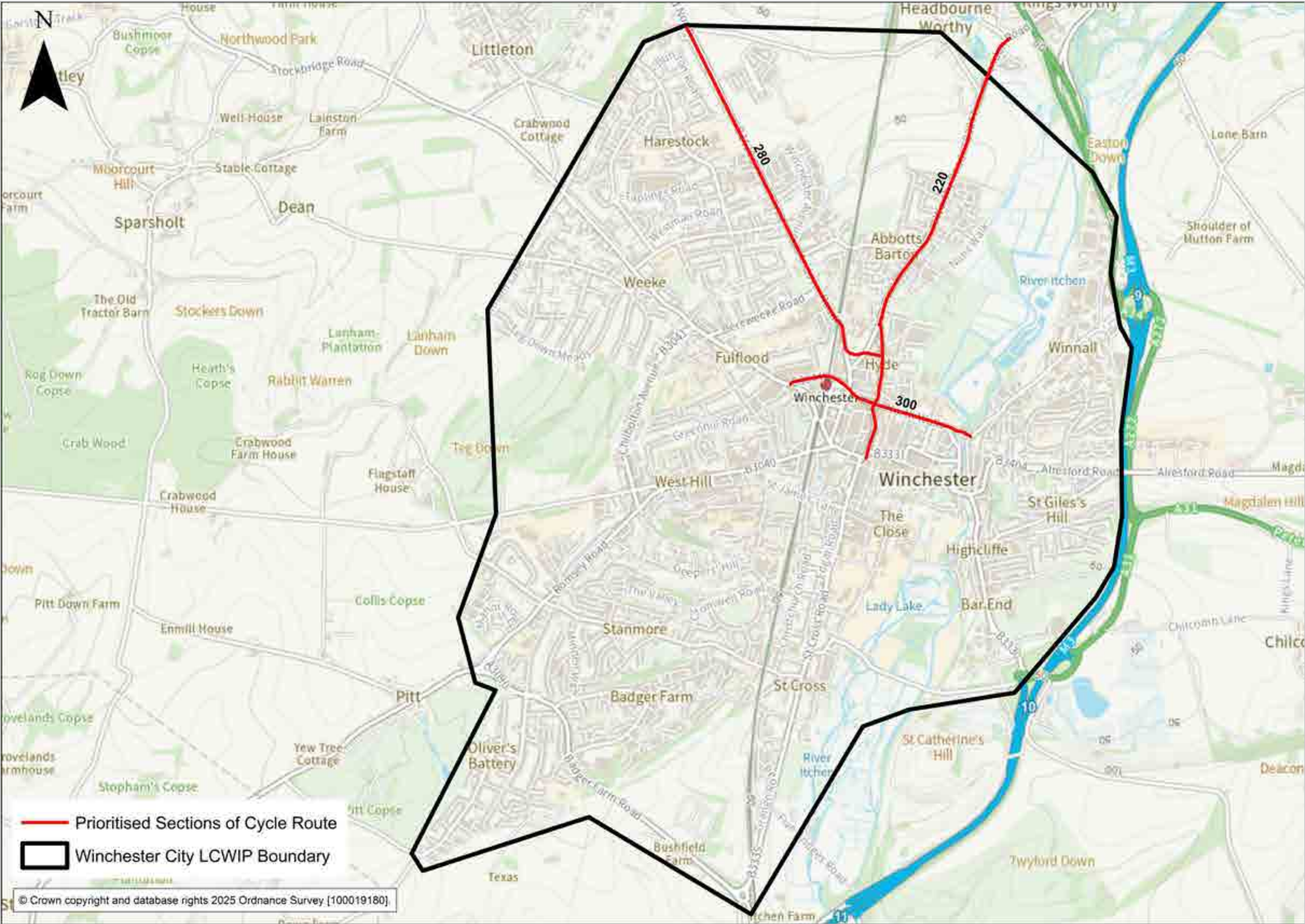
The purpose of these briefings was to give information on the process and answer any questions and to provide them with the tools to assist other people to be able to engage with and respond to the consultation. At the sessions, Councillors and stakeholders were encouraged to provide comments and feedback via the consultation process.

Winchester City profile

The survey asked respondents to prioritise their top three primary cycle routes within Winchester City. The top three rated routes were:

- 1. Route 280 Harestock Road to Hyde (34%)
- 2. Route 220 Headbourne Worthy to City Centre (32%)
- 3. Route 300 Durngate to Winchester Railway Station (via North Walls) (30%)

These route preferences will be taken into account as and when funding becomes available to progress schemes.



Interactive map

The interactive map gave people the opportunity to have their say on the proposed LCWIP network, walking zone and potential options, and to share their experiences of travelling through those areas.

There were 98 responses submitted on the map. By dropping pins on the map, participants could explain how they felt about a specific location and what cycling and walking related improvements they'd like to see there. Respondents were able to drop a pin anywhere (within the City Focus boundary) not just on the proposed cycle network and walking zones.

The results can be seen on the maps on the following pages.

This information has been used to help shape the updated LCWIP cycle network and new walking routes which connect to the CWZ. It will also provide designers with user experience at an early stage of the scheme development process if a scheme secures funding to progress.

