

Southampton Local Walking Infrastructure Plan (LWIP)

Southampton City Council

November 2023





About Sustrans

Sustrans is the charity making it easier for people to walk and cycle.

We are engineers and educators, experts and advocates. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Sustrans works in partnership, bringing people together to find the right solutions. We make the case for walking and cycling by using robust evidence and showing what can be done.

We are grounded in communities and believe that grassroots support combined with political leadership drives real change, fast.

Join us on our journey. www.sustrans.org.uk

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Introduction

Introduction

The Southampton Local Walking Improvement Plan (LWIP) builds on previous studies and plans to create a holistic, centralised, and prioritised approach to improving walking across Southampton. This background study compiles relevant policy and spatial inputs from existing studies; to help form the evidence base for the LWIP.

A Local Walking Improvement Plan is a network plan for walking which identifies preferred routes and core zones for further development. Southampton's LWIP will include a prioritised programme of infrastructure improvements for future investment. An accompanying report will set out the underlying analysis and provide the supporting narrative for the identified improvements. This background study provides the initial supporting narrative for the recommended improvements.

Figure 1 outlines the relevant planning documents and reports related to walking in Southampton. Whilst all these documents were reviewed for this report, only the studies most relevant to the LWIP discussed in this report. Most of these previous studies are city centre focussed. The LWIP will focus on neighbourhoods outside of the city centre.

Key inputs for the LWIP are identified from the following plans:

- Corporate Plan: City of Opportunity
- UNICEF Child Friendly City
- Southampton Accessibility Inquiry
- Southampton City Vision
- Streets + Spaces Framework (2015)
- Connected Southampton Transport Strategy 2040
- Connected Southampton Implementation Plan 2022-2025
- Southampton City Council Green City Plan (2020)
- Rights of Way Improvement Plan
- Bus Service Improvement Plan

Plans and Strategies Review

Key Themes

Street User Hierarchy. The concept of a 'street user hierarchy', where pedestrians sit at the top of the hierarchy of road users, was found across most existing documents. This approach underpins the approach for prioritising the needs of pedestrians in all street designs. The use of street space to support the most vulnerable road users is a pillar of The Walking Improvement Plan. This also aligns with the 2022 update to The Highway Code.

Accessible and Inclusive Walking. Accessibility and inclusivity should sit at the heart of the LWIP. Walking audits and infrastructure recommendations will use the latest best practices to ensure spaces are accessible, safe, and equitable for all. All walking improvements will be designed to the latest design standard.

Sustainability/Green Grid. The LWIP will enhance and support Southampton's Public Rights of Way (PROW) and Greenways. Recommendations throughout the walking network will identify opportunities to create green corridors, living walls and green space links, formalising the recommendations in a clear format.

Active Travel Zones. The LWIP should support Active Travel Zones, where many things people need on a

daily basis are found near to where people live. Most needs can be reached with a 20-minute round trip walk from their people's homes to key destinations. The LWIP will support this through route audits that focus on key walking corridors linking residential areas to commercial centres.

Inner Ring Road Transformation. The long-term transformation of the Inner Ring Road is a critical input into the LWIP. All improvements along the Inner Ring Road should create a seamless link from the city centre to adjoining neighbourhoods. All Core Walking Zones and Routes that contain or link to the Inner Ring Road Improvements should be reviewed critically and updated as plans for the Inner Ring Road are finalised.

Joined up implementation plan for Public Realm/Walking Improvements. The LWIP will serve as a formal mechanism to tie together the various existing implementation strategies. Active Travel Zones, School Streets and 20mph speed limits will all fit cohesively within the LWIP. The LWIP will provide a systematic and coordinated approach to delivering city-wide walking improvements. Having an LWIP in place means that Southampton will be well placed to make the case for future walking investment.

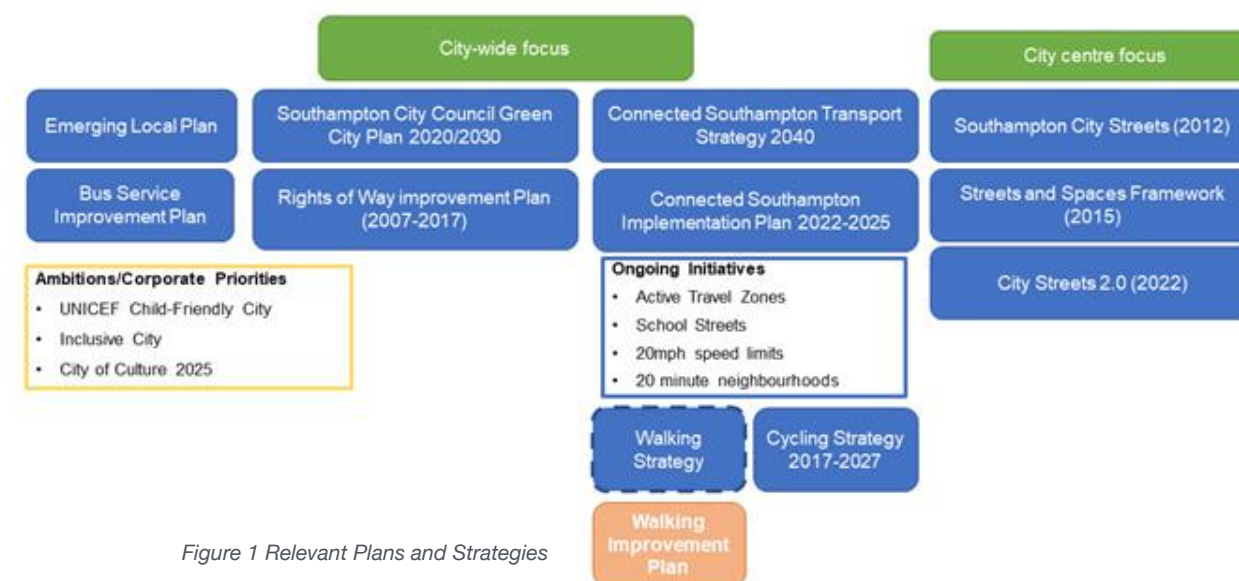


Figure 1 Relevant Plans and Strategies

Corporate Plan: City of Opportunity

The LWIP will help support in the creation of a vibrant pedestrian realm, that complements the aims of the UK City of Culture initiative.

In particular, the LWIP could support these aims of the UK City of Culture 2025 bid (extracted from UK City of Culture 2025: full application guidance):

- Maximise the social benefits of investing in culture
- Explore how culture can contribute to health and wellbeing targets
- Bring people together, build a sense of place and inspire local pride
- Develop place-based leadership, governance and partnerships that are representative and diverse
- Embed environmental sustainability
- Develop realistic plans to embed sustainable practices in creative and practical programming and legacy
- Promote and inspire environmental responsibility.
- 'Bids for UK City of Culture 2025 should be able to demonstrate a contribution to net zero objectives or wider environmental con

The LWIP will also support the delivery of three of the four priorities set out in the Corporate Plan: A City of Opportunity, including Strong Foundations for Life, A Proud and Resilient City and A Prosperous City.

The outcomes from the delivery of the LWIP will play a particular contribution towards:

- Improving the health and wellbeing of all residents
- Helping communities feel safer in their neighborhoods
- Enabling people to live independently for longer
- Creating cleaner, more attractive and more welcoming green and open spaces
- Giving communities more influence over local decision making and creating child-friendly neighborhoods

- Working with partners to support and grow emerging businesses, help existing business and attract new business into the city
- Working with businesses to improve social and environmental impact
- Becoming a destination place to be proud of that puts Southampton on the map, encouraging more visitors to visit, enjoy and spend within Southampton
- Providing better infrastructure, with safer, more affordable and accessible modes of travel options around Southampton

UNICEF Child Friendly City

The LWIP will help support the following key aspects of a Child Friendly City:

- Participation – Engage children in the LWIP consultation and plan development
- Best interests – designing play spaces as part of the LWIP recommendations
- Life, survival and development – each child should enjoy the same opportunities to be safe, healthy, grow and develop - An LWIP supports as healthy and accessible city. An LWIP should make sure to focus on areas with greater deprivation, improving accessibility and inclusivity of the pedestrian realm throughout Southampton

Southampton Accessibility Inquiry

- Include Accessibility Forum in LWIP Consultation
- If possible, include representative from Accessibility Forum in a walking audit
- Formally incorporate infrastructure recommendations from Accessibility Forum in the LWIP
- top priority projects
- minor improvements, such as dropped kerbs

Southampton City Vision

Southampton City Vision sets out how Southampton City Council, as the Local Planning Authority, intends to deliver the new homes, employment areas, infrastructure and facilities that will be needed to enable the City to grow over the next 2 years while

also protecting and enhancing the City's environment and green areas.

Streets + Spaces Framework (2015)

A city-centre focussed design framework. Design principles could be applied to the entirety of Southampton.

Key Policy and Design Inputs:

Street user hierarchy – pedestrians at the top.

—Pedestrian environment principles:

- safe, inviting, and accessible to people of all ages and physical abilities
- easy to use and understand
- seamlessly connect people to places
- continuous, with complete footways, well-designed edges and ramps and well-designed street crossings
- well maintained

These five principles are in alignment with the Department for Transport's current LCWIP guidance and Walking Route Audit Tool (WRAT) best practices. They should form a key part of the LWIP.

- Importance of sustainability in street design
- Economic, Social, Cultural and Economic value of streets. Report recommended before and after street assessments (p. 13). This recommendation complements the Healthy Streets Approach, which will be incorporated in the walking audits
- Design principles for 'Local High Streets and Streets and Lanes' could be applied for recommendations in other parts of Southampton (p. 39-43)
- Key Design Principles for the city centre should have some consistency with recommendations walking routes that could link into the city centre (p. 59)
- Identified a lack of east-west walking routes in the city centre. This is important to consider in the LWIP when linking across Core Walking Zones on the east and west of the city centre
- Acknowledged limitation was lack of input from younger people and school children – The LWIP

consultation should actively seek to engage young people, which is also relevant to the UNICEF Child Friendly City Ambition.

Geographic Inputs:

- Relevant border schemes (p. 14)
- Opportunity for core walking routes and zones to link with Strategic and Principal Streets (p. 21)
- Connections to adjacent neighbourhood (p. 24-25) .

Connected Southampton 2040 and Connected Southampton – Implementation Plan 2022-2025 (2021)

The Connected Southampton Transport Strategy (the Local Transport Plan) sets out the long term vision for transport up to 2040 and identify six 'Big Ideas' from tackling the city's transport challenges. This includes delivering a Liveable City Centre where people live, work and spend time as well as the roll out of the Southampton City Network.

The Implementation Plan outlines key infrastructure plans to be completed in the next three years. These schemes will support and complement the schemes identified for each Core Walking Zone and Key Walking Route. It is critical to join up the recommendations and programme from the Implementation Plan to the prioritised list of improvements that will be generated through the LWIP.

Key Policy and Design Inputs:

- Developing the LCWIP/LWIP is a key output of the Implementation Plan
- School Streets, Active Travel Zones and Walking Route enhancements should feed directly in the LWIP development
- 20mph speed limit streets
- General accessibility improvements – can feed directly into LWIP
- All schemes should be brought formally into the LWIP to /complement all audit recommendations
- Whilst many of these schemes are aspirational, they are important to include in LWIP, leading to eligibility for more funding opportunities

- Key improvements – 32 Shirley Road Corridor Improvements and 33 Tebourba Way to Winchester Road (A35) corridor improvements should be included in LWIP

- Coordinate LWIP with Local Mobility Hubs in Portswood and Woolston

Geographic Inputs:

- School Streets
- Active Travel Zones – including inputs from the PJA prioritisation exercise

City Streets (2023)

This is a master plan of streets and public spaces, with a focus on prioritising pedestrians. City centre focussed, but critical to link recommendations on the edge/fringe of the city centre to potential core walking zones and routes.

The aim of City Streets is to create a car-free / car-less city centre can be supported by LWIP recommendations in neighbourhoods surrounding the city centre.

Key Policy and Design Inputs:

- Link key pedestrian corridors to Core Walking Zones and Key Walking Routes proposed in LWIP, creating key walking routes that link to and through the city centre.
- Continued emphasis on the Street User Hierarchy
- Inner Ring Road Transformation – will include improved crossing facilities at all major junctions, also important that the 'key walking routes' that link into the city centre are in alignment across the City Streets plan and the LWIP
- Delivering City Streets Programme (p. 56-57). Important to link and coordinate with any LWIP proposals that are adjacent to the city centre
- City Streets will also be supported by an emerging Public Realm Strategy

Geographic Inputs:

- Key barriers and constraints to pedestrian movement (p. 18)

Southampton City Council Green City Plan (2020)

Overview of challenges and opportunities in Southampton to create a sustainable city

Key Policy and Design Inputs:

- Focus on place-based solutions
- Establish a citywide 'Green Grid'. A green infrastructure network providing green and healthy routes for people and wildlife
- Create an interactive, live Green Space Map of important habitats and spaces to assist in measuring success and to promote public access to the outdoors – this could link directly to the LWIP
- Active travel zones (ATZs) in St Denys and Woolston.
- Create safe place spaces in streets
- Key 'Sustainable Travel' success measures also align with priorities of the LWIP
- Higher percentage of people walking, cycling and using public transport
- Increase in the length of trips made by walking and cycling
- The LWIP will support the Green Grid, and the Green Grid map could be seamlessly incorporated in to the LWIP map of proposed improvements, joining up all infrastructure improvements

Geographic Inputs:

- Green Space Map

Rights of Way Improvement Plan (ROWIP) (2007-2017)

Although the ROWIP is outdated, the LWIP should incorporate improvements to Public Rights of Way as part of recommended improvements to the walking network. Including PRowWs formally within the LWIP potentially allows another funding pathway for improvements. When developing LWIP recommendations it will be important to look at opportunities for cross-boundary links, particularly along PRowWs.

