

Station Approach

Transport and Accessibility Background Report



Winchester
City Council

Station Approach

Transport and Accessibility Background Report

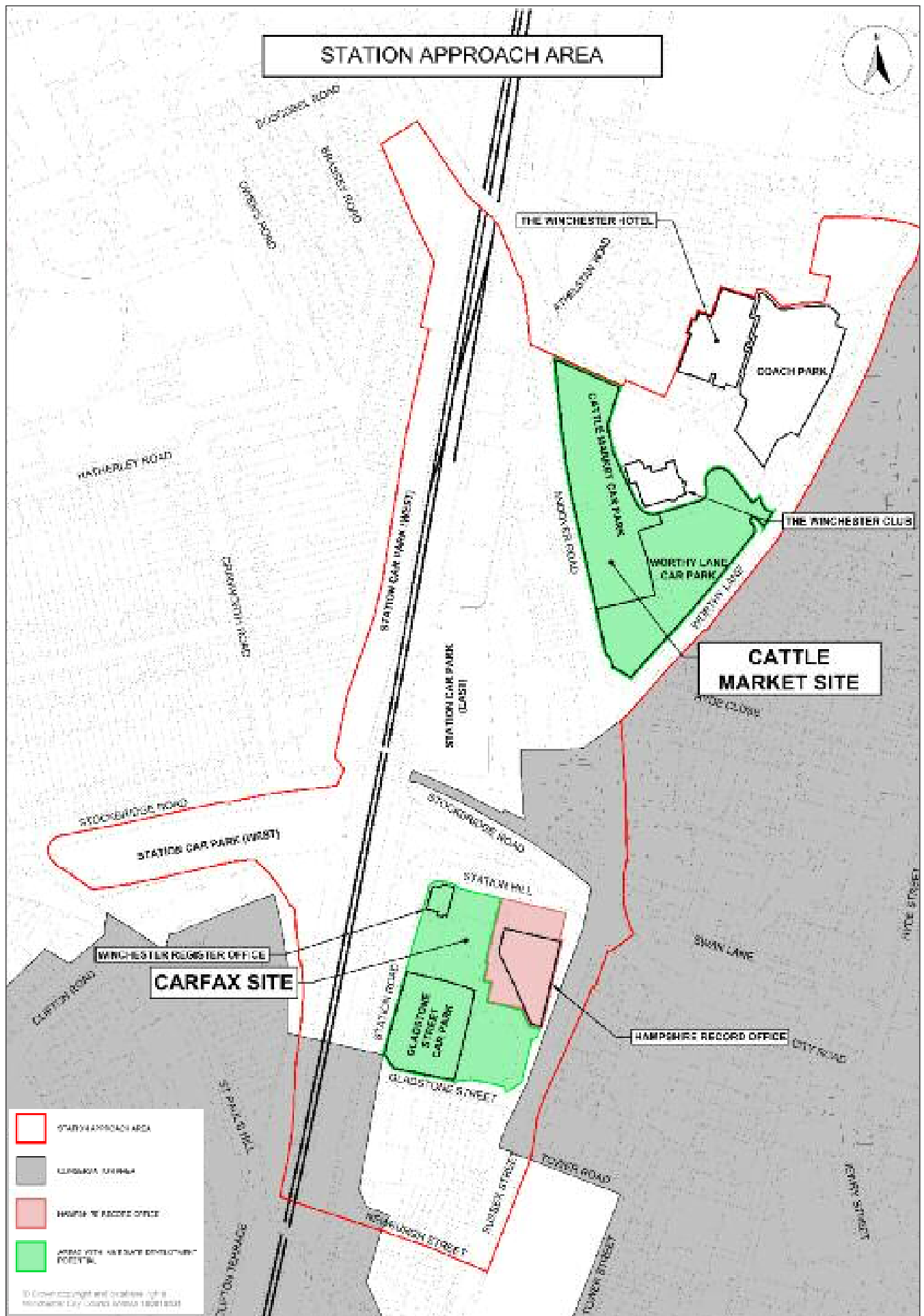


Winchester
City Council

Contents

Station Approach Transport and Accessibility Background Report

Area Plan	i
Introduction	1
Background	3
Assessments	4
1. Car parking surveys	4
2. Pedestrian movements	4
3. Assessments of injury accident records	5
4. Making sense of the strategies and assessments that exist	5
5. Identifying a package of potential public realm improvements	7
6. Developing a Transport Assessment	8
Appendix	9
Pedestrian routes	9
Cycle movement	10
Accessibility Issues / ideas	11
City Road / Jewry Street - issues	11
City Road / Jewry Street - ideas	11
Station Road — issues	13
Station Square — issues	13
Stockbridge Road — issues	13
Clifton Terrace — issues	14
Romsey Road — issues	16
Station Road — ideas	16
Station Square — ideas	17
Stockbridge Road — ideas	17
Clifton Terrace — ideas	18
Romsey Road — ideas	19
Andover Road — ideas	20



Introduction



*View of Sussex Street at the 'Carfax junction',
towards Andover Road*

Winchester City Council is working in partnership with key stakeholders on plans to enhance the Station Approach area of Winchester and as part of this is looking to redevelop two key sites at Carfax and Cattlemarket as well as seeking to enhance and develop the public realm and transport links through the area. It is also hoped that this will spark other redevelopment and enhancement schemes throughout the area. The initial site under consideration is the Carfax site which consists of an area adjoining the train station which is currently predominantly surface level car parking. This is a very exciting site in an excellent sustainable location offering opportunities to deliver much needed commercial and housing development. To ensure that the project realises its full potential a number of public realm and accessibility improvements have also been identified. These will rely upon partnership working with Hampshire County Council, Network Rail and train and bus operating companies along with other key stakeholder groups who have been involved in developing walking and cycling strategies for the City and the Station Travel Plan. Initial discussions have taken place with these organisations to confirm that they all support the scheme's objectives and they are keen to remain involved as it progresses.

A £5m bid is being sought through the Local Enterprise Partnership for local growth funding to enable public realm and accessibility improvements to the area around the development and the Winchester railway station and linking to the City Centre. This approach is advocated in the Winchester Cycling and Walking Strategies, the Winchester Town Access Plan and the Railway Station Travel Plan.



Station Road



Cattle Market car park

Workshops have taken place with stakeholders which have identified a number of issues and potential opportunities and these are included in this report.