There were several clusters of comments from the map. Comments about the area around North Walls included narrow pavements, difficulty crossing and that it felt dangerous for people cycling. Traffic speeds were also noted as being an issue in this location.

Comments related to the High Street included a lack of cycle parking, cluttered pavements and poor surface quality in parts.

There were several comments regarding The Weirs/ Bridge Street mainly including feedback on the narrowness of pavements here, poor access for disabled people and difficulties for people trying to cross the road at this location.

Worthy Road received comments about poor surface quality, narrow pavements and dangerous driving/ speeding.

Feedback in the Fulflood area, in particular Bereweke Road and Bereweke Avenue, included several comments raising the issue of crossing difficulties along with narrow pavements. Dangerous driving/speeding and traffic congestion were also noted as problems here. There were positive comments about the environment being clear of litter, the provision of shade and shelter and well planted spaces.

Issues such as poor-quality surfaces, flooding, dangerous driving/speeding, difficulties with crossing, narrow pavements and poor lighting were raised as issues in the St Cross area.

A few comments highlighted that Badger Farm Road was difficult to cross, has narrow pavements and issues with dangerous driving/speeding and flooding.

Responses

Responses were received from a number of groups and organisations as well as individuals. This feedback has been analysed and, where appropriate, has been incorporated into the document. Additional cycle routes have been added to the network (primary and

secondary) and some have been upgraded from secondary to primary. Walking routes have also been added which connect to the CWZ. The new primary cycle routes and walking routes have also been audited and included in this document.

A range of general themes emerged from the consultation responses including:

- Suggested alternative or amendments to the proposed cycle routes and CWZ.
- Ensuring links to trip attractors/destinations have been included.
- Ensuring consideration is given to new and planned developments in the area.
- Traffic volumes and speeds are considered to be a key barrier to active travel in the city.
- Gradient was noted by some as a significant barrier in the city.
- Severance and a lack of crossing points were flagged as an issue for many parts of the city and surrounding areas.
- Wayfinding was raised as a key consideration as in some parts of the city - it was felt navigating to places like the railway station and South Downs National Park were not signposted as prominently as they could be.
- Improving the active travel links between park and ride sites and employment locations was also noted as being an important consideration for the LCWIP network.

It is important to note that the potential options set out in this document are high-level potential options and

further detailed work would be undertaken if any of these options were to progress, as and when funding is available. A large volume of detailed feedback was received about specific issues which would be taken into account at the point that these options progress.

Feedback was received about the wording used in the plan, as some respondents felt the wording lacked sufficient strength and level of commitment. As set out above, the options are just potential options for what could be implemented rather than what will definitely happen. For any schemes which progress, further work and engagement will need to be undertaken and the options developed and refined. It would be misleading to use language which gave the impression that these options were committed, as these will only be progressed when funding is available. Having an approved LCWIP in place will be one way to help attract funding for these potential options.

Where sites are planned to be developed, responses were received looking for certainty regarding the route alignment through these sites. Where routes pass through new developments, exact alignments have not been specified, as these will be determined through the development planning process with the site developer.

This LCWIP has taken into account the Winchester Movement Strategy and other plans and studies for the area and notes there are long term aspirations and options for traffic movement in Winchester City. Where proposals from other studies including the Mini Holland Feasibility Study are referenced, this is because they align with or have helped to shape the potential options in this LCWIP.

Consultation

The consultation feedback highlighted that in some instances there is no straightforward solution to some constraints. Winchester City is an historic environment with limited available space with a lot of competing demands for that space. To address this, it was suggested that the LCWIP should be informed by a hierarchy of road users. LTP4 has the Road User Utility Framework (RUUF) as referred to in the policy section of this LCWIP which does set out who is given appropriate consideration when developing transport strategies and schemes. This RUUF will be a consideration during any scheme development process.

Consultation feedback also highlighted that it should be ensured that options which benefit one user group should not disadvantage another group or groups with different requirements. As and when these schemes progress the needs of all groups will be taken into consideration.

Feedback also included comments about cycling and walking being very different and sometimes having conflicting requirements. A response received in relation to walking element of the LCWIP, set out that the following principles for people walking are important;

- Clear pavements wide enough for all users.
- Reduce vehicle speeds to promote a safer walking environment.
- Appropriate crossing infrastructure.
- Increased pedestrianisation of space.

Making infrastructure as inclusive as possible was a key theme which emerged from the consultation responses,

to ensure people walking, wheeling and cycling are all taken into account. It was highlighted that the urban walking environment in and around Winchester can be extremely challenging for people with sight loss. The following points have been noted;

- Need for enhanced tactile paving at road crossings.
- Reducing street clutter.
- Difficulties navigating the environment on market days.
- Narrow pavements.
- Coloured orientation lines.

Comments were received about ensuring the design of active travel infrastructure includes appropriate lighting and natural surveillance to ensure people feel safe when using it.

Accessibility issues raised included:

- Designing inclusive walking and cycling infrastructure ensuring accessibility for wheelchair users and those with visual impairments.
- Cycling infrastructure should be designed for all bike types, e.g. adapted, recumbent or cargo bikes, tandems or tricycles.
- Pavements should be wide enough to accommodate wheelchairs and pushchairs without other pedestrians having to walk in the road.