Key Policy and Design Inputs:

- Accessibility improvements to the fragmented network of PRow are needed
- Opportunities to connect PRow across city boundaries, particularly in the north
- Priority to connect open spaces in the northwest and southeast of the city
- Priority to provide access to green spaces, which should also be a priority of the LWIP
- Improve integration of public rights of way with main carriageways
- There are issues with accessing PRow from busy roads
- Opportunity to explore ways to better integrate access to PRow along with creating more welcoming street environments
- Top issues with public rights of way: overgrown vegetation, poor surfacing, and rubbish
- Addressing barriers to PRow was a priority. This will also be captured in the LWIP.
- Working with adjoining authorities to develop cross boundary routes how would help create stronger pedestrian links out of the city
- The ROWIP concludes with an action plan. There is potential for the updated action plan to sit as an appendix of the LWIP. Another option is to include PRowWs as strategic routes within each Core Walking Zone

Geographic Inputs:

- Public Rights of Way map

Greenways

Greenways are ribbons of open space that follow stream valleys. They form valuable breaks in the built up area and in some cases reach out into the open countryside beyond. They provide areas for recreation, enhance Southampton's landscape and provide a green corridor for wildlife.

Southampton benefits from eight greenways across the city:

- Bassett Wood Greenway

- Broadlands Valley Greenway
- Lords Wood Greenway
- Lords Dale Greenway
- Monks Brook Greenway
- Rollesbrook Greenway
- Shoreburs Greenway
- Westwood Greenway

Cycling Southampton 2017-2027

- The DfT's LCWIP Technical Guidance highlights the importance of identifying synergies between walking and cycling, to ensure that a holistic approach maximises benefits to both user groups.
- Key interventions from Cycling Southampton, including Active Travel Zones, raised tables, side road closures and entry treatments, continuous footways and cycle tracks across junctions, as well as 20mph speed limits and zones, all support walking improvements
- Design standards for the 'Quietway' routes for local streets will have synergies with the walking audit recommendations/proposed improvements
- For 'Cityway' routes, shared use paths should only be used in areas with low pedestrian and cyclist activity per LTN 1/20 guidance. Segregated cycle and pedestrian provision should be the standard throughout Southampton

Geographic inputs:

- Map of proposed cycle routes overlaid with Core Walking Zones and Key Walking Routes

Walking and Cycling Index Southampton City Region 2021

- Relevant overview of barriers to walking and cycling in Southampton (p. 13-14)
- Identified desire for 20-minute neighbourhoods, amenities in walkable distance, and addressing car dependency in some areas
- Majority of respondents expressed a desire for wider pavements, more frequent road crossings,

increased number of attractive resting points, and improved accessibility

- Personal safety through reducing crime and antisocial behaviour may be outside the scope of the LWIP, but it is important to note

2021 NHT Public Satisfaction Survey Report

Below are a few key findings from the survey, that can be addressed through the LWIP:

- Declining satisfaction with ease of access for people with disabilities
- Declining view of road safety locally
- Safety of walking is trending more negatively and is assessed even lower for safety of children walking to school
- Below average satisfaction with pavements & footpaths
- Condition of pavements ranked below average at 47%
- Critical – pavements clear of obstruction very low at 41% - key to address this in LWIP
- Ease of use of PRowWs for people with disabilities scored poorly
- Overgrown footpaths and bridleways are an issue

Bus Service Improvement Plan

The Bus Service Improvement Plan sets out long-term ambitions for buses in the city, including making them easier to use and better integrated with other modes. The BSIP will build on this LWIP by auditing walking routes connecting people to bus stops and key destinations.

The Council are also working closely with other transport operators, including the South Western Railway, to improve accessibility to these destinations by walking, cycling and public transport connections. Large businesses are also inputting plans by auditing connecting routes through the Workplace Travel Network programme.

Methodology

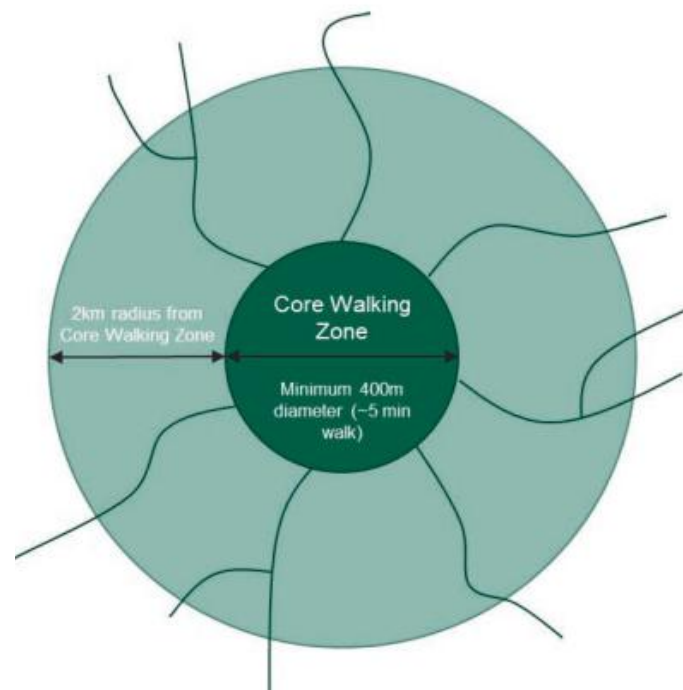
Auditing the CWZs and Key Walking Routes

This LWIP focuses on walking improvements in 8 Core Walking Zone, which includes 6 district centres and two employment hubs. These are listed below.

1. Lordshill
2. Shirley
3. Polygon
4. Portswood
5. Bitterne
6. Woolston
7. University Hospital
8. University of Southampton

Core Walking Zones and Key Walking Routes

Core Walking Zone (CWZ) - CWZs normally consist of a number of walking trip generators that are located close together - such as a town centre or business parks. An approximate five-minute walking



LCWIP Technical Guidance Figure 11, Core Walking Zones

distance of 400m can be used as a guide to the minimum extents of CWZs. Within CWZs, all of the pedestrian infrastructure should be deemed to be important. (Source: DfT LCWIP Technical Guidance)

Key Walking Routes - routes that serve CWZs from a distance of up to around 2km.

A geographic analysis of existing datasets overlaid relevant infrastructure plans and demographic data to identified focus areas and routes for walking improvements.

District and local centres were identified as focus areas for CWZs. Map 2 (page 47) highlights the eight Core Walking Zones.

City Centre Radial Routes

This LWIP also identifies and audits seven key radial routes running into the City Centre and to Southampton Central Station. These radial routes include:

1. Shirley Road to Southampton Central Station
2. Hill Lane to Southampton Central Station
3. The Avenue to Above Bar Street
4. Bevois Valley to New Road
5. Northam Road to the City Centre
6. Itchen Bridge to Hanover Buildings, and to Queensway
7. Itchen Bridge to Town Quay

Map 1 highlights the seven radial routes.

The Core Walking Zones and walking routes were considered using the categories from the Walking Route Audit Tool (WRAT)¹ and the Healthy Streets Design Check (HSDC) tool.

The WRAT and HSDC are government supported tools for assessing walking and public realm environments.

The WRAT was used to calculate the existing condition of Key Walking Routes within each Core Walking Zone. Each route was audited and scored using an adapted version of the WRAT. Scores

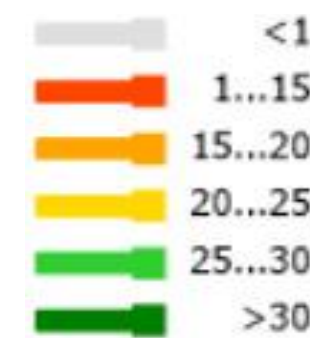
¹https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/602531/walking-route-audit-tool.xlsx

were summed across each of the core principles to produce an overall segment score, ranging from 1 to 30+. A similar procedure was done, using the WRAT scores, to determine the existing conditions along each city centre radial route.

The core principles for consideration in the WRAT are:

- attractiveness
- comfort
- directness
- safety
- coherence

CWZs Audit Scores



City Centre Radial Routes Audit Scores



The categories from the WRAT were supplemented by the Healthy Streets Check to enhance the assessment of route and zone.

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

- Everyone feels welcome
- Easy to cross
- Shade and shelter
- Places to stop and rest
- Not too noisy
- People choose to walk and cycle
- People feel safe
- Things to see and do
- People feel relaxed
- Clean Air

Healthy Streets Design Check²

This tool provides recommendations to create good-quality neighbourhoods and streets. Some of the most relevant sections considered for potential options for walking zones and routes are presented as follows.

What is Healthy Streets?

Every decision we make about our built environment, however small, is an opportunity to deliver better places for people to live in and thereby improve their health. The Healthy Streets Approach is a human-centred framework for embedding public health in transport, public realm and planning.

The 10 Healthy Streets Indicators

Our Approach is based on 10 evidence-based Healthy Streets Indicators, each describing an aspect of the human experience of being on streets. These ten must be prioritised and balanced to improve social, economic and environmental sustainability through how streets are designed and managed.

This Approach can be applied to any streets, anywhere in the world. It builds improvements on existing conditions rather than seeking a fixed end goal. Taking this Approach requires incremental changes in all aspects of the decision-making processes related to streets and transport.

²<https://www.healthystreets.com/what-is-healthy-streets>

Everyone feels welcome

Streets must be welcoming places for everyone to walk, spend time and engage with other people. This is necessary to keep us all healthy through physical activity and social interaction. It is also what makes places vibrant and keeps communities strong. The best test for whether we are getting our streets right is whether the whole community, particularly children, older people and disabled people are enjoying using this space.

Easy to cross

Our streets need to be easy to cross for everyone. This is important because people prefer to be able to get where they want to go directly and quickly so if we make that difficult for them they will get frustrated and give up. This is called 'severance' and it has real impacts on our health, on our communities and on businesses too. It is not just physical barriers and lack of safe crossing points that cause severance, it's fast moving traffic too.

Shade & shelter

Shade and shelter can come in many forms – trees, awnings, colonnades – and they are needed to ensure that everyone can use the street whatever the weather. In sunny weather we all need protection from the sun, in hot weather certain groups of people struggle to maintain a healthy body temperature, in rain and high winds we all welcome somewhere to shelter. To ensure our streets are inclusive of everyone and welcoming to walk and cycle in no matter the weather we must pay close attention to shade and shelter.

Places to stop & rest

Regular opportunities to stop and rest are essential for some people to be able to use streets on foot or bicycle because they find travelling actively for longer distances a challenge. Seating is therefore essential for creating environments that are inclusive for everyone as well as being important for making streets welcoming places to dwell.

Not too noisy

Noise from road traffic impacts on our health and wellbeing in many ways, it also makes streets stressful

for people living and working on them as well as people walking and cycling on them. Reducing the noise from road traffic creates an environment in which people are willing to spend time and interact.

People choose to walk & cycle

We all need to build regular activity into our daily routine and the most effectively to do this is to walk or cycle for short trips or as part of longer public transport trips. People will choose to walk and cycle if these are the most attractive options for them. This means making walking and cycling and public transport use more convenient, pleasant and appealing than private car use.

People feel safe

Feeling safe is a basic requirement that can be hard to deliver. Motorised road transport can make people feel unsafe on foot or bicycle, especially if drivers are travelling too fast or not giving them enough space, time or attention. Managing how people drive so that people can feel safe walking and cycling is vital.

People also need to feel safe from antisocial behaviour, unwanted attention, violence and intimidation. Street lighting and layout, 'eyes on the street' from overlooking buildings and other people using the street can all help to contribute to the sense of safety.

Things to see & do

Street environments need to be visually appealing to people walking and cycling, they need to provide reasons for people to use them – local shops and services, opportunities to interact with art, nature, other people.

People feel relaxed

The street environment can make us feel anxious – if it is dirty and noisy, if it feels unsafe, if we don't have enough space, if we are unsure where to go or we can't easily get to where we want to. All of these factors are important for making our streets welcoming and attractive to walk, cycle and spend time in.

Clean air

Air quality has an impact on the health of every person but it particularly impacts on some of the

most vulnerable and disadvantaged people in the community – children and people who already have health problems. Reducing air pollution benefits us all and helps to reduce unfair health inequalities.



Healthy Streets Design Check Indicators

Public Realm Interventions

Some images provided by Southampton City Council



Continuous footway

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



Living bus stop roof

Living bus stop roof at Central Station Northern Interchange



Art crossing

Art crossing in Southampton city centre



Public art paving

Public art paving in Southampton city centre



Seating

Adding green infrastructure, rest areas, cycle parking and other placemaking interventions creates a more welcoming environment for pedestrians..



Wayfinding

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



Underpass mural

Public art in the underpass in Redbridge.



20 mph zones

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



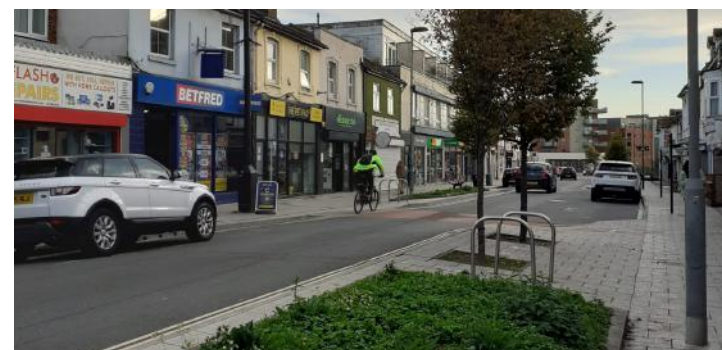
Build out

This build out in Saltmead provides additional footway space for pedestrians as well as green infrastructure through the provision of low level planting.



Parallel crossing

Parallel crossing on Shirley Road provided a dedicated crossing facility for cyclists and pedestrians.