In relation to the public realm, accessibility and transport the following aspirations are being considered:

- improve the quality of the station and Cattlemarket areas to provide high quality 'gateways' to the City;
- enhance the public realm, public transport facilities and retail offer in the station forecourt area to create a pedestrian focused attractive and vibrant public space;
- seek to improve pedestrian, cyclist and traffic flows through the area, including the City Road, Andover Road, Sussex Street junction ('Carfax junction') and consider other key junctions such as Worthy Lane / Andover Road in relation to the development proposals;
- improve the quality and location of parking provision so that it is 'purposeful' i.e. is used for all purposes at all times and makes best use of the asset whilst reducing traffic implications where possible.

The development will support desired transport outcomes by improving access to markets and employment, improving public transport access and locating housing and commercial premises in a highly sustainable location.



Background



Park and Ride bus at Station Hill

This development concept is in line with the adopted Local Plan Policies as set out in Local Plan Part 1 which seek to ensure that there are a range of sites and premises available for businesses and commercial enterprises to set up and expand to meet their full potential and adequate infrastructure is available. The more detailed policies in Local Plan Part 2 are being formulated alongside these development concepts and proposals taking into account public and stakeholder views.

Winchester Railway Station Travel Plan has been developed by Hampshire County Council and has an agreed action plan.

Barton Farm is nearing commencement and there will be Section 106 payments due. Hampshire County Council has commissioned 3 corridor studies to identify measures which could be undertaken using these payments. The developer will also be funding new bus services serving the site, linking to the railway station / City Centre via a new 200 space Park and Ride site to the north of the city.

There is a strong strategy and policy framework to guide this work and which it can be tested against including the Winchester Town Access Plan, a District Cycling Strategy and a Walking Strategy.

The City Council adopted a Car Parking Strategy in 2014 which sets out a detailed policy framework against which to test and develop development proposals.

The Air Quality Management Area has an action plan and work is planned on a vehicle profiling survey / exercise which will help inform further actions that might be required.

This document provides background information and ideas to support the design work but it is not intended to constrain other ideas coming forward.



Assessments



Car park at Gladstone Street

1. Car parking surveys

These were undertaken in February and March 2015 and provide a good understanding of usage and origins and destination of trips by people parking in public and railway station car parks in the Station Approach area. These are summarised in the first report on parking produced for the Station Approach area. A further Parking Access Study has been completed looking at parking provision in the area and the impacts of relocating some of this. These reports are available separately. The report titled Parking Access Review also includes accident / casualty data and analysis and some information on traffic flows particularly at the Andover Road / City Road Junction known as the 'Carfax junction'.

2. Pedestrian movements

The Station Approach area sees a diverse and complex daily movement of pedestrians and cyclists. Different groups of pedestrians / cyclists have been identified through consultation with residents, business groups and specific meetings with pupils at Peter Symonds College. Students of the University of Southampton have also highlighted the diverse mix of people passing through the area and have undertaken some interesting research and survey work on pedestrian movement through the area.

In order to cater for these different groups including: students of Peter Symonds College (over 1000 a day coming by rail), Winchester University and nearby secondary and primary Schools, commuters, tourists and visitors and those accessing the hospital, courts and other nearby facilities, it will be necessary to consider a number of different corridors and not to be constrained by focusing on a single route. The work undertaken by The University of Southampton has shown that in relation to tourists and visitors there is currently no clearly identified route into the City Centre and that people do struggle to navigate with any degree of certainty, whereas regular commuters who know the area use a mix of routes. Although there is signage in place this can be missed and therefore a more fundamental approach is needed in terms of design and landscape in order to guide people in the direction which they need or want to go. This will depend of course on where they wish to go so thought needs to be given to the different routes which need to be developed and further information and ideas on this are set out later in this report.



Pedestrians on Station Hill



Station Hill

3. Assessments of injury accident records

During the period 1st March 2010 to 28th February 2015 there were 22 pedal cycle accidents and 66 pedestrian casualties recorded within a 1km radius of Winchester railway station.

Of the 22 pedal cycle accidents, 2 occurred in the vicinity of the Carfax junction and 2 occurred on City Road. Of the pedestrian casualties, 6 occurred in the vicinity of the Carfax junction, 3 occurred on City Road, 1 occurred on Station Road and 1 occurred on Upper High Street.

Although there is a slightly concentrated cluster of pedestrian casualties around the Carfax junction and on City Road, there does not appear to be any common themes that can be identified from the accidents that have taken place therefore any scheme that is developed in this area is not dependent on the results of this accident data but should take it into account.

4. Making sense of the strategies and assessments that exist

There are action plans and identified schemes in the following list which need to be reviewed in relation to Station Approach and taken into account as appropriate.

- The Vision for Winchester
- Local Plan Part 1 and Draft Part 2
- Station Travel Plan
- The emerging Barton Farm corridor studies
- Barton Farm planning approval requirements and provisions (section 106)
- Cycling Strategy
- Walking Strategy
- Air Quality Management Plan
- District Transport Statement and Winchester Town Access Plan.

Pedestrian and cycle movement within and through the Station Approach area as well as the quality of the public realm are key objectives identified by the Council and in a number of existing reports and initiatives, notably:

Walking Strategy for Winchester

The following core objectives are set out in the Walking Strategy:

- Infrastructure changes to the existing streets that demonstrate that the needs of pedestrians are prioritised and that walking is the most normal and acceptable means of transport for all, or part of, short journeys within the City.
- Roads in all new developments with internal streets should be designed to ensure that walking is prioritised.
- Ensuring that the street frontages of new developments enhance the pedestrian environment.



Station Hill

- Integrating the City's green open spaces [existing and new] into the network of pedestrian routes.
- Using the opportunity of planned highway maintenance, and other works to the streets, to ensure that the needs of pedestrians are fully addressed.
- Improved signage.
- Removal of clutter and overgrown planting on pavement edges.

Station Travel Plan

The Station Travel Plan is a strategy for managing access to the railway station, with a view to improving access to the station by sustainable modes of transport; particularly walking, cycling, bus and car share. The overall objectives for the Travel Plan are to:

- improve local networks for pedestrians and cyclists;
- improve trip-end facilities for people travelling by sustainable modes;
- improve access to the local bus network;
- increase the number of people using the rail network; and
- improve safety for everyone accessing Winchester Station.

The Station Travel Plan identifies the following issues and initiatives related to the Station Approach area:

- Lack of cycle parking. A government grant has been secured to provide a Cycle Hub at the Station and to make some accessibility improvements. These are currently being considered by South West Trains, Network Rail and the City and County Council.
- Link to Andover Road via station car park. This route is shared with vehicles, and the link road to the car park is unlit and lacks a footway, despite heavy pedestrian use. The car park decking by Network Rail included the identification and painting of a route through the car park but the surface is in poor condition. Development opportunities for the adjacent Hunts site will seek improvements to the access road.
- Link to Andover Road west of the railway. There could be a new link from Andover Road, entering the northern part of the platform 1 side car park. The link would emerge onto the highway adjacent to the Jolly Farmer pub on Andover Road. Network Rail reports that the construction of a link is technically feasible, subject to appropriate fencing of the railway, but is likely to be expensive.