A response from Guide Dogs UK highlighted their comprehensive guidance to assist designers, architects and local authorities in creating places that are both inclusive of people with sight loss and ready to address

the challenges towns and cities face in the future. The “Making the built environment inclusive” guidance can be viewed at www.guidedogs.org.uk/inclusive-regeneration

Support for the LCWIP was received in aiming to achieve mode shift to help combat inactivity, improve air quality, increase equity of access to transport and services, improve the built environment, move towards net zero and reducing pressure on parking.

Many of the principles set out in the LCWIP were also supported including;

- Widening of pavements.
- Reallocation of road space to active travel infrastructure.
- Continuous footways and formal crossing points.
- Rationalising street clutter.
- Reducing speed limits.
- Planning for larger cycles.

Comments on the CWZ included suggestions to add walking routes, which are described earlier in this LCWIP and have detailed audits in Section 2. Further CWZ comments included suggestions to expand coverage to areas such as Winnall, Badger Farm, and Weeke. These areas could be included in future, when this LCWIP is reviewed or if funding is available.

Ensuring connections are made to the emerging SDNP LCWIP network was highlighted. The focus of this LCWIP is on utility trips, however it is recognised that a connection to the east to ensure a cohesive network with adjoining LCWIPs would be advantageous.

Feedback on the cycle network and potential interventions included concerns about narrow sections of route. Suggestions included road widening to accommodate cycling infrastructure, removing on street parking, and ensuring infrastructure is accessible for all types of cycles including adapted cycles. There was a strong preference for segregated facilities over shared-use paths.

Support was expressed for rationalising parking, provided that Blue Badge spaces remain available.

Some comments noted a lack of alternative routes in certain areas.

Comments were received about the proposals and how they interact with the plans for public transport to ensure that the LCWIPs proposals do not conflict with those for public transport.

Lighting and drainage improvements were also highlighted as important for safety and usability. These would be considerations when funding is secured and a scheme progresses through the design stages.

How was the feedback used?

All consultation feedback was used to:

- Update the cycle network and add walking routes to the Core Walking Zone
- Identify future areas for cycle network development and walking improvements;
- Demonstrate public support for funding opportunities, via consultation results and feedback;
- Inform officers of local views and knowledge at feasibility and design stages of any improvements where funding has been secured to develop the scheme.

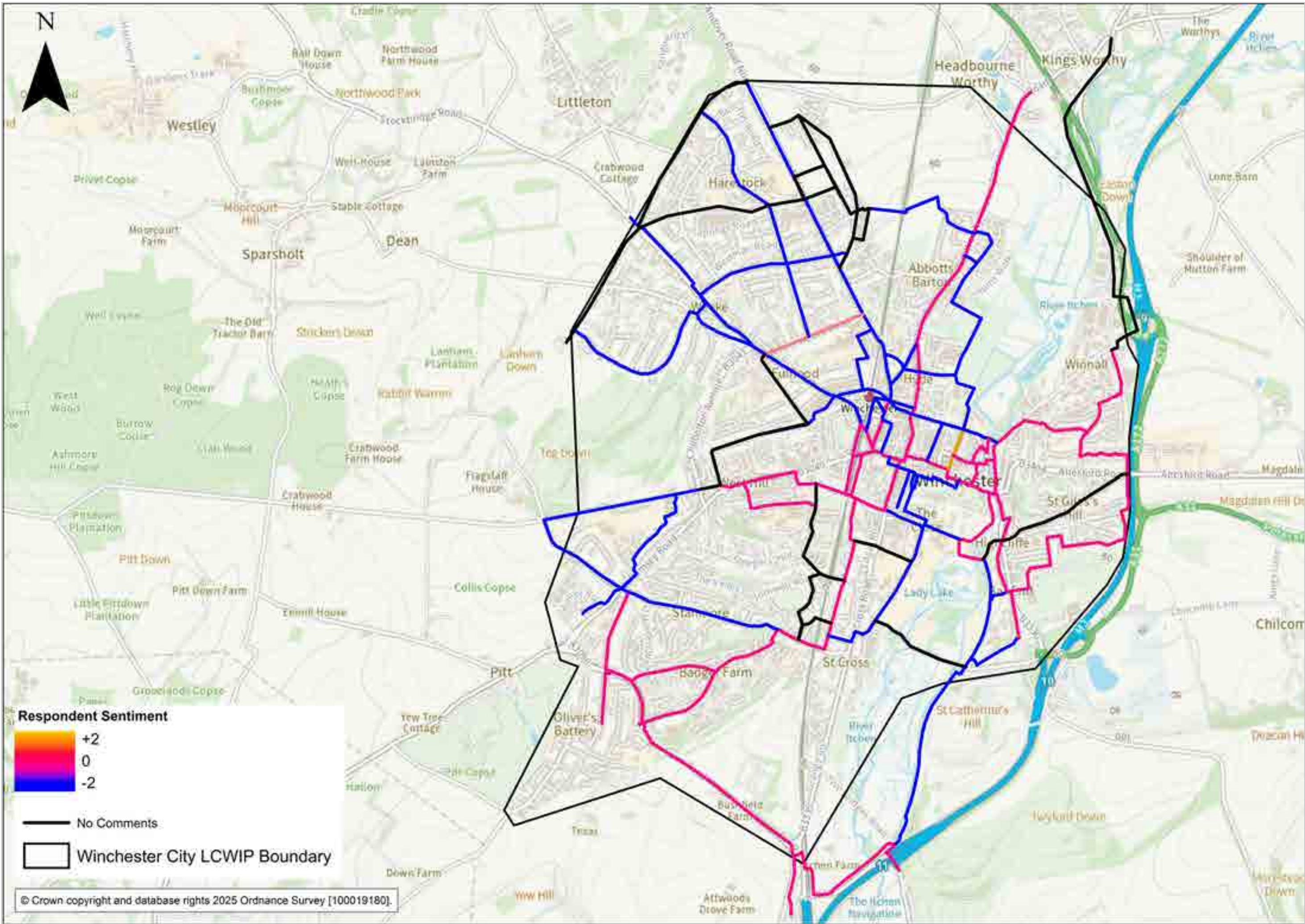
Sentiment map of Winchester City LCWIP network