Green infrastructure

Low-level planting and trees on Victoria Road in Woolston

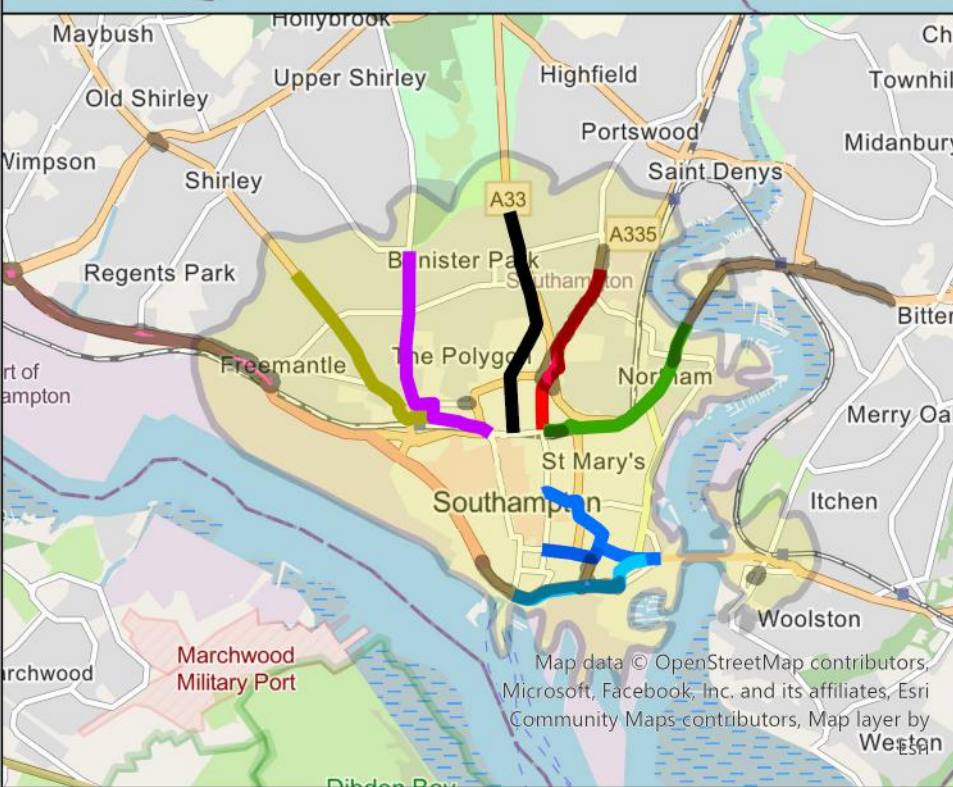
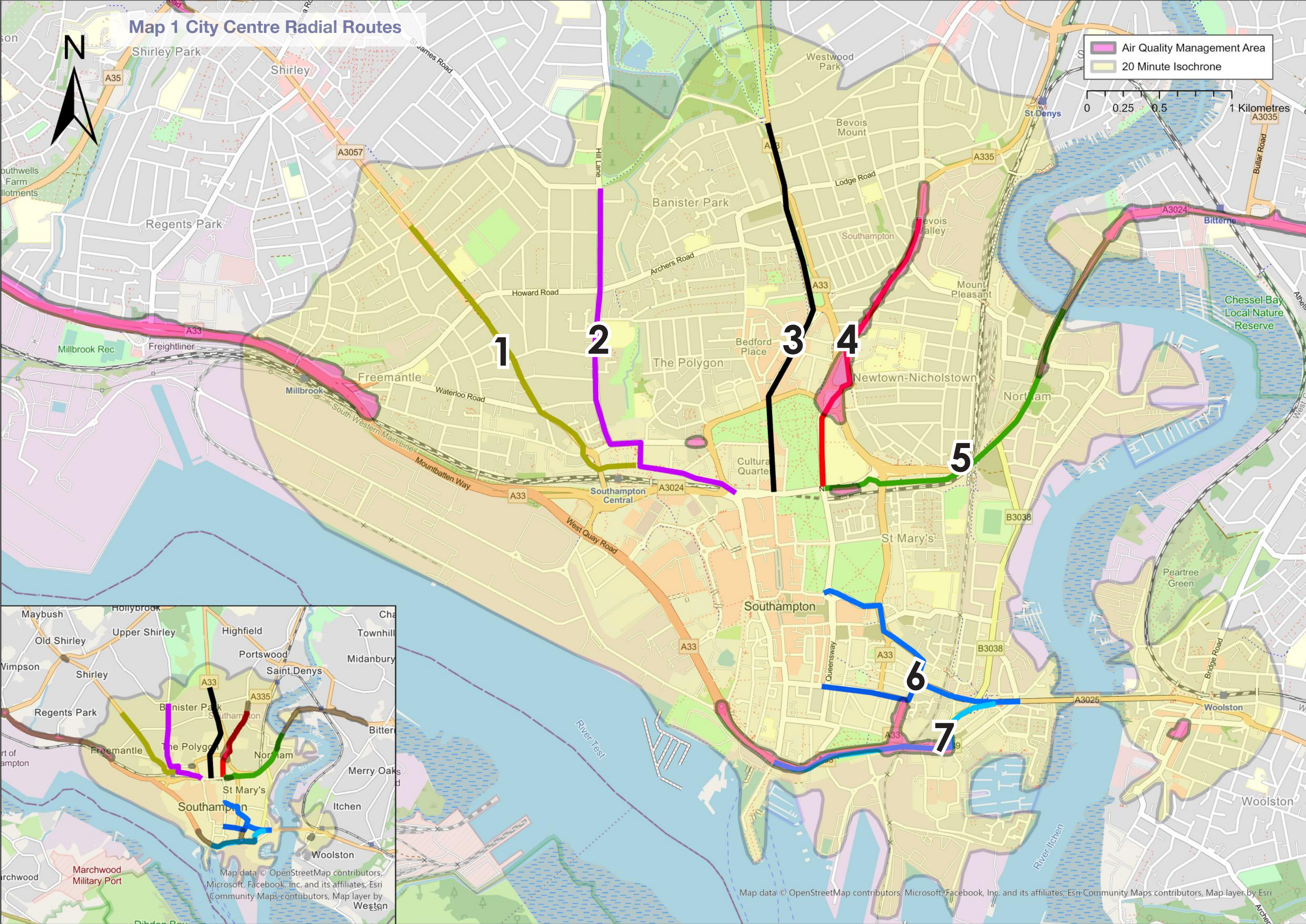


Modal filter

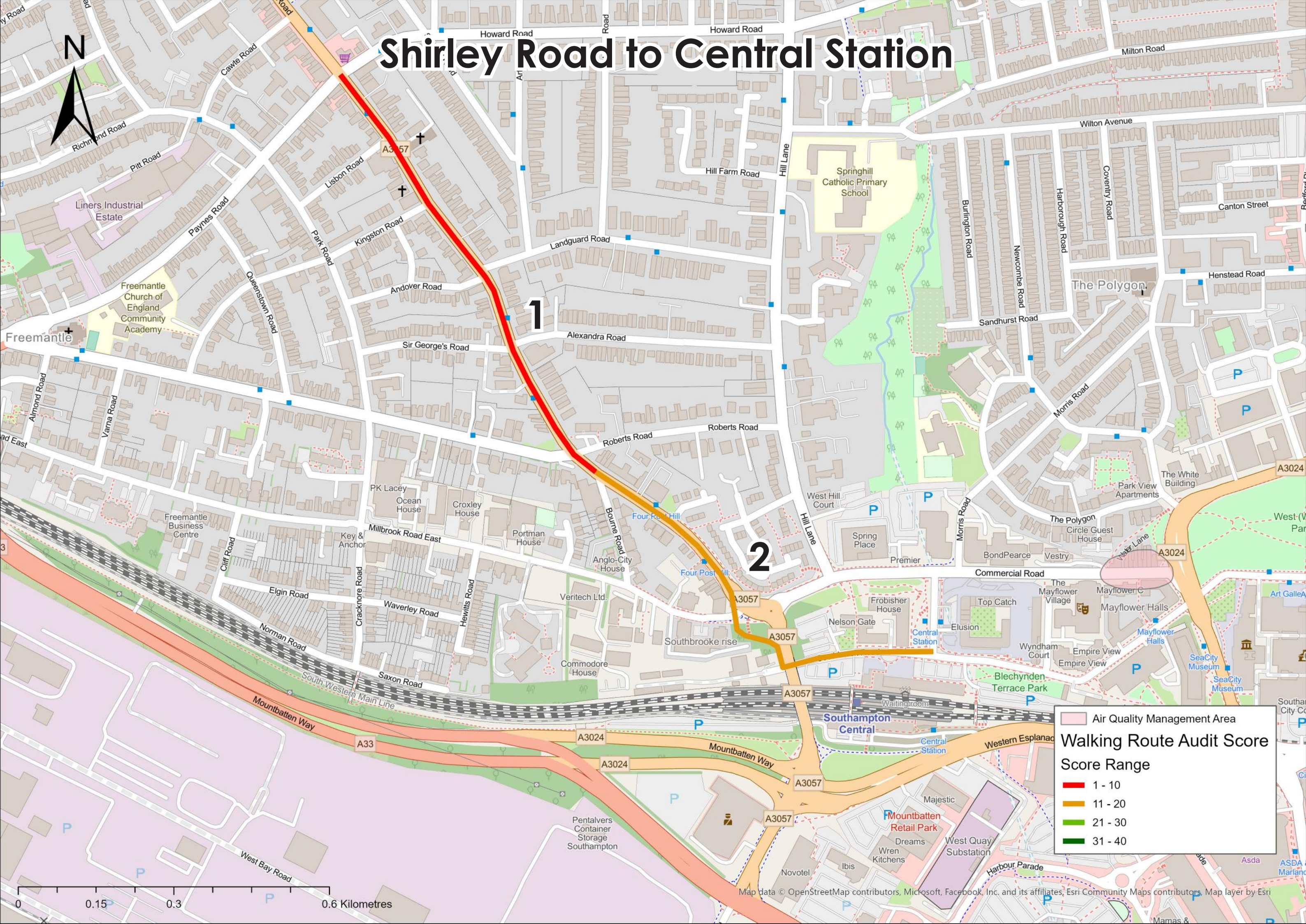
A bollard or planter in the carriageway which people can travel past walking or cycling. Helps create a low traffic environment by restricting access to motorised through-traffic. This modal filter is in St Denys.

City Centre Radial Routes

Map 1 City Centre Radial Routes



Shirley Road to Central Station



Shirley Road to Central Station

Existing conditions

This route starts at the junction of Howard Road and Shirley Road, and continues southwards until it reaches the Commercial Road and Shirley Road roundabout. It then travels down an existing shared use path which leads to Southbrook Road. This route improves access to and from key destinations, particularly Southampton Central Station.

In general, the length of the route has narrow footways on both sides of the carriageway, with existing widths of less than 1.5m when passing bus stop shelters along Shirley Road. Similarly, traffic refuge islands, such as the one south of Roberts Road junction, have been measured as less than 1.5m. There are minimal dedicated cycling facilities along the length of this route. Therefore, in areas where the narrow footway is a shared use path (for example near the Commercial Road roundabout), user conflict between pedestrians and cyclists is likely. Overall, this route has been deemed to have high levels of traffic pollution because of its high traffic volumes and associated vehicle noise.

The route was divided into two segments with similar characteristics to assess route quality, using the Walking Route Assessment Tool (WRAT). Each segment was scored based on attractiveness, comfort, directness, safety and coherence.

- Segment 1 - Howard Road to Roberts Road
- Segment 2 - Roberts Road to Central Station

Figure 2.1 illustrates WRAT scores by route segment. Roberts Road to Central Station had an overall higher score and this segment was deemed to be more coherent, attractive and direct.

Recommendations for the improvement of this route are detailed below.

Barriers to walking

- **High traffic volumes and noise levels** - Annual Average Daily Flow (AADF) levels in the Shirley Area and on Shirley Road reaching over 9,000¹

- **Minimal separated facilities for cycling and walking** - This may lead to user conflict along shared use paths and narrow footways
- **Severance** - Lack of crossing facilities along the route creates severance and deviation from desire lines. Additionally, crossing points offer minimal green man times at junctions

Corridor wide recommendations

- **Widen footways** - Dedicated space is needed along the length of the route for each sustainable mode. Consider reducing carriageway lane widths to allocate more space to footways alongside stepped cycle tracks on both sides of the carriageway. This would give pedestrians more space from the busy carriageway. Narrower lanes could also help to reduce vehicle traffic levels and subsequent noise
- **Side road treatment** - Consider reducing turning radii on side roads to reduce pedestrian crossing distance. Install continuous footway facilities or consider implementing a 'Trial Painted Only Zebra Crossing' (subject to DfT approval)²
- **Repair footway defects** - Observed defects include patching from utility works and from vehicles parking on the footway. Highways resurfacing programme to ensure footways are included
- **Install formal crossing points** - Consider having more signal controlled crossing facilities along the length of the route, replacing current traffic island refuges to help make pedestrian journey more direct
- **Add greenery** - Increase greening along the route to improve route attractiveness, and to act as a buffer between the footway and the carriageway