Pedestrian route alongside City Road



Pedestrian route alongside Station Road

- **Station Square.** The main approach from the City Centre is an area with multiple uses; the taxi rank, bus stops, and retail, as well as catering for pedestrians and cyclists. The station approach is also used as an informal drop-off point, and for vehicles making deliveries to the station.
- **Crossing of Stockbridge Road.** There is no formal crossing here, despite it being a well-used route, particularly by students travelling to Peter Symonds College. The high banks on the southern side of the road mean that there is no footway on this side of the road, limiting the options for a more formal crossing here, along with further constraints including bus stops, queuing traffic and on-street parking, but the use of steps directly into the railway station from the north side of Stockbridge Road may provide a solution for some users.
- **Pedestrian links to the City Centre.** The installation of a map as part of the wayfinding project has provided people unfamiliar with the city with the information required to make their own route choice but some confusion still remains particularly amongst visitors.

5. Identifying a package of potential public realm improvements

This will include developing the gateway ideas from the railway station to the City Centre and enhancing the station forecourt area, linking to the Carfax junction and its functionality.

A high quality public realm is required at Station Approach to create a gateway and arrival space to Winchester City, and an interface between the station and the community it serves. A high quality public realm at Station Approach will pay dividends on many fronts, co-ordinating different transport modes, providing the setting for the surrounding buildings and the wider townscape.

To deliver a high-quality public realm design for Station Approach the proposals should respond to the multiple opportunities of Station Approach and embrace the development potential of the wider study to improve the public realm.

Things to consider

- **Create a high quality station forecourt:** including a generous area of public realm to act as an arrival and dwell space outside Winchester railway station.
- **Surface level transport interchange must be fully integrated:** where congestion between buses, private cars and taxis could potentially be an issue, solutions should be provided to integrate a multi-modal flow. The following issues will need consideration:
 - How to accommodate buses including rail replacement buses.
 - How to improve cycling and pedestrian movement within and through the station: improve pedestrian and cycle accessibility and way-finding into the centre of Winchester.
 - Streetscape improvements: take advantage of the existing tree planting that frames views.

Additional opportunities

- The (Carfax) City Road and Andover Road junction and to a degree the Worthy Lane / Andover Road junctions are critical to the success of this first phase of development. Existing and likely future competing demands on these junctions will require a difficult balance to be struck between maintaining and/or improving conditions for pedestrians, cyclists and bus users with overall junction capacity and the potential for the wider implications of displaced or rerouted traffic and congestion.
- Footpath: opportunity for new and improved routes through Network Rail car parks based on existing strategies.
- Cycle links: proposed additional cycle ways should link with established routes around Winchester to promote increased cycle usage.
- Use levels / topography: changes of level across the site could be utilised to provide different levels of car parking which could free up land for additional development.
- Barton Farm: opportunity to link proposals coming forward in Barton Farm corridor studies and new bus services.

6 Developing a Transport Assessment

In order to develop a full Transport Assessment to guide the development proposals and to be submitted along with any future planning applications it will be necessary to undertake the following tasks after the first stage assessment work has been completed.

- Potential trip generation from the new development;
- Assessment of the impact on transport modes and infrastructure of that generation in relation to the existing and potential future capacity of the infrastructure;
- Identification of a package of mitigation and improvements;
- Formulation of and justification for the parking element of any scheme and its impact / compliance with policies and guidelines;
- Impact on air quality;
- Assessment of the cumulative impact of other developments in the City.



Appendix

Further information

Existing pedestrian routes



Pedestrian routes

On foot the Station Approach area is around a 10 minute walk from the City Centre. Pedestrian routes, however, are not very direct, leading to a lack of legibility. In particular, visitors find it difficult to orientate themselves when arriving at Winchester station. There are two main pedestrian routes to the City Centre, both of which have their own difficulties and barriers:

Route 1 - City Road:

This route is the more obvious route towards the City Centre but, the junction of City Road, Andover Road and Sussex Street is a large busy junction which makes it difficult for pedestrians to cross. However, this route leads more quickly to the fringes of the Town Centre, with its shops, cafés, restaurants and the theatre and follows a natural desire line.

The busy Carfax junction is well used by all road users, but it is an especially busy pedestrians crossing point. However, it is not an easy crossing despite designated pedestrian phases, frequently requiring pedestrians having to wait too long to cross, which in turn encourages some pedestrians to take risks.

Route 2 - Station Road:

This route is less likely to be used by visitors who arrive in Winchester for the first time. However, it is quieter and leads directly to the top of the High Street and the historic core of the City.