As part of the interactive mapping, we were able to measure how people currently feel using a route while walking, wheeling or cycling, within the proposed network. As consultation feedback has been used to create this map it is based on the network that went out to consultation and therefore does not include all the routes in the final LCWIP network.

The map on the right illustrates the average response over each route, or route subsection for primary routes, to the question ‘How does it make you feel when you’re here?’ This is so we can get a better understanding of people’s experiences of using the existing infrastructure. The routes are colour coded to indicate an average value for each route subsection on a scale from minus two, ‘very negative’ (blue), to plus two, ‘very positive’ (orange).

It can be seen from this map which sections of route are felt to be better in their existing layout and design than others.

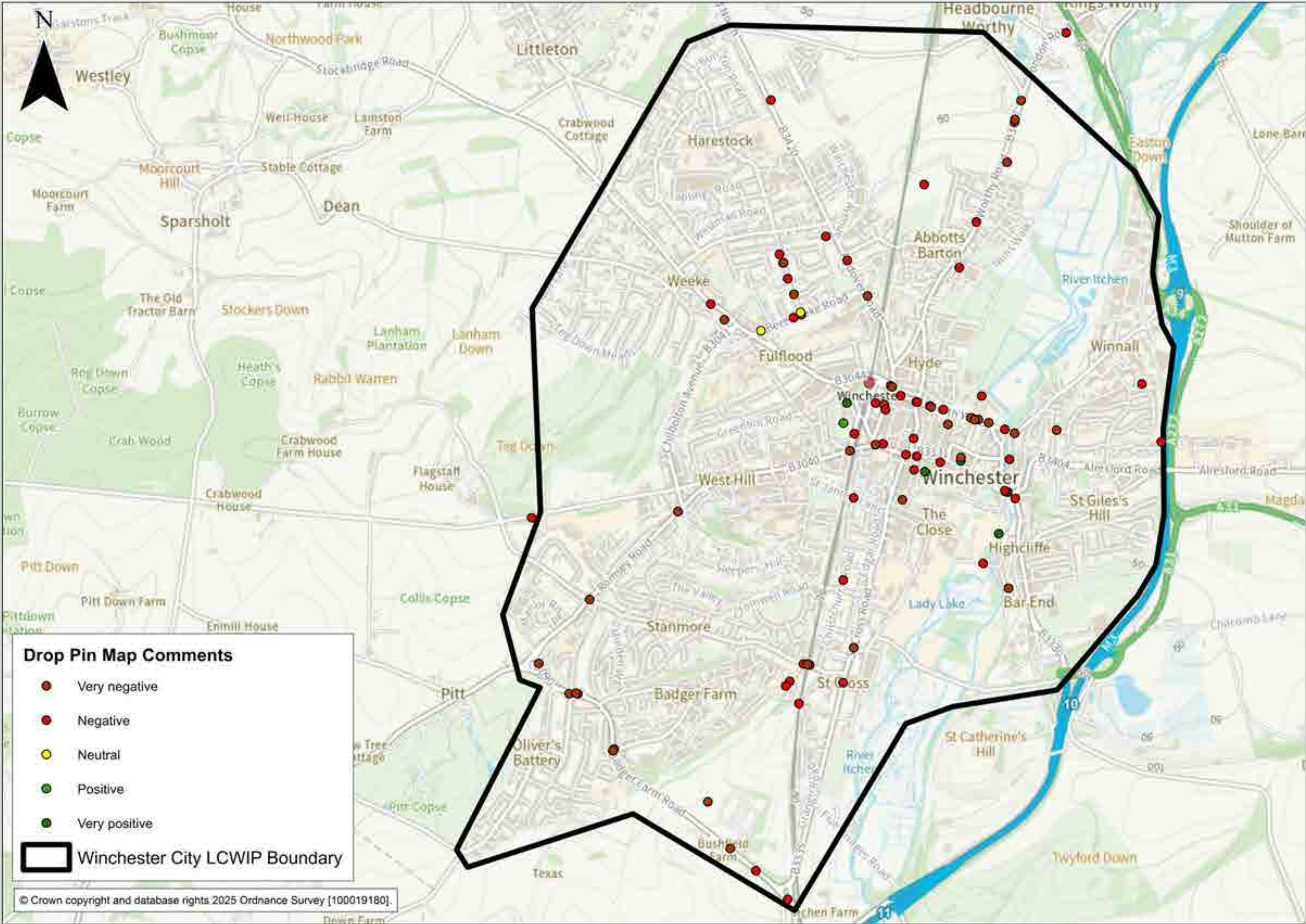
The section of primary route which received the most positive feedback was route 230.3 Middle Brook Street and the primary routes which received the most negative feedback were 240.2 Five Bridges intersection to College Walk, 260.2 Pitt P&R to Stockbridge Road, 270.1 Main Road to Clifton Terrace, 280.1 Harestock Road to Hyde, 300.1 Durngate to Winchester Railway Station and 330.1 St. Cross Road to The Close (all received -2).