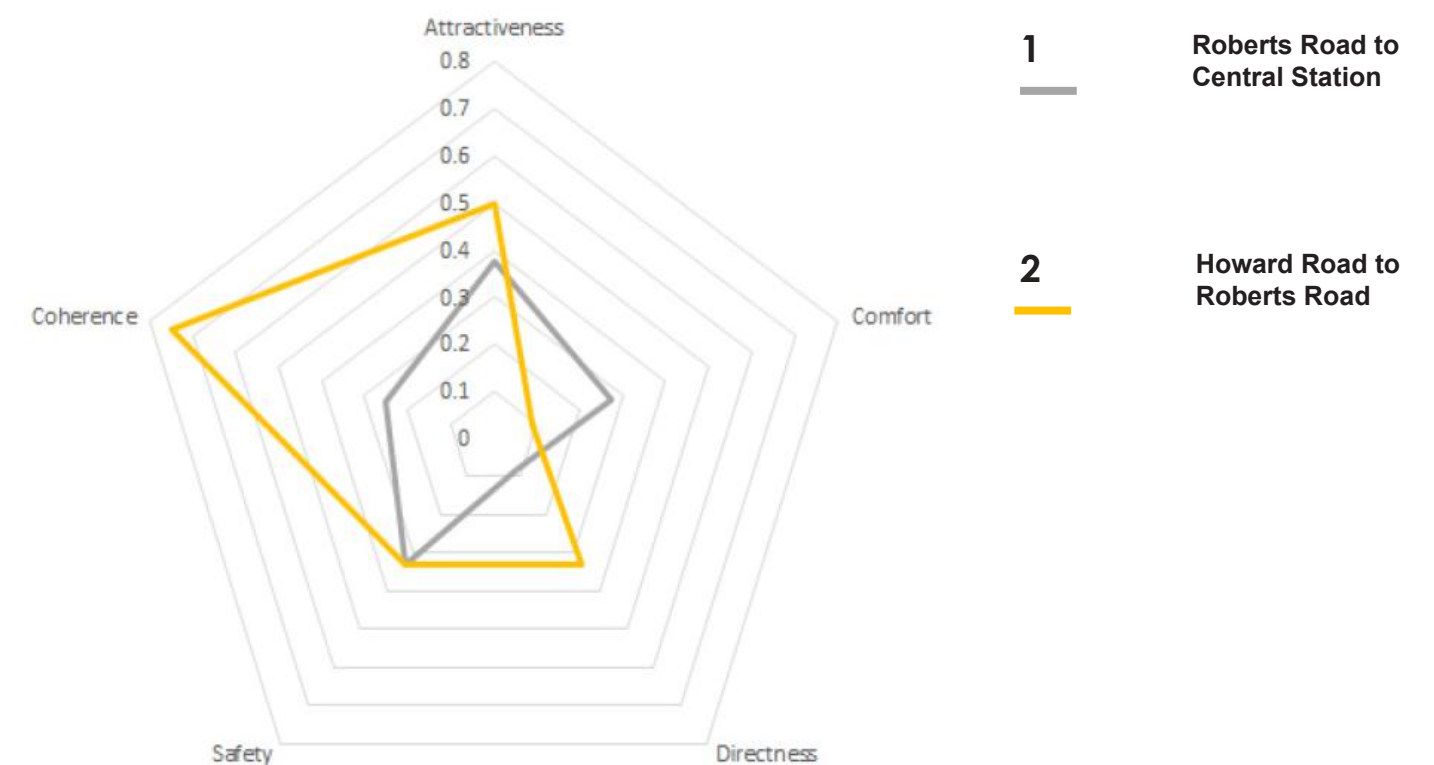
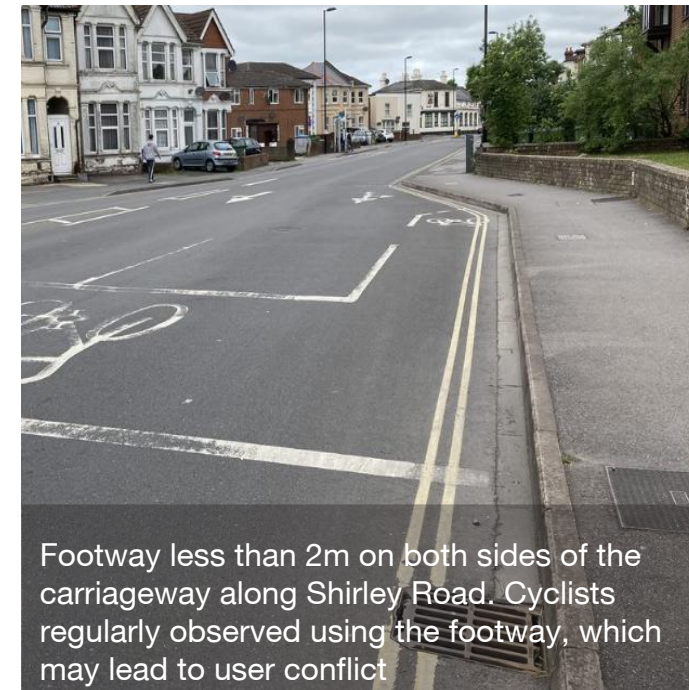
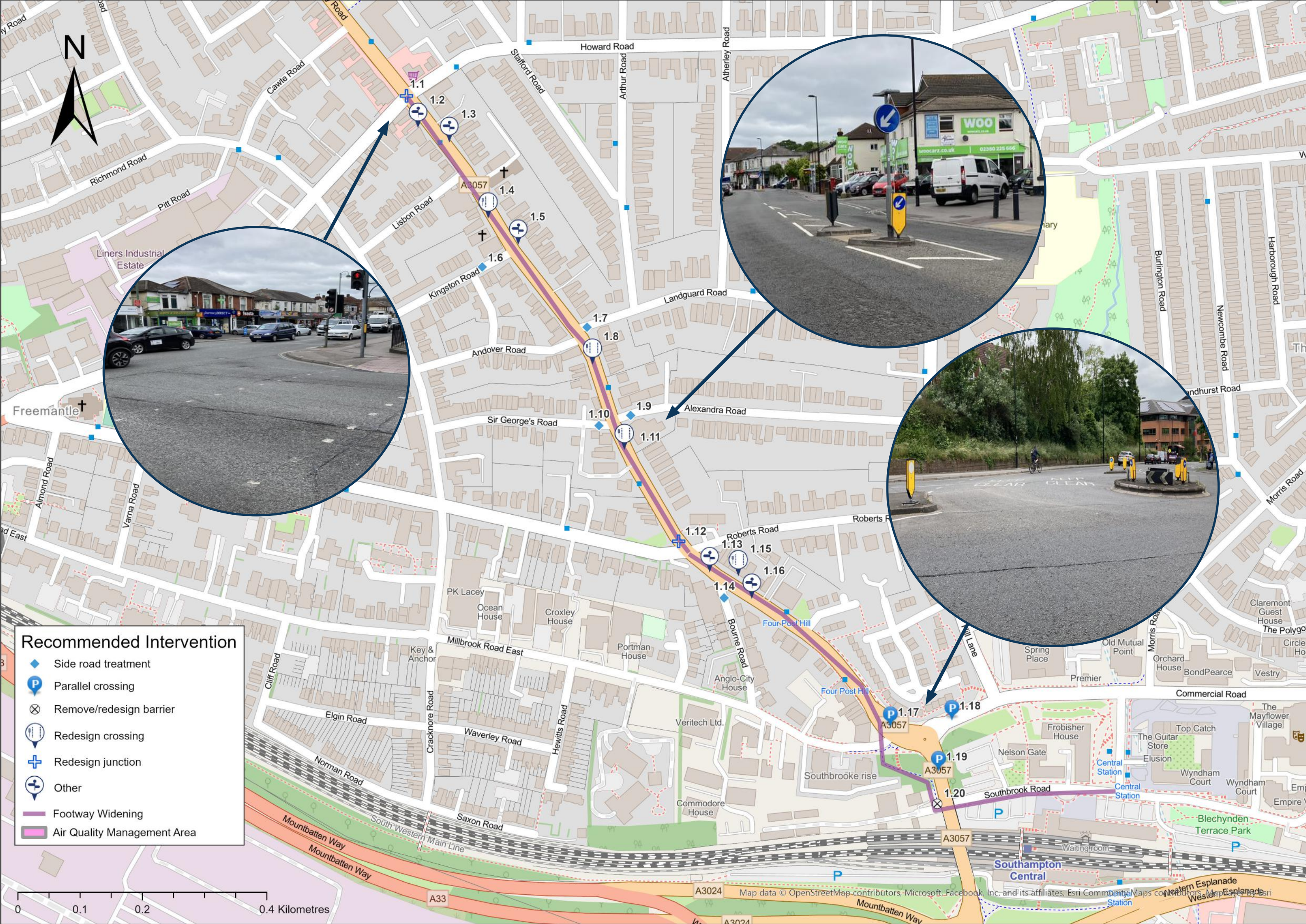


Figure 2.1 - Walking Route Audit Score by route segment

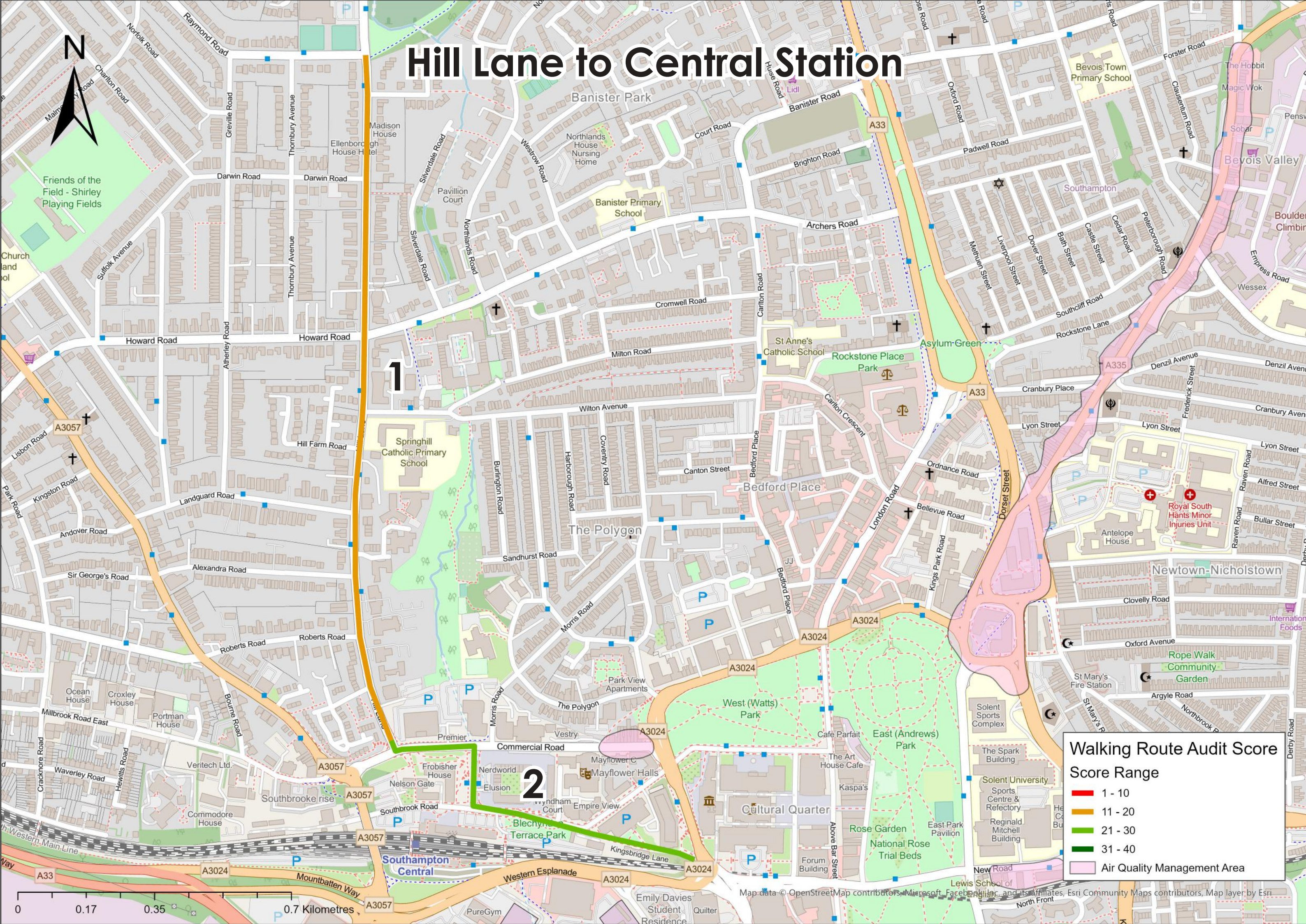
¹ Department for Transport (2021) Road Traffic Statistics. <https://roadtraffic.dft.gov.uk/manualcountpoints/7580>

² See example of a successful trial in Manchester: <https://beeactive.tfgm.com/walking/side-road-zebras/>



Audit Point	Location	Existing conditions and key issues	Recommended Interventions
1.1	Howard Road and Shirley Road junction	Insufficient crossing facilities	Increase green man time at junction to allow for more comfortable crossing
1.2	Howard Road and Shirley Road junction	Lack of wayfinding signs	Install wayfinding signs along the length of the route, particularly at major junctions
1.3	Howard Road to Roberts Road	Narrow footway	Dedicated space is needed along the corridor for each sustainable mode. Consider reducing carriageway lane widths to provide wider footways alongside stepped cycle tracks on both sides of the carriageway. This would give pedestrians greater distance from the busy carriageway. Narrower land widths may also help to calm traffic speeds and reduce subsequent noise
1.4	Shirley Road	Insufficient crossing facilities	Install signal controlled crossing facilities over Shirley Road, north of Kingston Road
1.5	Shirley Road	Patching present from utility works and damage from vehicles parking on the footway	Ensure that highway resurfacing programmes include footway works. Also, consider installing features such as planters / suds to prevent footway parking damaging the surface
1.6	Kingston Road	Insufficient crossing facilities at side road	Add missing tactiles as part of side road treatment. Also, consider implementing a 'Trial Painted Only Zebra Crossing'
1.7	Landguard Road	Insufficient crossing facilities at side road	Consider installing continuous footway provisions, adhering to desire lines
1.8	Shirley Road	Insufficient crossing facilities	Consider installing signal controlled crossing facilities over Shirley Road, south of Andover Road
1.9	Alexandra Road	Wide turning radii	Tighten turning radii over Alexandra Road and consider implementing a 'Trial Painted Only Zebra Crossing' as part of side road treatment
1.10	Sir George's Road	Wide turning radii	Tighten turning radii over Sir George's Road and consider implementing a 'Trial Painted Only Zebra Crossing' as part of side road treatment
1.11	Shirley Road	Narrow refuge traffic islands	Consider narrowing the carriageway widths, removing the need for traffic islands. This will also help to make crossings more direct for pedestrians
1.12	Roberts Road and Shirley Road junction	Narrow footway, lack of wayfinding, and need for overall junction works	Consider junction redesign works, including narrower carriageway lane widths, wider footways, improvements to wayfinding signage and increased green man time to allow for comfortable crossing
1.13	Roberts Road to Central Station	Narrow footway	Dedicated space is needed along the corridor for each sustainable mode. Consider reducing carriageway lane widths to provide wider footways alongside stepped cycle tracks on both sides of the carriageway. This would give pedestrians greater distance from the busy carriageway. Narrower land widths may also help to calm traffic speeds and reduce subsequent noise
1.14	Bourne Road	Wide turning radii	Tighten turning radii over Bourne Road and consider implementing a 'Trial Painted Only Zebra Crossing' as part of side road treatment
1.15	Shirley Road (south of Roberts Road junction)	Less than 1.5m width on refuge	Consider replacing refuge with signal controlled crossing facilities
1.16	Shirley Road (south of Roberts Road junction)	Patching present from utility works and damage from vehicles parking on the footway	Ensure that highway resurfacing programmes include footway works. Also, consider installing features such as planters / suds to prevent footway parking damaging the surface
1.17	Shirley Road and Fourposts Hill roundabout	Insufficient crossing facilities	Consider installing parallel crossing facilities including pedestrian countdown timers and crossing buttons on the northern arm of the roundabout
1.18	Shirley Road and Fourposts Hill roundabout	Insufficient crossing facilities	Consider installing parallel crossing facilities including pedestrian countdown timers and crossing buttons on the eastern arm of the roundabout
1.19	Shirley Road and Fourposts Hill roundabout	Insufficient crossing facilities	Consider installing parallel crossing facilities including pedestrian countdown timers and crossing buttons on the southern arm of the roundabout
1.20	Path leading down to Southbrook Road from Millbrook Road East	Presence of barriers (a bollard and a guardrail)	Consider removing the barriers to make the route more comfortable and accessible to all users