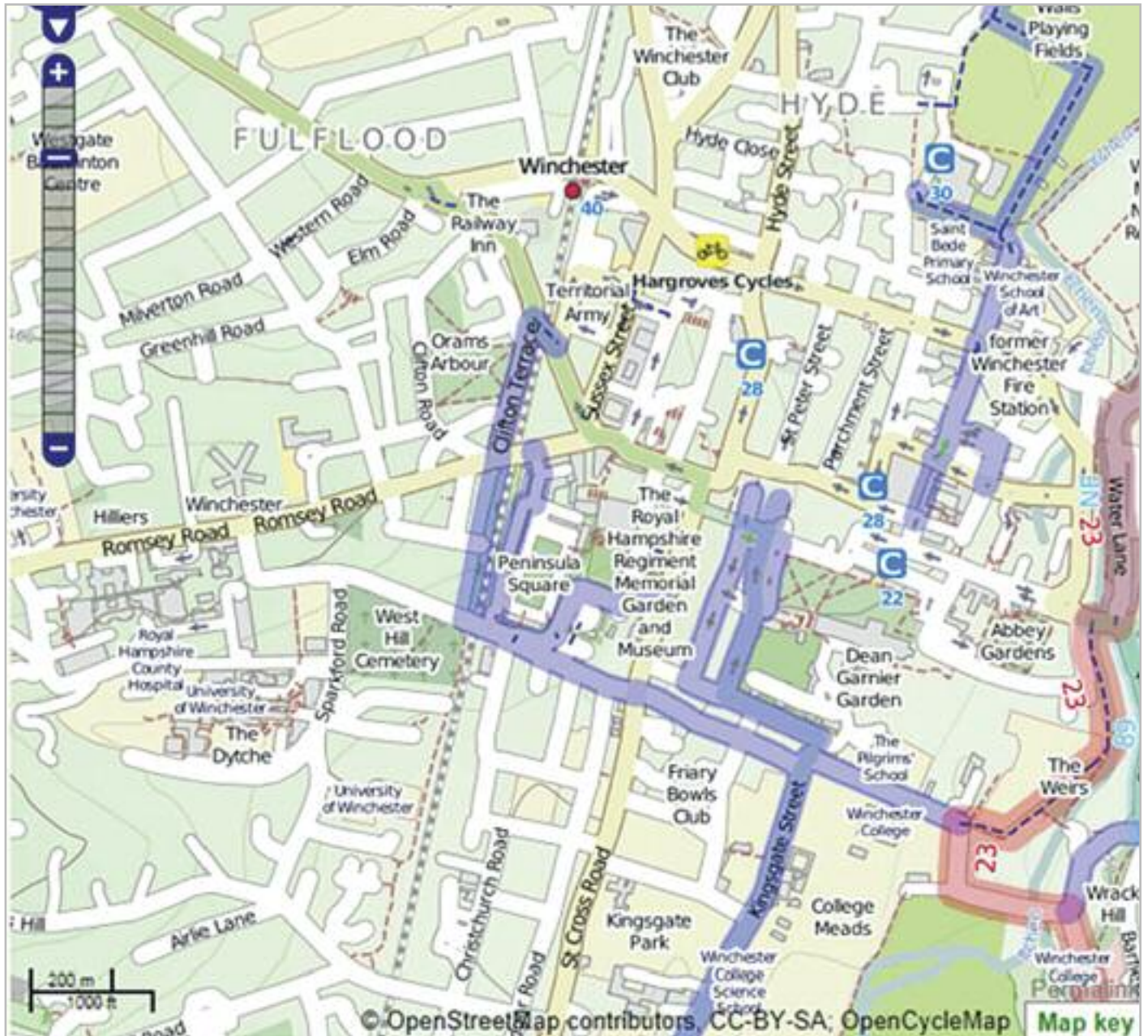
Stakeholders have identified another route which runs diagonally past the Records Office and to Sussex Street. This route is a pleasant short cut for people in the know but it is not considered a primary route as it's not obvious to people who don't know the area. This is something to consider as part of more detailed development proposals in relation to whether its desirable and possible to retain.

Other key pedestrian routes in the area are routes to the Peter Symonds College, University and the Hospital.

Issues and opportunities for these routes are identified on the following pages.



Winchester Cycling Map



Cycle movement

There are no dedicated cycle routes towards the station, reflecting the restricted amount of available highway space. This is also highlighted in the Station Travel Plan.

Currently, cyclists arriving from the north of Andover Road cut across the station car park (east). The car park has now been decked with a formal route marked through it for cyclists and pedestrians.

Cycling from the Andover Road towards the City Centre; a key route is via the Cattlemarket site and through Hyde Church Lane.

Both of these routes avoid the junction of Andover Road / City Road / Sussex Road, which appears difficult for cyclists.

The City Centre's one-way system further increases the difficulties for cyclists as the natural desire lines towards the centre go against traffic flows.

Reference to the District Cycling Strategy should be made to see if the Station Approach development offers any opportunities to improve things.



Subway crossing from station to City Road



*Junction of Jewry Street,
City Road and Hyde Street*



Narrow footways on Jewry Street



Pinch points on south side of City Road

Accessibility issues / ideas

The following pages identify specific issues along with ideas / opportunities and high level proposals for improving the pedestrian environment and public realm:





City Road / Jewry Street issues

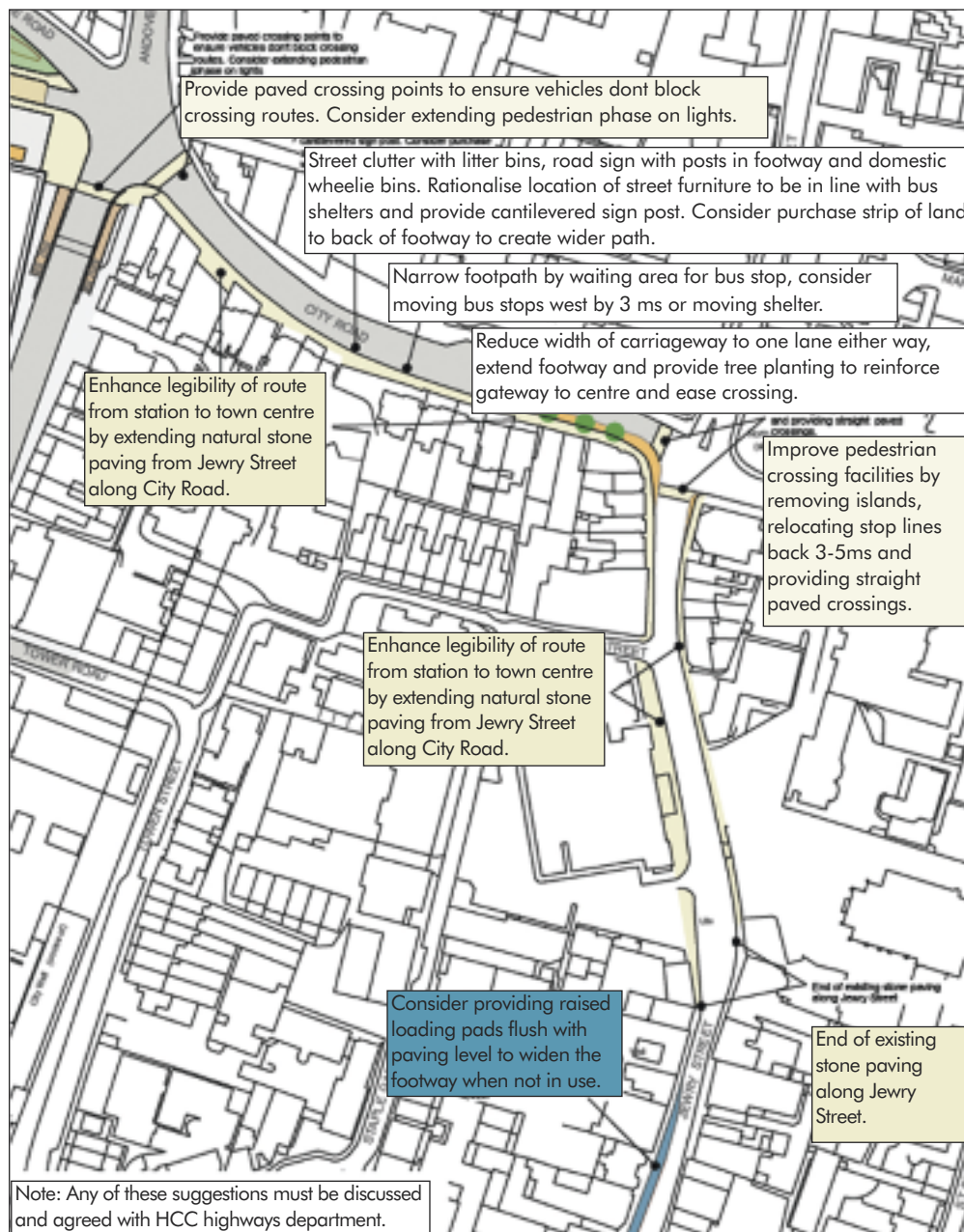
- Crossing from station to City Road is either via a subway or surface crossing. Though the subway is clean and well lit but the preference for pedestrians is the surface crossings. Congested traffic at key times can block crossing points.
- Dominated by motorised traffic, City Road is a busy mix of general traffic, delivery vehicles, buses, pedestrians and cyclists; it is particularly intimidating for cyclists and it is not a pleasant walking route. Westbound cyclists are likely to find City Road especially challenging not least because of the volume of traffic but mainly because of potential conflict with buses serving well used stops.
- Footway widths vary along its length to Jewry Street with particular pinch points on the south side created by the three bus shelters and associated passengers waiting. The eastern most shelter in particular is sited at a pinch point. These combined with litter bins, a large road sign with a support in the middle of the footway, untidy boundary to private land and occasional wheelie bins create a cluttered route for pedestrians.
- The junction with Jewry Street is traffic dominated with narrow footpaths and island crossings for pedestrians crossing from the north side of Hyde Street. This provides a poor gateway into the historic centre.
- Jewry Street has a strong historic character and part of its appeal is the irregular building and kerb lines. However in certain locations the footway appears excessively narrow compared to the carriageway creating pedestrian congestion. This limits shoppers potential to browse in shop windows or visitors to be able to stop and enjoy the historic character.