On and Off network comments map

The consultation enabled respondents to leave comments both on and off the proposed cycle routes and walking zones. This map shows where comments were located, with the colour of the points reflecting the answer to the question “how does it feel when you’re here?”. This map will be used to help focus the development of further cycle routes within the city, as the network is reviewed in the future, in line with the LCWIP guidance (approximately every five years, or as local circumstances change with levels of development).

It is noted that there is a concentration of comments located in the city centre and on key corridors including North Walls, Worthy Road, Andover Road and Badger Farm Road. These comments have been summarised and can be found on the preceding pages.



Prioritisation

One of the key outputs of an LCWIP is a prioritised list of infrastructure improvements for future investment.

In this context, priority is generally given to the improvements that are likely to have the greatest impact on increasing the number of people who choose to walk, wheel or cycle, and therefore provide the greatest return on investment from funding. To this end, prioritisation takes into account packages of improvements to a zone or route rather than assessing individual elements.

The pace at which progress is made in delivering priorities will depend upon the level of funding secured, both from government and locally. Our approach is therefore to rank walking zones and routes and cycle route sections in a scoring matrix to show how each scheme scores against the criteria suggested in the LCWIP guidance.

The scoring matrix in this LCWIP is unweighted. However, weighting can be added to reflect the criteria set out in a funding opportunity. For example, in bidding for funds, we may give certain criteria a higher weighting to see which schemes would align best with the funding criteria. Alternatively, if development funding becomes available, schemes local to the site are most likely to meet the requirements of the National Planning Policy Framework (NPPF) and could be given a higher weighting.

Methodology

The LCWIP technical guidance suggests a prioritisation methodology based on four key themes:

- Effectiveness – the forecast increase in the number of walking and cycling trips;
- Policy – delivery against policy objectives, such as improvements to health and inclusion;
- Economic – High level costs for construction;
- Deliverability – including public acceptability, feasibility and environmental constraints.

For each theme, we have identified a number of metrics. We have used these metrics to score each route and zone.

Effectiveness

- Propensity to Cycle Tool commute and school trips – forecast increase in walking and cycling trips government target for equality.
- Population – number of people who could directly benefit (400 metre buffer from the routes/zone).
- Existing data on pedestrian and cycle road casualties (last five years).
- Air Quality Impact – is the route/zone in or near an Air Quality Management Area?
- Integration with other highway schemes (planned or in progress).

Policy

- Delivery against policy objectives, such as improvements to health and inclusion – these include:
- Average life expectancy (of the borough/district);
- Social Isolation Index;
- Presence of Obesity: Year 6 Children (%).
- Importance of the intervention for particular user groups – these include:

- Indices of Multiple Deprivation Score;
- Living Environment Deprivation Domain: Outdoors Living Environment Sub-score;
- Levels of car ownership per household (average % over subsection);
- Education establishments (Infant, Primary and Secondary Schools, Further education) within 400m.
- Health establishments (i.e. health centres etc within 400m).
- Top priority routes outlined via survey responses.
- Average respondent sentiment, from public consultation, to – “How does it make you feel when you are here?”

Economic

- High level cost estimates for each corridor and zone section.
- Potential to attract funding (availability of local funding i.e. s106 contributions)

Deliverability

- Scheme feasibility including ability to deliver to LTN1/20 e.g. due to land availability, difficulty in reducing on-street parking etc.
- Scheme feasibility due to environmental constraints, e.g. conservation areas.

For this LCWIP each cycle route or walking zone has been divided into subsections (220.1, 220.2, CZ1.1, CZ1.2 etc), while the walking routes have been prioritised as a whole route (WR1,2,3 etc). This allows for improvement options to be grouped together, which will help in the deliverability of the potential options, in terms of both cost and phasing.

Data for each of the metrics, contained within the themes above, has been collected and used to provide an unweighted prioritised list of future schemes for walking and cycling within the borough.

The top five ranked areas within Winchester City are contained in the following tables and maps.