Hill Lane to Central Station



0 0.17 0.35 0.7 Kilometres

Map data © OpenStreetMap contributors, Microsoft, Facebook, and its affiliates, Esri Community Maps contributors, Map layer by Esri

Hill Lane to Central Station

Existing conditions

This route starts at the Raymond Road and Hill Lane junction. It then travels southwards until it reaches the Fourposts Hill and Hill Lane junction. It goes down Wyndham Place and turns east towards Bechynden Terrace and continues down Kingsbridge Lane until it reaches the Havelock Road junction. This route offers access to key destination areas, particularly Southampton Central Station.

There are narrow cycling facilities along Hill Lane, from the northern start of the route up until Archers Road junction, and along Blechynden Terrace. However, these are only painted facilities on the carriageway so cyclists may still feel unsafe on the busy roads. The footway is also generally narrow and widths are less than 1.5m wide when passing bus stop shelters, and when approaching the Fourposts Hill junction. Traffic islands are also narrow with less than 2m widths, particularly across Wyndham Place and at the Civic Centre junction.

The route was divided into two segments with similar characteristics to assess route quality, using the Walking Route Assessment Tool (WRAT). Each segment was scored based on attractiveness, comfort, directness, safety and coherence.

- Segment 1 - Raymond Road to Commercial Road
- Segment 2 - Commercial Road to Civic Centre junction

Figure 2.2 illustrates WRAT scores by route segment. Segment 2 scored significantly higher than segment 1, particularly in terms of coherence, safety, directness, and comfort. However, segment 1 was found to be more attractiveness.

Recommendations for the improvement of this route are detailed below.

Barriers to walking

- **High traffic volumes and noise levels** - AADF levels on Hill Lane reaching over 12,000¹

- **Minimal separated facilities for cycling and walking** - Only a small part of the route has cycling facilities painted on the carriageway. Possible user conflict between pedestrians and cyclists when both using the narrow footway
- **Narrow footway** - Widths of less than 1.5m when passing bus stop shelters south of Howard Road

Corridor Wide Recommendations

- **Widen footways** - Dedicated space is needed along the length of the route for each sustainable mode. Consider reducing carriageway lane widths to allocate more space to footways alongside stepped cycle tracks on both sides of the carriageway. This would give pedestrians more space from the busy carriageway. Narrower lanes could also help to reduce vehicle traffic levels and subsequent noise
- **Reduce through traffic** - Options should be explored to reduce through traffic along this busy route, particularly along Blechynden Terrace
- **Repair footway defects** - Observed defects include patching from utility works and from vehicles parking on the footway. Highways resurfacing programme to ensure footways are included
- **Install formal crossing points** - Consider having more signal controlled crossing facilities along the length of the route, replacing current traffic island refuges to help make pedestrian journey more direct
- **Side road treatment** - Consider reducing turning radii on side roads to reduce pedestrian crossing distance. Install continuous footway facilities or consider implementing a 'Trial Painted Only Zebra Crossing' (subject to DfT approval)²

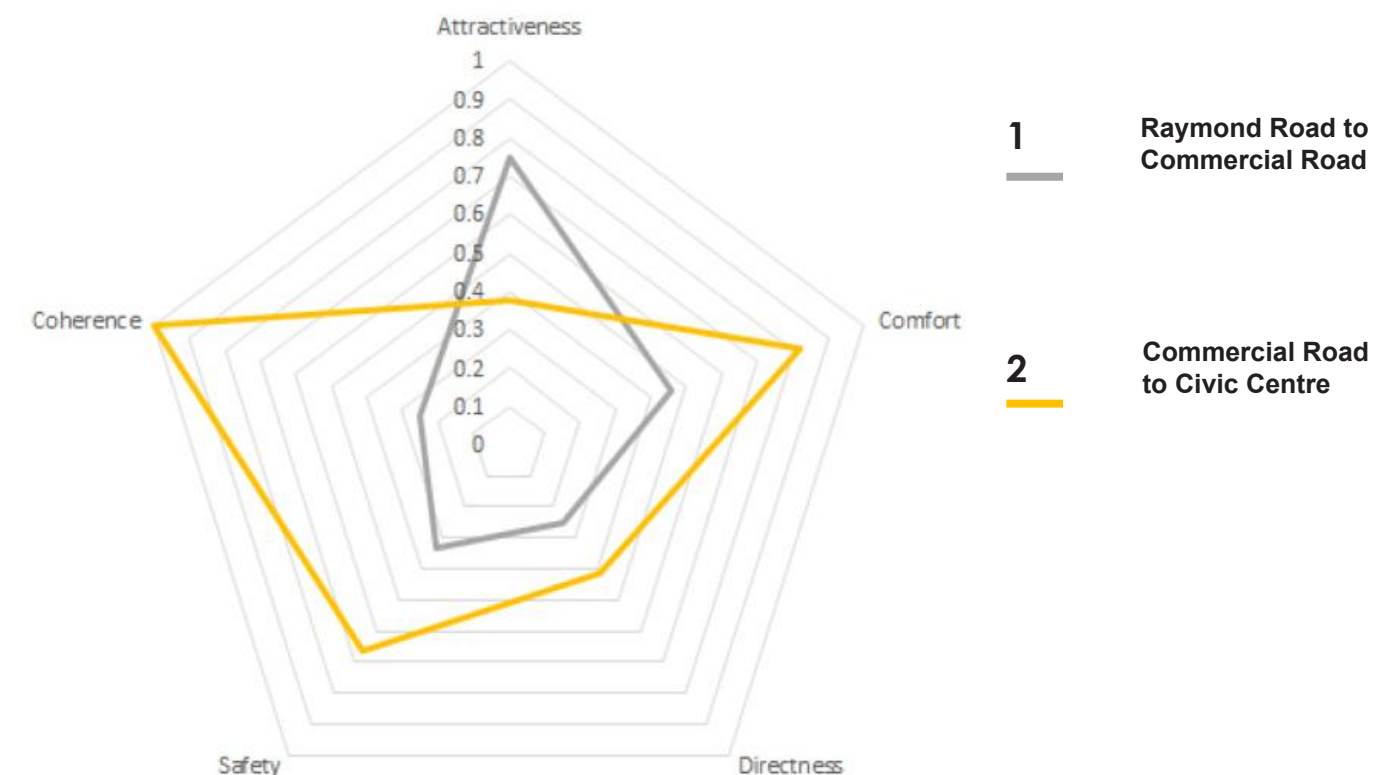


Figure 2.2- Walking Route Audit Score by route segment

¹ Department for Transport (2009) Road Traffic Statistics. <https://roadtraffic.dft.gov.uk/manualcountpoints/930490>

² See example of a successful trial in Manchester: <https://beeactive.tfgm.com/walking/side-road-zebras/>



Recommended Intervention

- ◆ Side road treatment
- ⊕ Redesign junction
- ⊕ Redesign crossing
- ⊕ Other
- Footway Widening
- Air Quality Management Area

0 0.23 0.45 0.9 Kilometres

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Audit Point	Location	Existing conditions and key issues	Recommended Interventions
2.1	Raymond Road and Hill Lane junction	Crossings deviate significantly from desire lines	Improve crossing provisions to match identified desire lines. Also increase green man time to allow for more comfortable crossing time
2.2	Raymond Road	Wide turning radii	Consider tightening turning radii on Raymond Road to reduce pedestrian crossing distance. Also consider implementing a 'Trial Painted Only Zebra Crossing' as part of the side road treatment
2.3	From Raymond Road to Commercial Road	Narrow footway	Dedicated space is needed along the length of this corridor for each sustainable mode. Consider exploring options to reduce carriageway lane widths to provide wider footways alongside stepped cycle tracks on both sides of the carriageway. This would allow pedestrians greater distance from busy carriageway on both sides. Narrower lane widths would also help to calm traffic speeds and reduce subsequent noise.
2.4	Hill Lane	Patching from utility works and from vehicles parking on the footway	Ensure that highway resurfacing programmes include footways. Additionally, install features such as planters/suds to prevent footway parking damaging the surface
2.5	Northlands Gardens	Insufficient crossing facilities at side road	Add missing tactiles across Northlands Gardens. Also consider implementing a 'Trial Painted Only Zebra Crossing' as part of side road treatments
2.6	Hill Lane	Missing crossing facilities	Install signal controlled crossing facilities across Hill Lane, near Darwin Road
2.7	Howard Road and Hill Lane junction	Lack of wayfinding signage	Provide wayfinding signage along the length of the route, particularly at major junctions and links to other routes
2.8	Howard Road and Hill Lane junction	Insufficient crossing facilities	Increase green man time on all junction arms to allow for more comfortable crossing for all users
2.9	Milton Road	Wide turning radii	Consider tightening turning radii on Milton Road to reduce pedestrian crossing distance. Also consider implementing a 'Trial Painted Only Zebra Crossing' as part of side road treatments
2.10	Hill Farm Road	Wide turning radii	Consider tightening turning radii on Hill Farm Road and insert missing tactiles. Also consider implementing a 'Trial Painted Only Zebra Crossing' as part of side road treatments
2.11	Landguard Road	Insufficient crossing facilities at side road	Insert missing tactiles and dropped kerb provisions across Landguard Road
2.12	Alexandra Road	Insufficient crossing facilities at side road	Consider installing a continuous footway. Alternatively, consider a 'Trial Painted Only Zebra Crossing' as part of side road treatment
2.13	Hill Lane	Missing crossing facilities	Install signal controlled crossing facilities across Hill Lane near Mandela Way
2.14	side road near West Hill Court	Wide turning radii	Consider installing a continuous footway and reducing turning radii
2.15	Fourposts Hill and Hill Lane junction	Lack of wayfinding signage	Provide wayfinding signage along the length of the route, particularly at major junctions and links to other routes
2.16	Fourposts Hill and Hill Lane junction	Missing crossing facilities	Install pedestrian crossing buttons with sufficient green man time at western arm of junction
2.17	Fourposts Hill and Hill Lane junction	Narrow traffic islands	Ensure widened traffic islands as part of future junction upgrade works, or narrow the carriageway widths at the junction to provide wider footways and reducing the need for traffic islands. Also, increase green man time to allow for comfortable crossing

2.18	Footway link from Commercial Road to Central Station	Unattractive footway link	The footway link goes through the Nelson Gate development site where old office blocks are set to be replaced by a new mix of residential and commercial floorspace. Southampton City Council should look to ensure an attractive, safe, comfortable and direct route through this site to link to Hill Lane/Commercial Road and Central Station
2.19	Southbrook Road and Wyndham Place junction	Insufficient crossing facilities	Due to AADF levels of over 10,000 in the area, along Commercial Road, consider installing signal controlled crossing facilities at the junction
2.20	Blechynden Terrace	Moderate to high levels of traffic	Explore options to reduce through traffic on Blechynden Terrace to reduce traffic noise and pollution
2.21	Civic Centre Road junction	Crossings deviate from desire lines and traffic islands are less than 2m	Civic Centre junction is proposed for major junction upgrades as part of the Transforming Cities Fund (TCF) programme. Crossing improvements should focus on ensuring reduced delays for pedestrians travelling to and from Central Station and City Centre, including increasing green man time for more comfortable crossing. Also, explore options for reducing carriageway widths to remove the need for refuge islands.



The Avenue to Above Bar Street

Air Quality Management Area

Walking Route Audit Score

Score Range

- 1 - 10
- 11 - 20
- 21 - 30
- 31 - 40

The Avenue to Above Bar Street

Existing conditions

This route starts south of Southampton Common and travels down the A33 (The Avenue), down London Road, pass the Cenotaph and ends at the junction with Civic Centre Road and New Road. This route takes users around key pedestrian areas which are trip generators for local shops and services. Additionally, this route includes The Avenue Conservation Area which showcases Georgian and Victorian architecture, 19th century villas, large amounts of green space and mature trees, and allows for scenic views of the Common and St. Andrews' United Reformed Church.¹

Certain parts of the route, for example from near Alma Road to near Avenue Road, benefit from segregated cycle tracks which help in reducing pedestrian and cyclists user conflict. However, this is only present for a short distance and as one moves south towards the London Road junction, the route becomes a shared use path. Although in most parts of the route, the footway ranges from 2-3m, there is still need for give and take when passing busy shops and restaurants, particularly along Law Courts to the Cenotaph. Furthermore, there have been instances reported of vehicle parking along the route which have added to footway defects.