City Road / Jewry Street ideas

- Explore options for highlighting a pedestrian crossing from Station Hill to City Road across Sussex Street to enhance legibility of this route into the City Centre and alert drivers not to stop on the crossing. Consideration should be given to extending pedestrian phase on lights.
- Rationalise location of street furniture along City Road putting litter bins and all signage supports to be in line with bus shelters and provide cantilevered sign post if required. Encourage private land owner to improve boundary wall near bus stops or consider purchase strip of land to back of footway create wider path adjacent to the bus shelters.
- Consider options for reducing the dominance of motorised traffic on City Road to help balance use of space between people and motorised traffic.

Issues and opportunities for City Road / Jewry Street (Pedestrian Route 1)

-  Extend natural stone paving from Jewry Street to enhance legibility of historic centre from station
-  Extend footway to enhance pedestrian flow reduce congestion at crossing and enhance setting of buildings at gateway
-  Raised loading pads paved in Yorkstone setts to provide wider footway when not in use
-  Street tree planting to define gateway into centre



- Explore the potential for visual and ideally physical measures to create a historic core gateway and improved crossing point at the City Road/Jewry Street/Hyde Street/North Walls junction.
- Consider relocating the bus stops and shelters 3m west to avoid creating a pinch point.
- Consider options for improving provision for cyclists
- Enhance legibility of route from the railway station to City Centre by extending natural stone paving along Jewry Street to the junction with City Road and then improving the footways along City Road to Sussex Street either with natural stone slabs or an alternative high quality paving slab to match the station area.
- Improve Jewry Street / City Road / Hyde Street gateway by reducing the width of carriageway on south side of City Road between junction and bus stops to one lane either way, extending footway and providing tree planting to reinforce gateway to centre and ease crossing.



Station Road



Bus stop at station exit on Stockbridge Road



Bus stop at station exit on Stockbridge Road

- Improve pedestrian crossing facilities by removing islands; relocating stop lines back 3-5m and providing straight paved crossings.
- Extend width of footway along part of Jewry Street (where feasible) by providing raised loading bay pads set flush with paving level to widen the footway when not in use by a delivery vehicle.

Station Road – issues

- Pedestrian route from the station along Station Road is narrow with planting both sides that further impacts on sight lines. The elevated route has a steep unprotected bank down to the road. The path is not conducive to cyclists and pedestrians passing each other which is an issue in the evenings when cyclists leaving the station heading south west try to avoid the gyratory system.
- For cyclists heading from the station main entrance to Clifton Terrace there is a long route due to the one-way gyratory system.
- The Station Road approach to the rail station can be a difficult area for pedestrians in particular but also cyclists. With a strong desire line to the Sussex Street area to and from the station, partly met by the existing Record Office/ former Register Office pedestrian route, pedestrians often end up having to cross the busy Station Road approach.
- The steep rail embankment along Station Road and tree planting limits potential to widen the pedestrian route.
- Pedestrian signage aids legibility at Station Road / Upper High Street junction and the rail bridge to St. Paul's Hill.

Station Square – issues

- Currently, Winchester railway station lacks a welcoming gateway. There is a lack of trees, landscape and activities to provide animation around the station entrance.

