



# Traffic and Communication Links

## Introduction

Kings Worthy is well served with access roads and footpaths, making easy access to the village from any direction by road or on foot. Abbots Worthy is less accessible to pedestrians, having few pavements and two relatively busy roads, the A33 and B3047 running adjacent/through the village respectively. The rural character of both settlements is reinforced by the absence of traffic lights and roundabouts.



*London Road*

Kings Worthy was formerly served by the Newbury to Winchester railway, but the line is now buried beneath the modern A34 and the old station forms part of a small industrial area. The Southampton-Waterloo railway serves as a boundary to parts of the village, but trains pass through without stopping.

The roads in and around Kings Worthy and Abbots Worthy can be divided into three categories: principal roads, local roads and cul-de-sacs.

## Principal Roads

Principal roads largely form the boundaries of Kings Worthy. The A34 is a major trunk route with no direct access to Kings Worthy and, like the main railway line, only serves the village as a boundary feature. The other main roads, the A33 and B3047, provide access to both Kings Worthy and Abbots Worthy. All of these are single carriageway, two lane roads, except the most southerly part of the A33, which is a dual carriageway. Whilst some lengths of these roads are fronted by houses, elsewhere they run adjacent to open farmland.

*Alresford Drive*



London Road, which bisects the old

village of Kings Worthy, suffers from a relatively large number of junctions and its sinuous course results in poor sight lines, especially at the junction with Church Lane. Traffic speeds are a problem on Springvale Road and Lovedon Lane, and measures to reduce the 40 mph speed limit to 30 mph would be welcomed.

Traffic volumes are generally moderate, but significantly increase during the rush hours. The exception to this is the A34, which is very busy at all times. Lighting levels along the main roads are very low, with lights mainly at junctions. Facilities for pedestrians are generally poor, with heavy traffic and narrow footpaths creating an unfriendly environment.

## Local Roads

Branching off the main roads in Kings Worthy are a number of smaller local roads with housing along both sides. These form the major access routes and comprise Church Lane, Nations Hill, Forbes Road, Fraser Road, Pound Road and Ramsey Road. All of these are relatively narrow roads, just sufficient for two-way traffic and have grass verges along much of their length, except for Church Lane, which is much narrower with buildings adjacent to the road.

They carry moderate levels of traffic during peak periods, but this reduces at other times. Lighting is limited to a few locations, mainly at junctions and is at a slightly higher level in the more built up areas.

## Cul-de-sacs and Minor Lanes

The remainder of Kings Worthy's and Abbots Worthy's roads are predominantly small cul-de-sacs of around fifteen houses, or lead into housing areas and to other smaller roads. These are mainly curved roads serving the houses, with many trees, grass verges and hedges. Traffic levels are relatively low, being only used to access residential properties. In general the level of lighting in these residential roads is low, with the highest levels in some of the newer estates.

In Abbots Worthy, Mill Lane is a 'dead-end' leading from the B3047 to the River Itchen. This is very different in character to the cul-de-sacs of Kings Worthy and has a strong rural character, with no footpaths, lighting, kerbs or formal turning head. Park Lane is similar in character, although as this is a through-route, it sees more traffic and has difficult junctions at each end.



## Footpaths

Kings Worthy is very well served by a network of footpaths providing links to all parts of the villages. These include several footpaths on the Hampshire County Council definitive map, such as the paths linking Hinton House to Legion Lane, and Campion Way to Frampton Way.

Abbots Worthy is also very well served with footpaths, predominantly linking it to the Itchen Valley. A number of rural footpaths stretch out through the countryside, linking Kings Worthy to Winchester (via the St Swithun's Way/Nun's Walk) and Worthy Down and Abbots Worthy to Easton (via the Itchen Way). The St Swithun's Way is a long distance trail linking Winchester with Farnham and the Itchen Way links Southampton with Hinton Ampner. South Wonston can be reached from Kings Worthy using the old Newbury railway track, which is being upgraded and dedicated as a bridleway. There is currently no link between this route and Kim Bishop's Walk, which follows the third railway to pass through the village, a section of the old Alton railway line now owned by the Parish Council. Such a link has been proposed over many years and it is hoped that this might be achieved with the development of the Top Field site.



Parking problems

## Parking

In places there is not enough off-road parking provision within Kings Worthy. This is especially noticeable in the local authority housing areas and in the newer cul de sacs. To minimise visual intrusion, new developments should try and accommodate adequate off-street parking for residents and visitors. In existing residential areas such as Ramsay Road, North Road, Willis Way and Campion Way, replacing linear parking with adequately lit, angled bays could alleviate the problem.



Burntwood

### Design Guidelines

- D18 Street lighting should be positioned to provide illumination at road junctions. Consultation with local residents should be undertaken prior to introducing new or additional street lighting. (T.3)
- D19 New housing developments should be linked to the footpath network. (T.1, T.3, T.8)
- D20 Where appropriate, opportunities should be taken to create additional footpaths linking Kings Worthy with adjacent settlements and countryside (RT.9, T.1, T.3, T.8, S.9)
- D21 Where appropriate, opportunities should be taken to incorporate additional cycle routes within the village (RT.9, T.1, T.3, T.8)
- D22 Where appropriate, parking should be provided off-street. Solutions such as secure, rear serviced garage courts or landscaped parking areas should be developed to keep parking unobtrusive. (T.4)

### Additional goals

- G9 In existing problem areas, additional parking spaces could be provided by replacing traditional linear kerbside parking with angled bays.
- G10 Measures to reduce the speed limit of the London Road between Taylors Corner and the Cart and Horses Public House to 30 mph should be promoted. The use of traffic calming and the provision of a pedestrian refuge should be considered.
- G11 Measures to reduce the speed limit of Springvale Road, Lovedon Lane and B3047 in Abbots Worthy to 30 mph should be promoted.
- G12 Improve safety of junctions at both ends of Park Lane, Abbots Worthy.
- G13 The use of double-decker buses along Church Lane, which is narrow in places, creates congestion. Whilst the road cannot be widened, opportunities should be taken to use smaller bus sizes on this route. The use of this road by heavy goods vehicles is also of concern.
- G14 Public and sustainable transportation is encouraged, including:
  - The use of a walking bus for the school and support for 'Safer Routes to School'
  - An improved evening bus service
  - Improved safer routes for cyclists
- G16 The recreational walking network should be extended by linking existing footpaths to create circular walks. This could be achieved by extending the Kim Bishop Walk into Top Field and Hookpit Farm Lane and by making Woodhams Farm Lane a public right of way or permissive footpath.
- G17 Footpath maps should be located at strategic locations and footpaths should be signed with their destinations. Footpath information leaflets should be widely distributed.