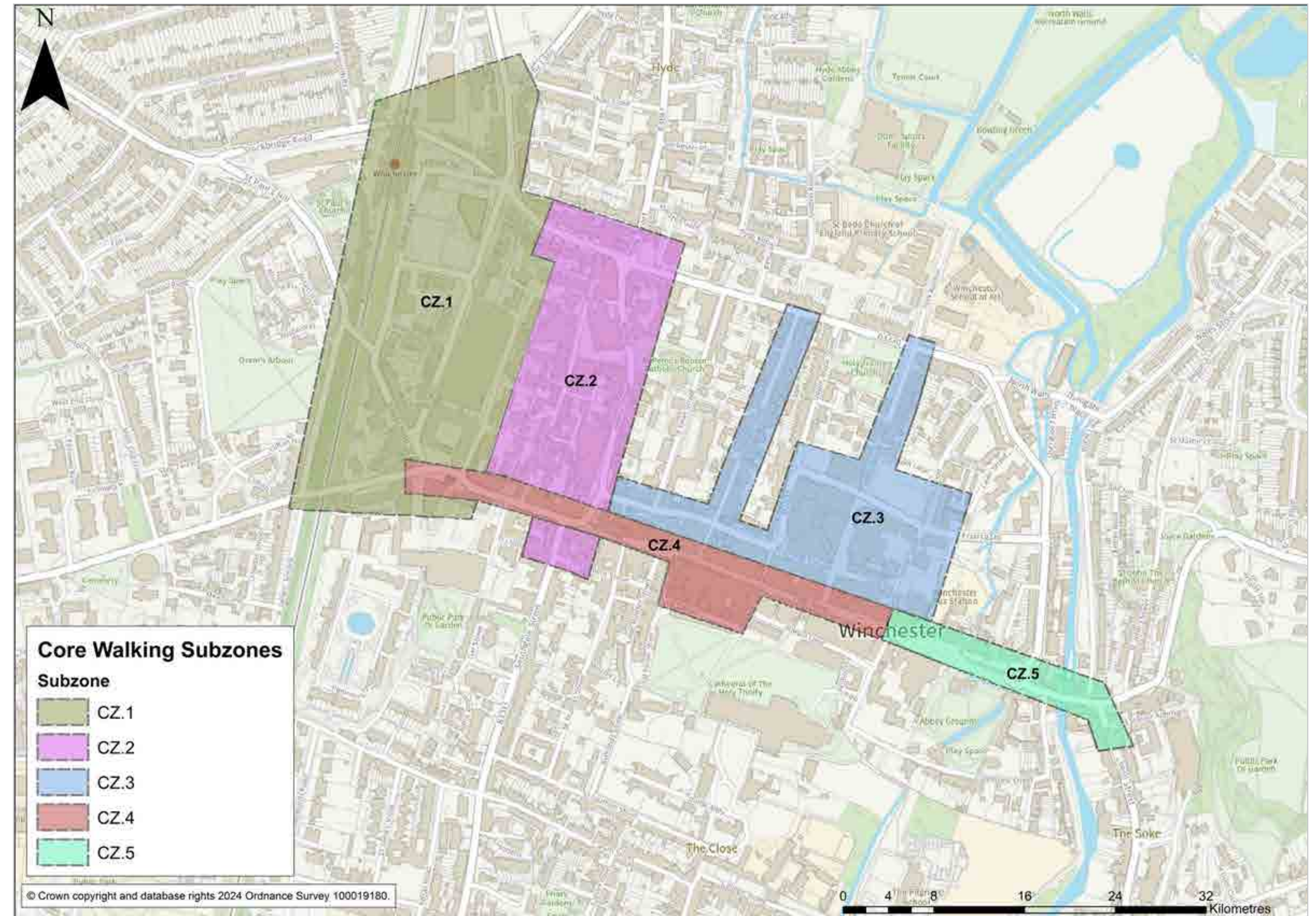
Prioritisation

Walking zone – Top five zone sub sections

The map on this page shows the CWZ sub sections with the highest combined scores across the metrics of the prioritisation process. The potential interventions are set out in the CWZ audit chapter.

Priority ranking	Walking sub zone	Location
=1	CZ.3	St. George's Street, Friarsgate, Parchment Street and Middle Brook Street
=1	CZ.5	The Broadway and Bridge Street
3	CZ.4	High Street and The Square
4	CZ.1	Newburgh Street, Sussex Street and Tower Street
5	CZ.2	Jewry Street and Staple Gardens

CZ.3 and CZ.5 both achieved the same score, so are joint first priorities.