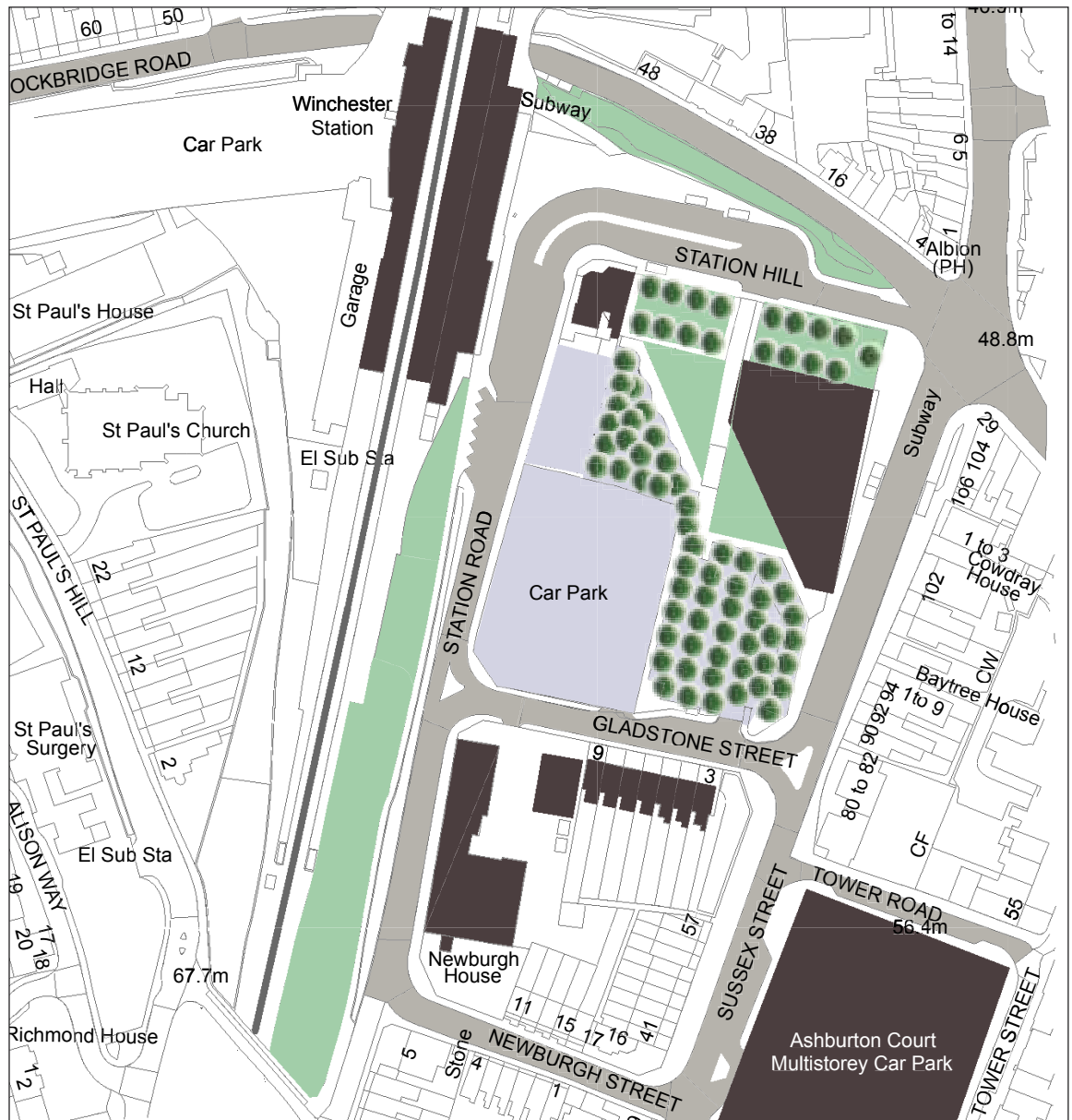
In addition, there are no dedicated cycle facilities around the station considering the number of cyclists within the city.

- Conflict between private drop off, buses and taxis make it difficult for pedestrians to cross the Station Square.
- No clear pedestrian crossing points.

Stockbridge Road – issues

- Lack of footway on south side requiring pedestrians to cross the road leaving the station. Stockbridge Road is heavily congested in rush hour due to narrow carriageway through rail bridge and traffic lights at Andover Road junction. This creates further difficulties for pedestrians attempting to cross.
- A large number of pupils from Peter Symonds College accessing the school along Cranworth Road use the station access. A set of steps on the North side of Stockbridge Road linking directly into the railway station would avoid the need for pupils to cross Stockbridge Road altogether. This has been raised with South West Trains / Network Rail.

Station Square

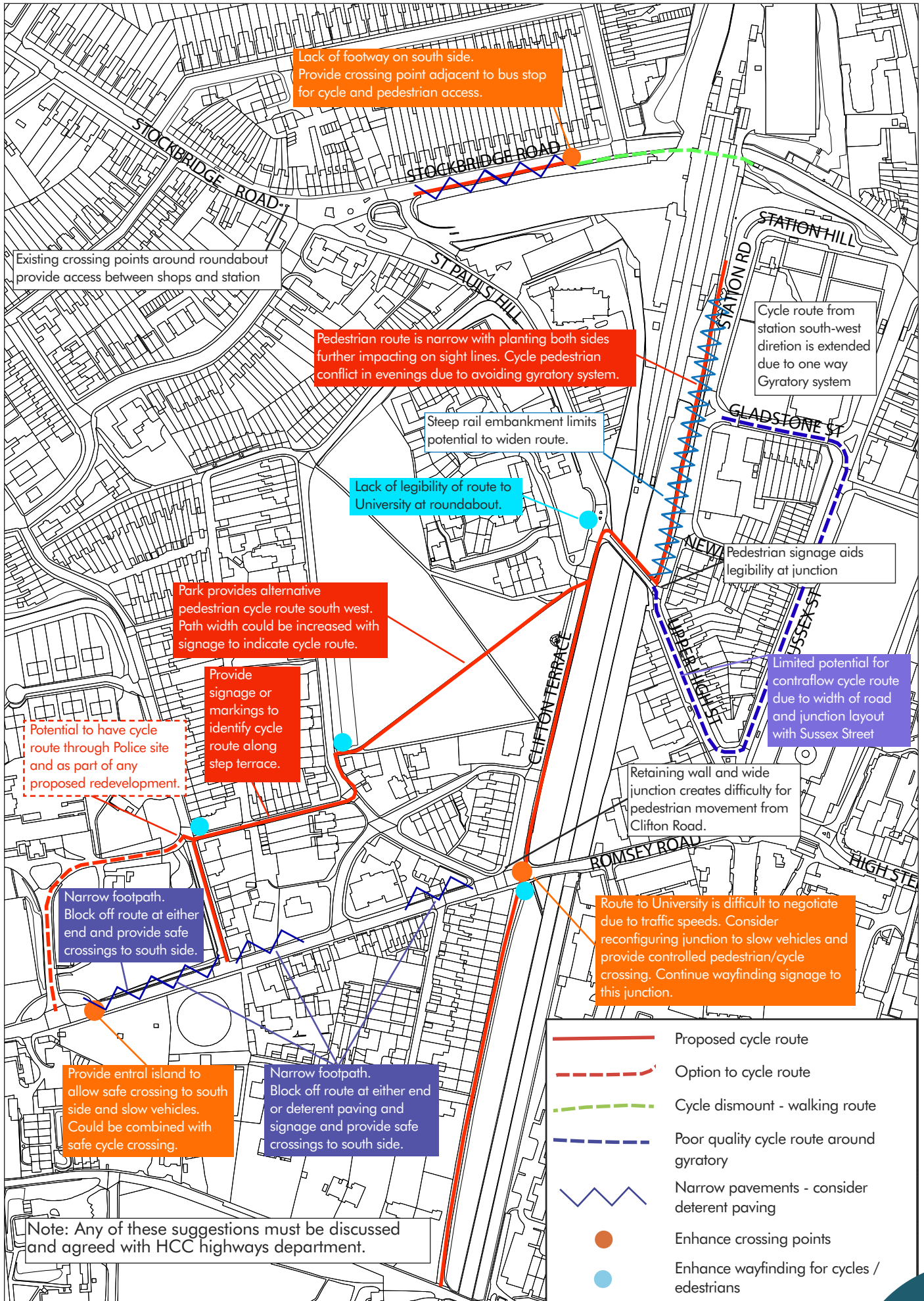


- The bus stop creates additional congestion on short section of footway.
- Station access provides alternative route into city centre avoiding narrow footways under rail bridge though lack of safe crossing deters greater use.
- The existing crossing points around the Stockbridge Road / St. Pauls Hill roundabout provide safe access between shops and station, though the design does appear to fill the space with highway and it could be possible to tightened to improve the streetscape so there are safe crossing points provided by the islands.