The route was divided into three segments with similar characteristics to assess route quality, using the Walking Route Assessment Tool (WRAT). Each segment was scored based on attractiveness, comfort, directness, safety and coherence.

- Segment 1 - Northlands Road to Law Courts
- Segment 2 - Law Courts to Cenotaph
- Segment 3 - Above Bar Street to New Road

Figure 2.3 illustrates WRAT scores by route segment. All sections scored highly in terms of attractiveness, with route 2 (Law Courts to Cenotaph), scoring the lowest in regards to coherence, comfort, directness and safety.

¹ Southampton City Council (2013) The Avenue Conservation Area. https://www.southampton.gov.uk/media/xmzeou3y/the-avenue-conservation-area-appraisal-management-plan-2013_tcm63-363391.pdf

Recommendations for the improvement of this route are detailed below.

Barriers to walking

- **High traffic volumes and noise levels** - A33 (The Avenue) has Annual Average daily flow (AADF) levels reaching over 20,500²
- **Minimal separated facilities for cycling and walking** - A large part of the route is a shared use path which leads to user conflict

Corridor wide recommendations

- **Widen footways** - explore options to widen the footway particularly at the northern end of Above Bar Street, and from Law Courts to the Cenotaph (segments 2 and 3)
- **Reduce through traffic** - options should be explored to reduce through traffic along this busy route which acts as a trip generator for local shops, restaurants and services. Reducing through traffic would also reduce associated traffic noise and help to improve route attractiveness, safety and comfort
- **Repair footway defects** - observed defects include patching from utility works and from vehicles parking on the footway. Highways resurfacing programme to ensure footways are included

² Department for Transport (2017) Road Traffic Statistics. <https://roadtraffic.dft.gov.uk/manualcountpoints/6349>



Sufficient wayfinding signs and separated cycle track on a section of the A33 (The Avenue)



Shared use path along The Avenue

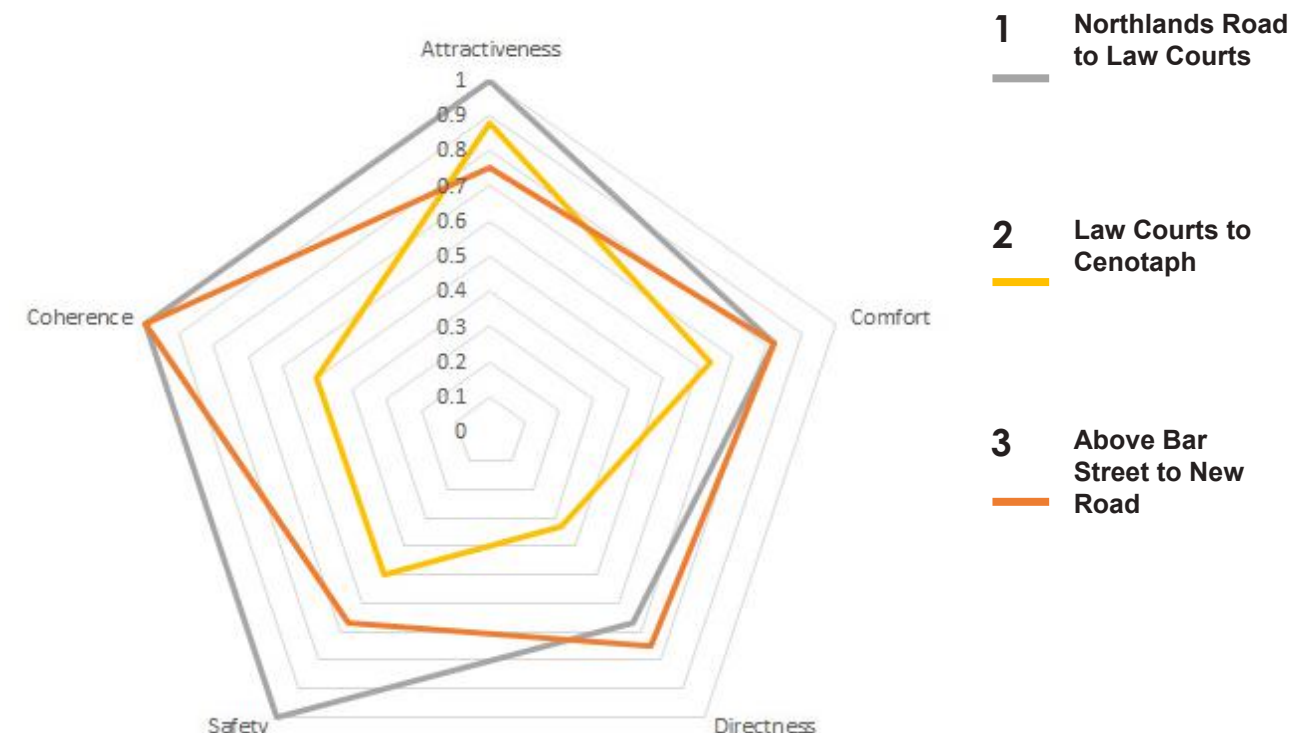


Figure 2.3 - Walking Route Audit Score by route segment



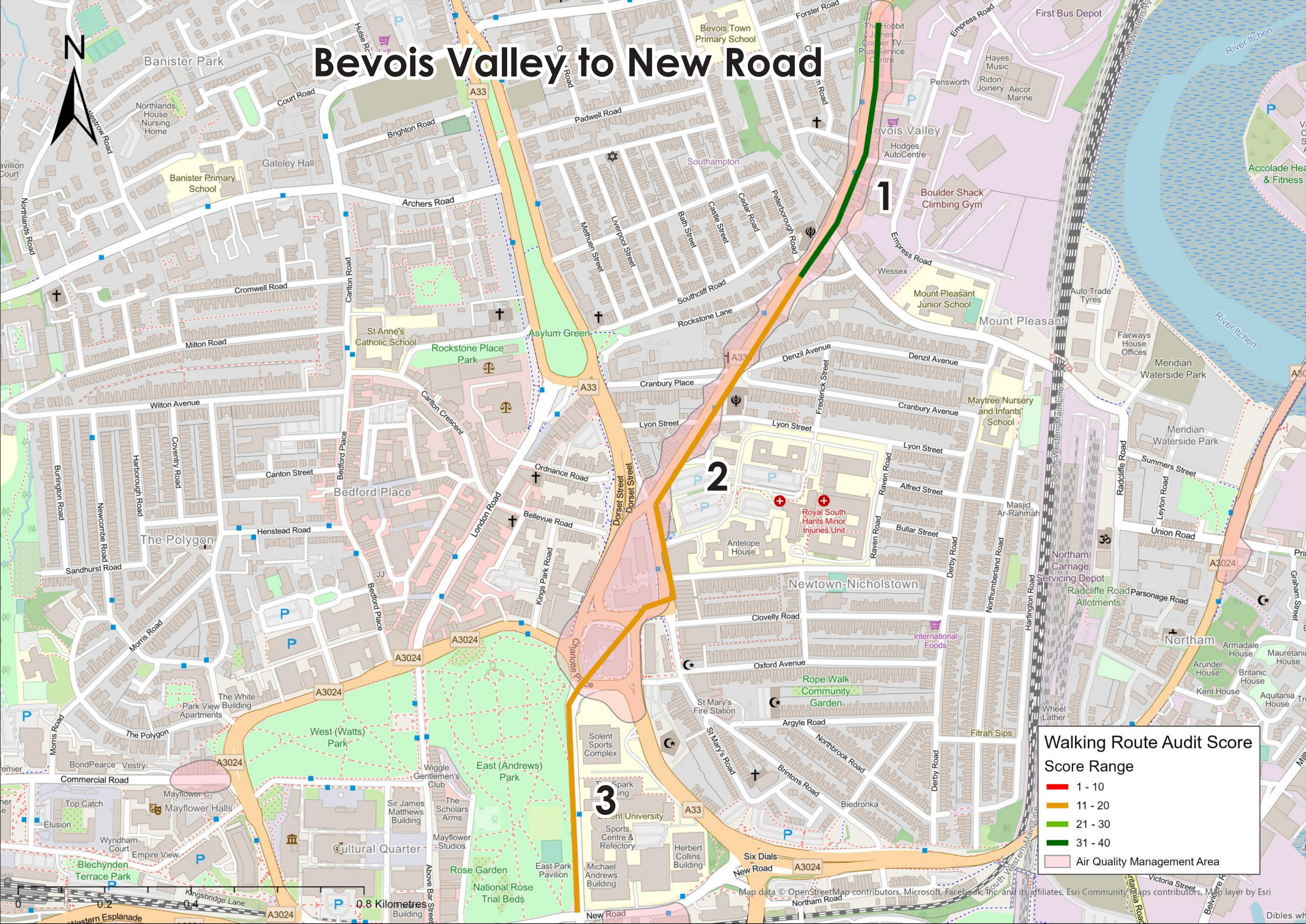
Recommended Intervention

- Parallel crossing
- Redesign junction
- Redesign crossing
- Other
- Segregated
- Footway Widening
- Air Quality Management Area



Audit Point	Location	Existing conditions and key issues	Recommended Interventions
3.1	The Avenue	Patching from utility works and damage from vehicles parking on the footway	Ensure that resurfacing programmes include footways. Also, install features such as planters / suds to prevent footway parking damaging the surface
3.2	On approach to Banister Road and Lodge Road junction	Shared use footway on approaches to the junction results in some give and take between pedestrian and cyclists	Consider exploring options to create separated cycling infrastructure on approaches to the junction to remove user conflict
3.3	Banister Road and Lodge Road junction	Insufficient crossing facilities	Install pedestrian countdown timers and push buttons on the northern end of the junction
3.4	Banister Road and Lodge Road junction	Insufficient crossing facilities	Install missing pedestrian countdown timers at the southern arm of junction
3.5	The Avenue, near Padwell Road	Uncontrolled crossing	Consider upgrading the uncontrolled crossing near Padwell Road to a parallel crossing
3.6	From Law Courts to Cenotaph	Medium traffic flows with high speeds and noise	Consider options for reducing traffic from Law Courts to the Cenotaph as this section acts as a busy pedestrian corridor and trip generator for local shops, restaurants and services. Reduced through traffic would reduce associated traffic noise and improve attractiveness, comfort and safety of the route for walking and cycling
3.7	From Law Courts to Cenotaph	Narrow footway	Consider options for widening the footway by replacing car parking along corridor
3.8	Cumberland Place junction	Minimal crossing time	Consider increasing green man time to allow comfortable crossing for all users at Cumberland Place junction
3.9	Cumberland Place junction	Slight deviation from desire line	Consider installing parallel crossing facilities at the western arm of the junction
3.10	From Above Bar Street to New Road	Narrow footway	Consider widening the footway along the corridor, particularly at the northern end of Above Bar Street, adjacent to the Cenotaph and park entrances
3.11	Above Bar Street	Moderate levels of traffic pollution	Consider exploring options for reducing through traffic through this section, which acts as a busy pedestrian corridor and trip generator to local amenities. Reducing through traffic would reduce associated traffic noise and help to improve route comfort and attractiveness.
3.12	Above Bar Street and New Road	Minimal crossing time	Consider increasing green man time for more comfortable crossing, for all users

Bevois Valley to New Road



Bevois Valley to East Park Terrace

Existing conditions

This route starts at the Bevois Valley area along the A335 and travels south down Onslow Road and St Mary's Road. It then takes users through the Charlotte Place roundabout. The route ends at the junction of East Park Terrace and New Road. This route includes areas with local amenities and shops, and certain sections such as St. Mary's Road form part of the Southampton Cycle Network corridor (SCN 6), which runs to the city centre. Furthermore, this area allows for access to key destinations such as Solent University.¹

Majority of the route lacks dedicated cycling infrastructure, with only St Mary's Road containing a short section of cycle tracks. Some parts of the footway are less than 3m, hence there is need for regular give and take between cyclists and pedestrians. Instances of footway parking have also been recorded along this route, particularly at the northern end of the A335. This has contributed to poor footway surfaces with patching. Minor littering, lack of greening and lack of street furniture also contribute to poor levels of comfort and attractiveness along the route.

The route was divided into three segments with similar characteristics to assess route quality, using the Walking Route Assessment Tool (WRAT). Each segment was scored based on attractiveness, comfort, directness, safety and coherence.

- Segment 1 - Bevois Hill to Rockstone Lane
- Segment 2 - Rockstone Lane to St Mary's Road
- Segment 3 - St Mary's Road to East Park Terrace

Figure 2.4 illustrates WRAT scores by route segment. Segment 3 scored the highest overall while segment 2 scored the lowest in terms of attractiveness and coherence. Segment 1 was found to be the least direct part of the route.

Recommendations for the improvement of this route are detailed below.