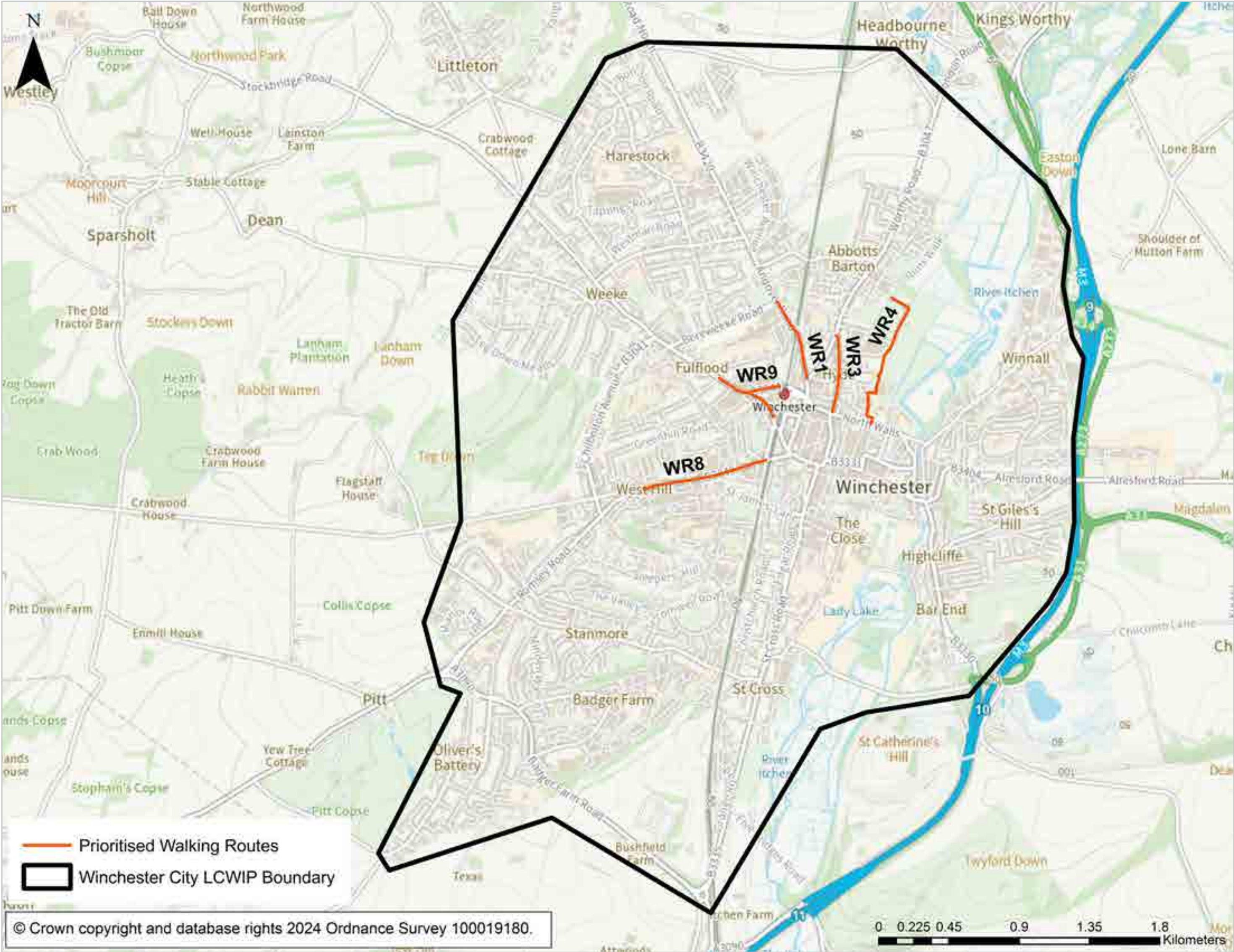


Walking Routes – Top five routes

The map on this page shows the walking routes with the highest combined scores across the metrics of the prioritisation process. The potential interventions are set out in the walking route audit chapter

Priority ranking	Walking route	Name
1	WR1	Andover Road
2	WR4	Hillier Way
3	WR8	Romsey Road
=4	WR3	Hyde Street
=4	WR9	Stockbridge Road

Hyde Street and Stockbridge Road received the same score in the prioritisation process and are therefore joint fourth priorities.