Clifton Terrace – issues

- The Clifton Terrace crossing on Romsey Road is one of the busiest in the city serving those walking and cycling to the University, hospital, prison, rail station and city centre in particular. In addition, Romsey Road is one of the busiest general traffic and bus routes including buses serving the South Winchester park-and-ride as well as the future Pitt Manor park-and-ride service.

Issues and opportunities for station surrounding areas





Station Hill

- The existing informal crossings on Romsey Road and Clifton Terrace are particularly difficult to use in peak times due to almost constant traffic on Romsey Road as well as that turning in and out of Clifton Terrace. Those crossing often take risks and weave amongst traffic or try to judge gaps. Visibility is limited in places for both people and vehicles with drivers often not focussing on or anticipating less visible pedestrians and cyclists. In addition, the crossing is next to the 20/30 mph limit change. Traffic heading down hill is likely to be exceeding the 30 mph limit and therefore the 20 mph limit (at least to start with), and that approaching the 30 mph limit is likely to speeding up in the 20 mph zone. A further issue is that the Clifton Terrace crossing point and the short flight of steps lead pedestrians directly in to the path of turning vehicles.

Romsey Road – issues

- The footpaths to the north side between the Police Headquarters and Clifton Terrace suffer from section of extremely narrow width particularly with little indication that this is about to occur.
- The carriageway is relatively narrow for cycles and vehicles passing each other.

Station Road – ideas

- Provide a pedestrian cycle route – 3.5m wide along Station Road by increasing the width of the west side footpath. Repave footway with textured paving slabs to create a wide unified surface. This requires agreement with Network Rail to relocate the boundary fence 2m into their land between the station and Gladstone Street where the embankment has a wide flat area next to the path.
- Provide new vertical bar railings set at 1.4m onto rail land.
- The section between Gladstone Street junction to the bridge over the rail lines requires a retaining wall to the back of the Station Road kerb line. This is due to the rail embankment being too steep combined with tree planting to allow the path to be widened onto rail land.



Pedestrian crossings at the corner of City Road and Jewry Street



Stockbridge Road

- There is limited potential for contraflow cycle route south down Upper High Street due to width of road and junction layout with Sussex Street.

Station Square – ideas

- Create a high quality and welcoming arrival point at the station forecourt where people will dwell and spend time, incorporating trees, landscape and a variety of activities.
- Provide a single surface crossing from the station across the paved vehicle circulation route guiding people towards the City Centre.
- Consider a shared space arrangement throughout the area.
- Rationalise existing and additional bus stops.
- Assess the potential to improve pedestrian crossing phase at traffic lights beside the subway and consider more radical ideas to make the junction more user friendly for all users.