Barriers to walking

- **High traffic volumes and noise levels** - AADF levels on the A335 (Bevois Valley Road) reaching over 14,000²
- **Lack of dedicated space for sustainable travel modes** - Narrow shared use footway along the route, less than 2m wide in certain areas.
- **Severance** - Lack of crossing facilities along the route creates severance and deviation from desire lines. Additionally, crossing points offer minimal green man times at junctions

Corridor wide recommendations

- **Provide dedicated space for walking and cycling** - Dedicated space is needed along the length of the route for each sustainable mode. This could be achieved by reducing the space allocated for private car use. Consider reducing carriageway lane widths to provide wider footways alongside stepped cycle tracks and dedicated bus lanes. This would give pedestrians greater distance from the carriageway, and may help to calm traffic speeds and reduce associated noise levels.
- **Increase green man time at junctions and other crossing points** - ensure that sufficient time is given to promote directness, comfort and accessibility of the route for all users
- **Provide wayfinding signs** - install signage along the length of the route, particularly at major junctions and links to other routes
- **Add greenery** - Lack of greening observed in multiple places. Increase greening along the entire length of the route to improve route attractiveness and comfort. Greening will also help in acting as a buffer between the footway and the carriageway.
- **Repair footway defects** - defects include patching from utility works, have been observed on the footway. Highways resurfacing programme to ensure footways are included

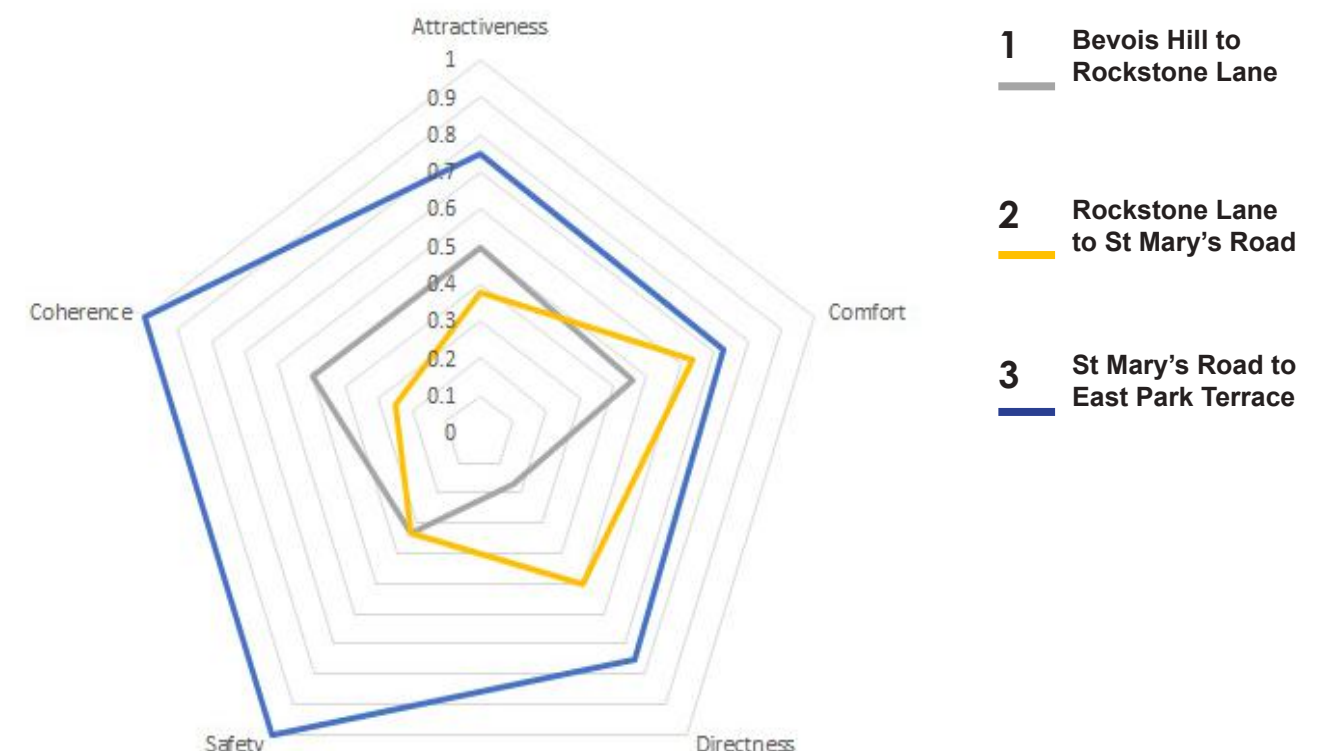
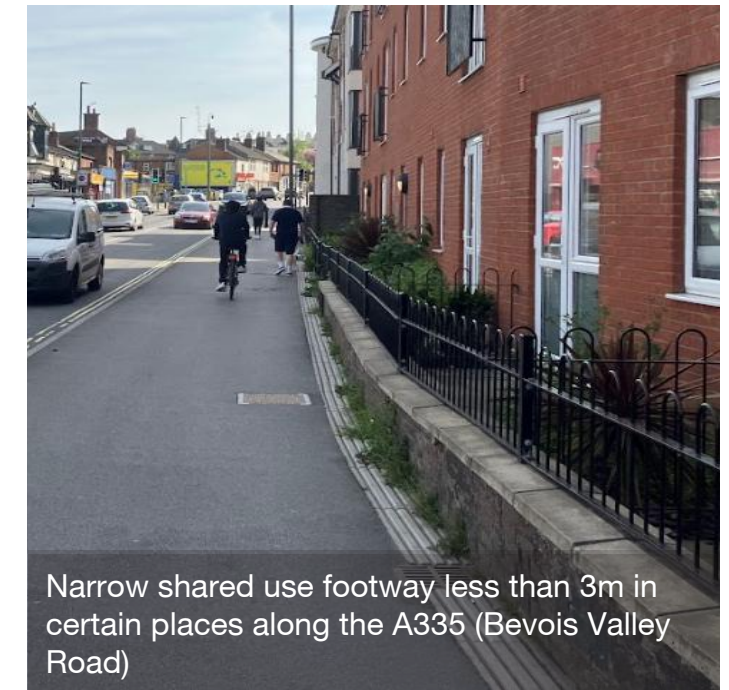
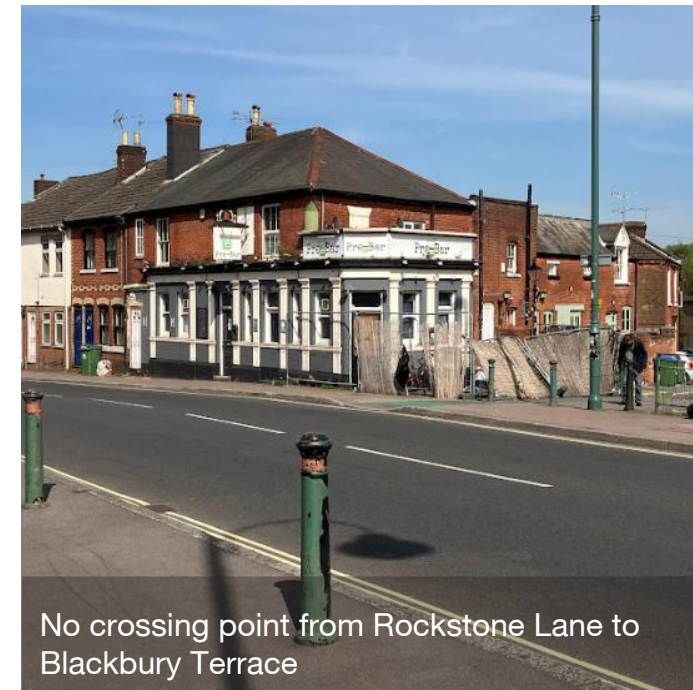


Figure 2.4 - Walking Route Audit Score by route segment

² Department for Transport (2021) Road Traffic Statistics. <https://roadtraffic.dft.gov.uk/manualcountpoints/99872>

¹ See <https://transport.southampton.gov.uk/stmarysroad>



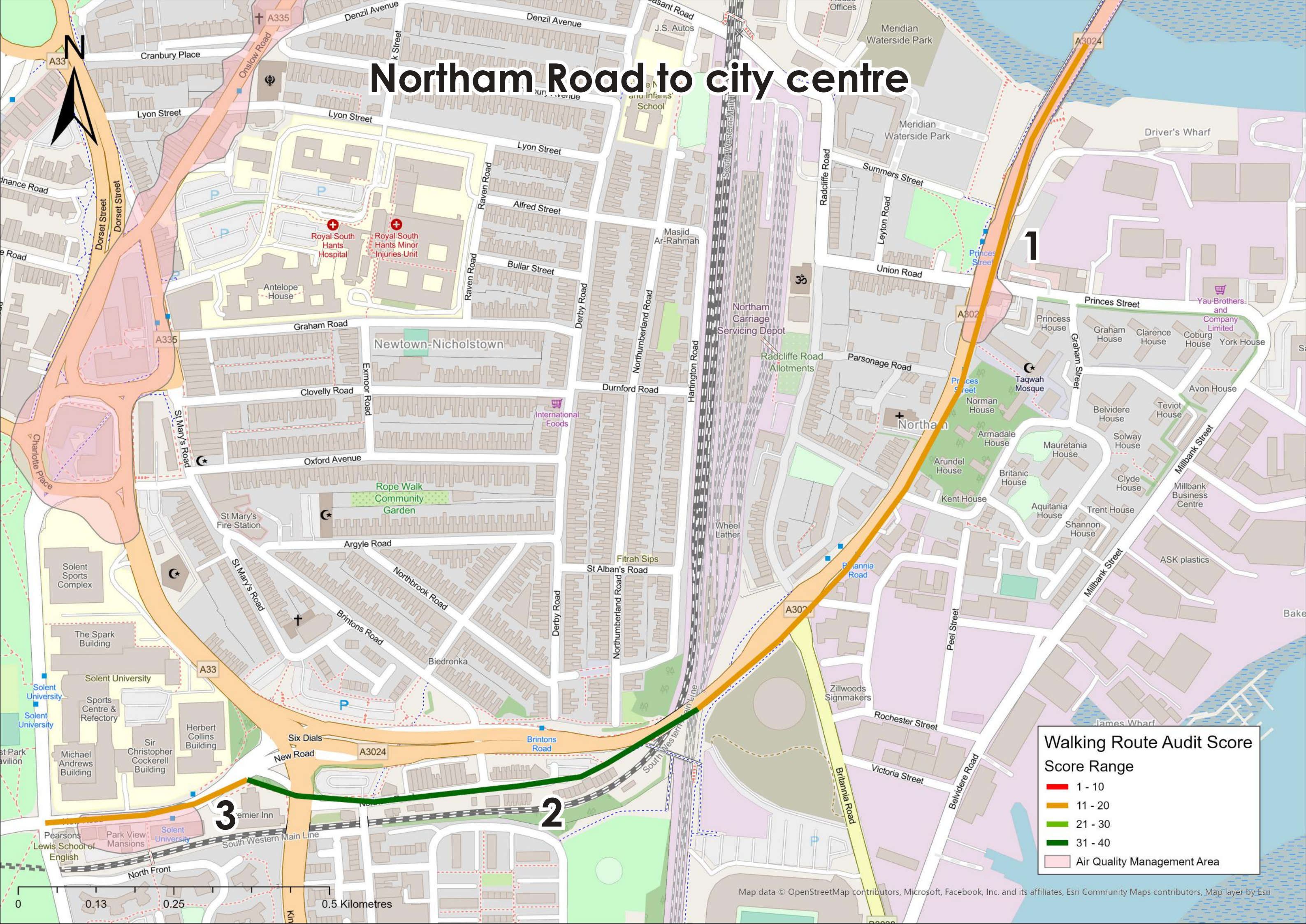
Recommended Intervention

- Parallel crossing
- Redesign junction
- Redesign crossing
- Other
- Footway Widening
- Air Quality Management Area

0 0.13 0.25 0.5 Kilometres

Audit Point	Location	Existing conditions and key issues	Recommended Interventions
4.1	From Bevois Valley Road to Rockstone Lane	High traffic volumes and noise along busy corridor route	Dedicated space is needed along the length of this corridor for each sustainable mode. Consider options for reducing the carriageway lane widths to provide wider footways alongside stepped cycle tracks on both sides of the carriageway, rather than shared use on one side
4.2	Bevois Valley Road	Instances of footway parking have been observed	Consider installing planters / suds to prevent footway parking damages
4.3	Bevois Valley Road, outside So Bar	Narrow traffic island	Consider widening traffic islands as part of future upgrade works. Alternatively, reduce the carriageway widths to avoid the need for traffic islands
4.4	Bevois Valley Road	Patching from utility works and parking	Ensure that highway resurfacing programmes include footway improvements. Consider installing features such as planters to prevent footway parking damaging the surface.
4.5	Mount Pleasant Road and Bevois Valley Road junction	Minimal time given at crossing points	Increase green man time to allow for comfortable crossing for all users at junction
4.6	Mount Pleasant Road and Bevois Valley Road junction	Lack of wayfinding	Provide wayfinding signage at junction
4.7	Mount Pleasant Road and Bevois Valley Road junction	Insufficient crossing facilities	Assuming that this is a 30mph area, consider installing a parallel crossing on the southern arm of the Mount Pleasant Road and Bevois Valley junction
4.8	Onslow Road	Insufficient crossing facilities	Considering previous AADF levels reaching up to 14,000 in this area, install formal crossing points from Rockstone Lane to Blackbury Terrace which is an important pedestrian and cycle link
4.9	From Rockstone Lane to St Mary's Road	High traffic volumes and noise along busy corridor route with narrow footway on both sides of the carriageway	Dedicated space is needed along the length of this corridor for each sustainable mode. Consider exploring options for reducing carriageway lane widths to provide wider footways alongside stepped cycle tracks on both sides of the carriageway.
4.10	Onslow Road and St Mary's Road junction	Insufficient crossing facilities	Consider installing a parallel crossing on the northern arm of the junction
4.11	Onslow Road and St Mary's Road junction	Minimal time given at crossing points	Increase green man time to allow for comfortable crossing for all users at junction
4.12	East Park Terrace and Charlotte Place junction	Minimal time given at crossing points	Increase green man time to allow for comfortable crossing for all users at junction

Northam Road to city centre



Northam Road to city centre

Existing conditions

Northam is located on the western bank of the River Itchen. The walking route in this area starts at Northam Bridge and extends to New Road, along the A3024. With over 30,000 people traveling into the city centre each morning, the A3024 Northam Road has been identified as one of the busiest commute corridors.¹

Recognising the high traffic flow and the importance of this route as a means to travel between the city centre and neighboring areas, certain elements along this route have been identified for improvement in Southampton's *Transport Strategy 2040*.¹ This strategy includes plans to widen and replace Northam Rail Bridge to enhance access to the city centre. This route is a key cross river route into Southampton city centre.