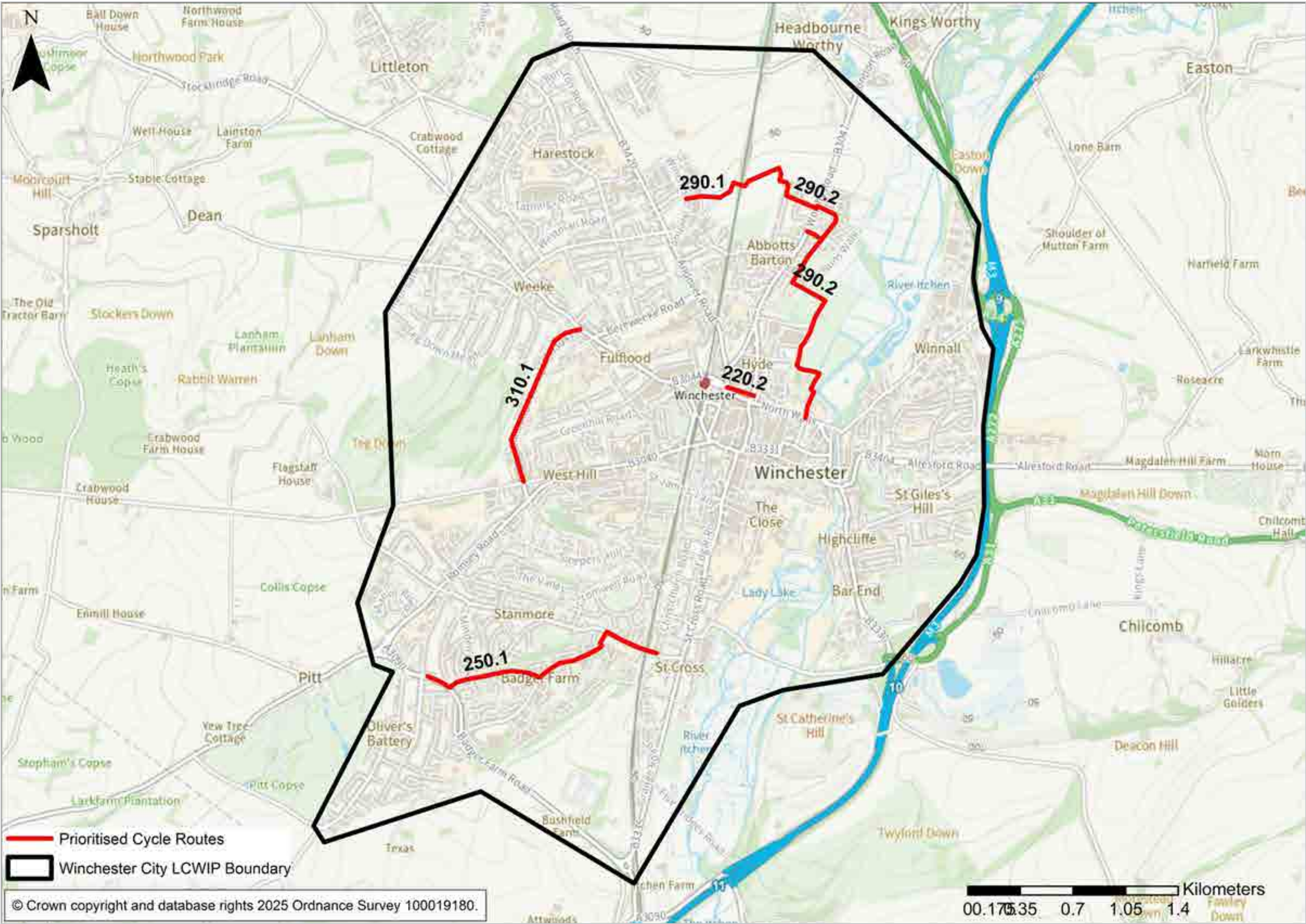


Cycling network – Top five route sections

The map on this page shows the top 5 route subsections with the highest combined scores across the metrics of the prioritisation process as set out in the methodology section. Following officer assessment, the Middle Brook Street subsection was removed as there is already a committed scheme for this location.

In practice, prioritisation and delivery will be influenced by the funding available. If appropriate funding streams are available for routes outside of the top 5, for example, developer contributions or National Highways funding, these can still be pursued.

Priority ranking	Route section	Location
1	290.1	Kings Barton to Abbotts Barton
2	220.2	Swan Lane
3	310.1	Sarum Road to Stockbridge Road
4	290.2	Abbotts Barton to North Walls
5	250.1	Badger Farm to Christchurch Road



Funding and next steps

How will schemes be funded?

The pace at which progress is made in delivering the LCWIP priorities will depend entirely upon the level of funding secured.

Until recently, government funding for active travel has been awarded to local authorities based upon competitive bids, such as the levelling up fund, capability fund and active travel fund, in addition to the annual Local Transport Plan allocations made by government to local transport authorities. More recently Active Travel England (ATE) has apportioned funding to Local Highway Authorities based on their score in a self-assessment process. This appears to be the future direction of funding, alongside a commitment from ATE for longer term funding.

In the future other government funding opportunities may be announced. Most bids for government funding need a local financial contribution. Most bids for government funding need a local financial contribution and allocations of funding from government are often based on demonstrating past successful delivery of schemes that support government walking and cycling objectives.

Other funding sources include direct delivery of works by developers via Section 278 Agreements and/or financial contributions secured by Section 106 Agreements. It is likely that some local WCC funding may be required to potentially help boost bids for any HCC government funding received in the future. This would be discussed with relevant officers at WCC should this need arise, and any bids for CIL funding would be assessed against relevant plans and protocols.

It is important that the limited local resources that are available are used to best effect, for example in securing large amounts of government funding, but also in meeting local priorities, for example where a modest intervention is able to unlock local access within a community. It is also the case that local priorities may provide a slightly broader focus, for example by improving health and wellbeing outcomes for local residents, where this is a priority, and investing in rural communities where it might prove difficult to meet value for money criteria based upon the numbers of people to benefit.

It is important to note that the evidence base for LCWIPs has generally been the existing pattern of development and committed development and therefore does not take into account demand from new development i.e. those sites without planning permission.

It will be necessary for developers, in bringing forward their proposals to ensure that the new communities or employment zones proposed can be fully connected into the wider community with high quality walking and cycling routes for people to access local facilities. Equally, existing residents should be able to access local facilities provided within new development including jobs and education opportunities.

It will therefore be necessary that financial contributions and/or delivery of improvements are secured towards the schemes via Section 106 agreements where development generates additional demand on the highway and transport network or the development would not otherwise be accessible safely and conveniently by people walking, wheeling and cycling.

All potential options identified in this LCWIP are based on concept design only and therefore all costings are high level and approximate, based on similar schemes elsewhere. Schemes prioritised for implementation will be subject to a full design process, including public consultation during which detailed costs will be developed.

Next steps

The Winchester City LCWIP will be used by HCC and WCC to support the case for further stages of design, assessment and stakeholder engagement and to support applications for funding to progress improvements for the routes identified. The LCWIP is intended to facilitate a long-term approach to developing active travel proposals, therefore all of the corridors identified within the network maps are recommended for further consideration at an appropriate time.

HCC plans to work closely with WCC to help to deliver the outcomes of the LCWIP.

It is envisaged that the LCWIP will need to be reviewed approximately every five years, in line with Government guidance. The scope of future reviews will need to reflect progress made with implementation and any significant changes in local circumstances.



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