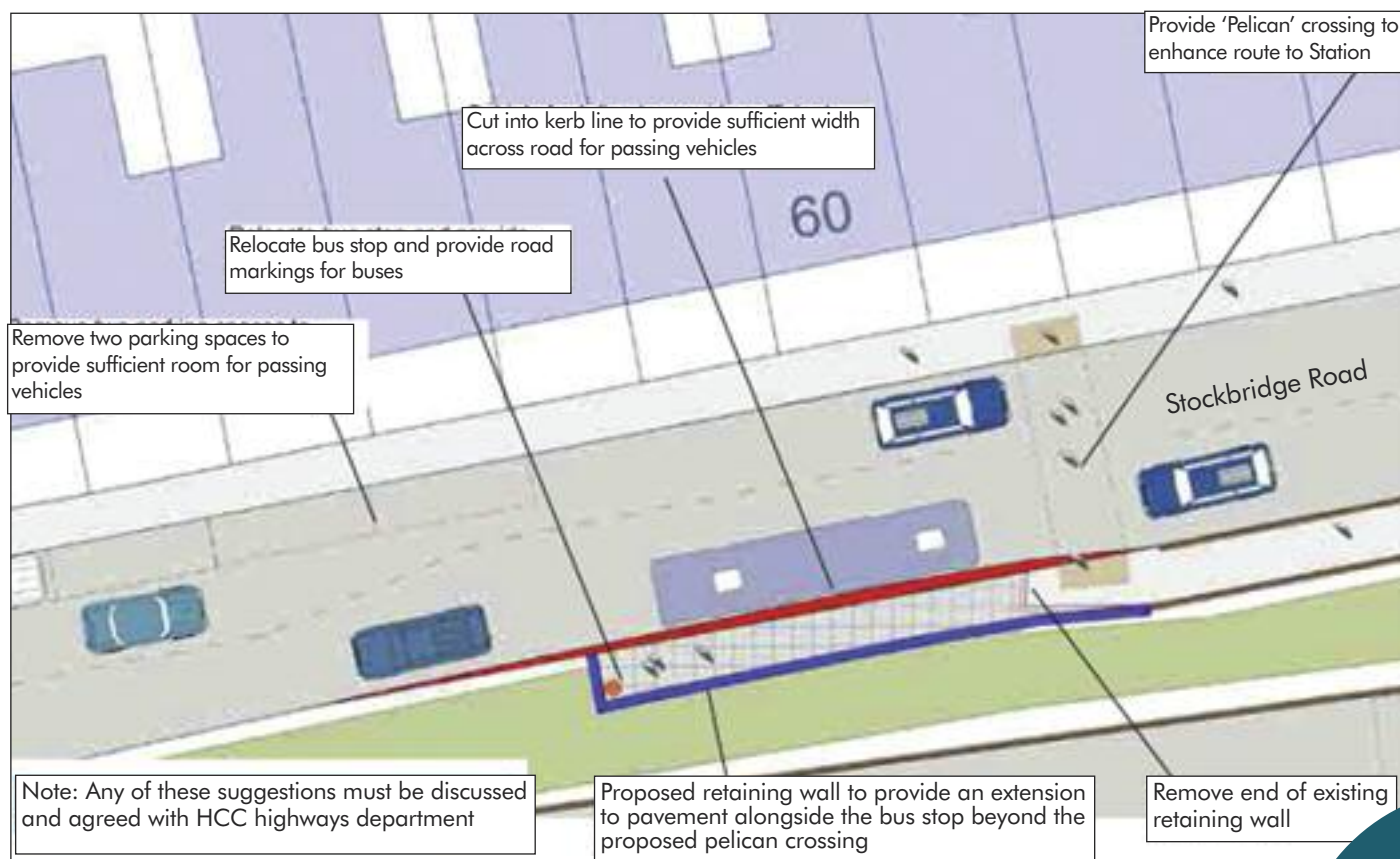
Stockbridge Road – ideas

It may be feasible to provide a footpath along the south side of Stockbridge Road though this would require a long length of retaining wall and the removal of trees on the embankment to the car park.

A preferred option is to provide a safe controlled crossing point from the station path to the north side. The proposal requires:

- A limited extension of the south side footpath and a retaining wall to provide for the bus stop. This would require minor reconfiguring of the kerb line along the south side and removal of two parking bays on the north side.

Stockbridge Road Opportunity





Clifton Terrace / St James Terrace

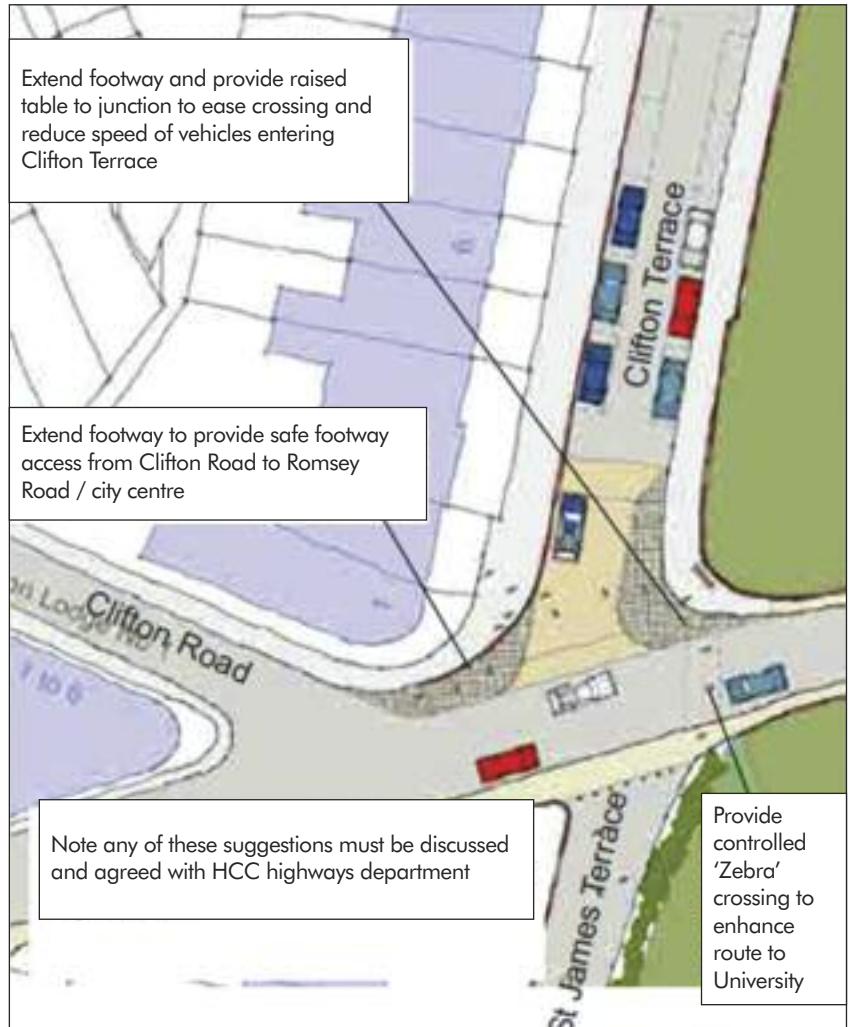
- Alternatively or in addition to a controlled crossing a set of steps directly up into the railway station from the northern side of Stockbridge Road may be deliverable within Network Rail owned land.

Clifton Terrace – ideas

- Provide additional wayfinding signage at roundabout.
- HCC has completed preliminary feasibility for a variety of uncontrolled and controlled crossing improvements on Romsey Road/Clifton Terrace for pedestrians and cyclists. Most options have been ruled out because of the complexities involved, leaving a puffin crossing as the only remaining option. However, this is not without serious issues with any one of the number of mitigation measures potentially being unacceptable or undeliverable. Earlier work also looked at widening Romsey Road rail bridge or providing a separate shared pedestrian/cycling bridge, particularly to address the pinch-point for all road users caused by the narrow rail bridge. However, even though such improvements were technically feasible, the resources and costs involved including those associated with the extensive works required meant that the scheme remained as a desirable albeit ultimately undeliverable option.



Clifton Terrace



Romsey Road – ideas

- For sections of narrow footway consider blocking the route at either end or use deterrent paving and signage combined with safe crossings to south side.
- Provide central island near Police Headquarters junction to allow safe pedestrian crossing to south side and slow vehicles. This could be combined with safe cycle crossing into Police headquarters site.

Clifton Terrace / Romsey Road



- Identify a more attractive, less trafficked cycle and pedestrian route between the Station / Clifton Terrace and Romsey Road / Police Headquarters site via the Oram's Arbour and Step Terrace. This requires enhanced legibility through signage or markings to identify cycle route along Step Terrace. The existing footpath across Oram's Arbour could be widened to create a segregated cycle / pedestrian route.
- Potential to extend cycle / pedestrian route through the Police headquarters site and as part of any proposed redevelopment providing a safer crossing point onto Romsey Road.

Andover Road – ideas

- The existing Andover road corridor study relating to the Barton Farm development has already carried out considerable work to look at suitable walking and cycling improvements in particular. As Andover Road is also critical to the Station Approach development, then additional ideas for the immediate area of Andover Road relating to Station Approach would be welcomed. In addition, the highway authority has undertaken preliminary assessment work for the Worthy Lane/Andover Road and Carfax junctions, with further work required to complete. **This information can be shared when available.**

Please note the ideas and issues set out in this document are not exhaustive and are intended to inform the process only and other Ideas are therefore welcomed.