The route was divided into three segments with similar characteristics to assess route quality, using the Walking Route Assessment Tool (WRAT). Each segment was scored based on attractiveness, comfort, directness, safety and coherence.

- Segment 1 - Northam Bridge to Old Northam Road
- Segment 2 - Old Northam Road
- Segment 3 - New Road

Figure 2.5 illustrates WRAT scores by route segment. All sections of the route scored relatively poorly on attractiveness. Sections 1 and 3 scored poorly across all categories, indicating the need for a comprehensive set of improvements along this corridor.

Recommendations for the improvement of this route are detailed below.

Barriers to walking

- **High traffic volumes and noise levels** - The A3023 Northam Road has an annual average daily flow (AADF) reaching over 18,904²

- **Lack of dedicated space for sustainable travel modes** - Narrow shared use footway along the route, less than 2m wide in certain areas. Traffic islands are also generally narrow. There is no dedicated cycling provision
- **Severance** - Lack of crossing facilities along the route create severance in the Northam neighbourhood. Most junctions lack pedestrian crossing buttons and countdown timers, or where dedicated crossing facilities exist, they are only available at one junction arm.

Corridor wide recommendations

- **Provide dedicated space for walking and cycling** - Dedicated space is needed along the length of the route for each sustainable mode. This could be achieved by reducing the space allocated for private car use. Consider reducing carriageway lane widths to provide wider footways alongside stepped cycle tracks and dedicated bus lanes. This would give pedestrians greater distance from the carriageway, and may help to calm traffic speeds and reduce associated noise levels.
- **Widen traffic islands at junctions** - Ensure that widened traffic islands are included as part of future junction upgrade works
- **Provide wayfinding signs** - Install signage along length of route, particularly at major junctions and links to other routes
- **Add greenery** - Increase greening along the length of the route. Replace metal bollards on Northam Bridge and on New Road (near Premier Inn) with shrubs, planters and other greenery. This could also act as a buffer between the footway and carriageway
- **Repair footway defects** - defects include patching from utility works, have been observed on the footway. Highways resurfacing programme to ensure footways are included
- **Improve crossings at side roads** - Continuous footways should be provided across all arms of side roads

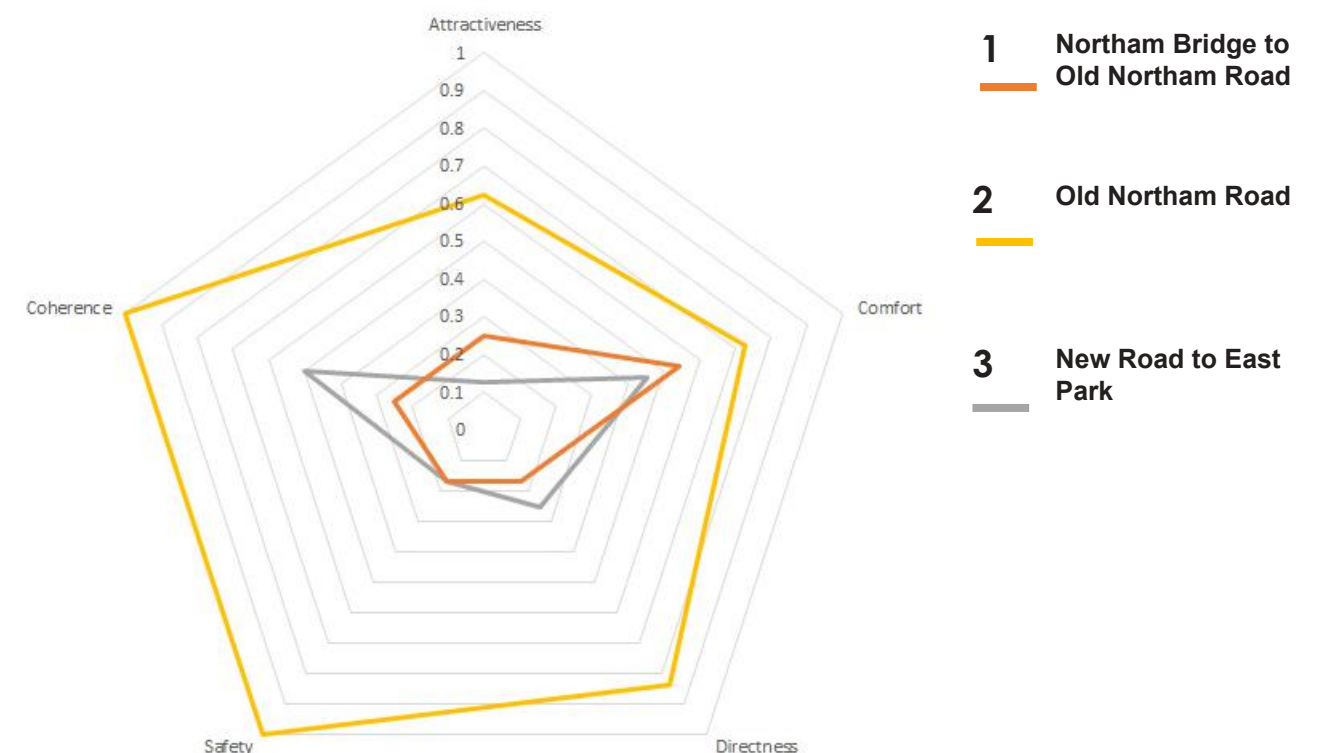
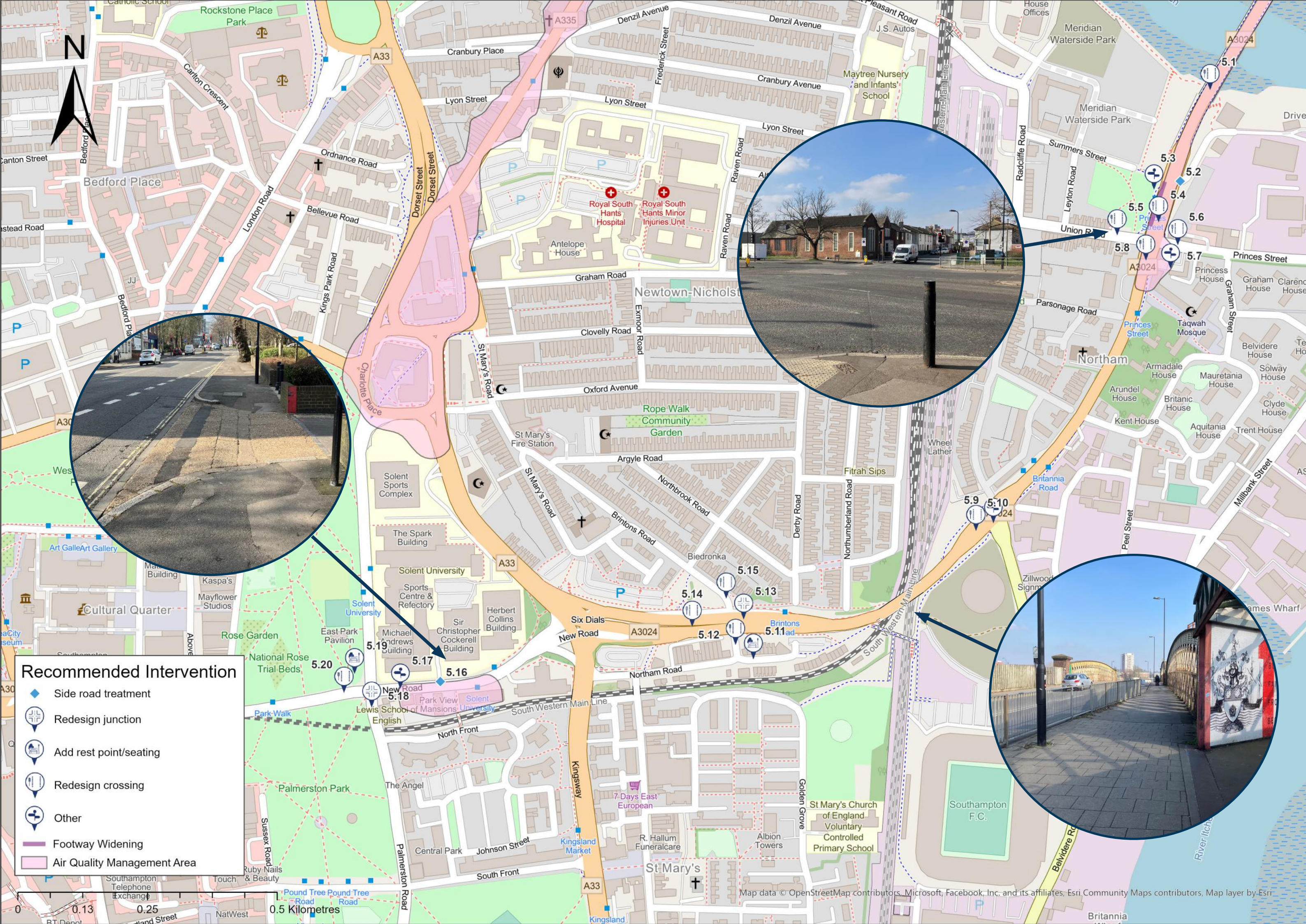


Figure 2.5- Walking Route Audit Score by route segment

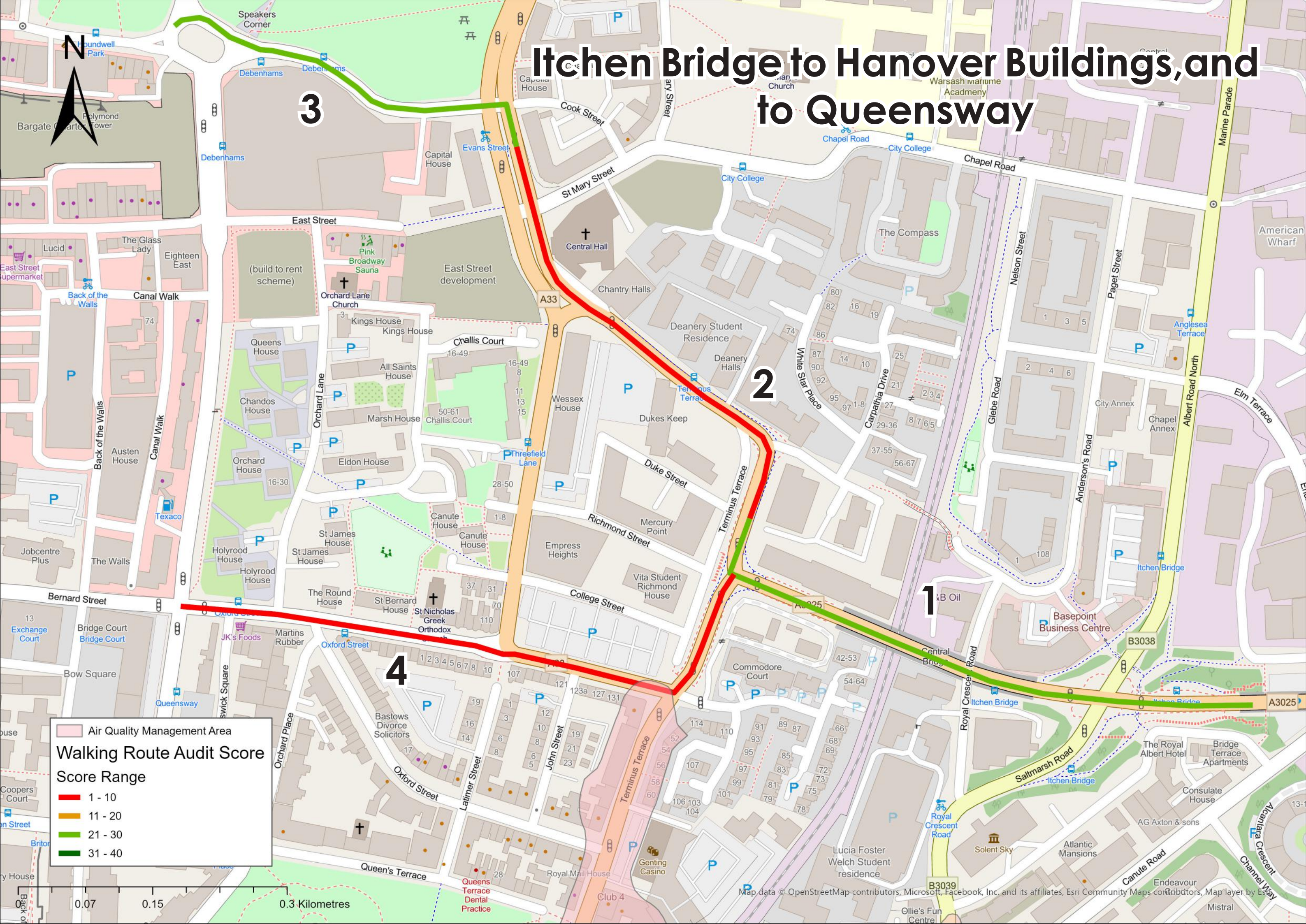
¹ Southampton City Council (2019) Connected Southampton. <https://transport.southampton.gov.uk/media/1073/mrd-1-connected-southampton-transport-strategy-2040.pdf>

² Department for Transport (2021) <https://roadtraffic.dft.gov.uk/manualcountpoints/46963>



Audit Point	Location	Existing conditions and key issues	Recommended Interventions
5.1	Northam Road near Northam Bridge	Distances of over 500m between the formal crossing points on busy dual carriageway. This acts as a major severance barrier between residential areas on either side	Considering the high AADF on Northam Road, install signalised crossing point with dropped kerbs, and potentially traffic islands to allow for safe crossing of the bridge and links between residential areas on either side of Northam Road
5.2	Drivers Wharf junction	Slight slope crossing Drivers Wharf junction	Install continuous footway provisions. Alternatively, consider implementing a 'Trial Painted Only Zebra' as part of side road treatments
5.3	Bus stops north of Princes Street / Union Road junction	Narrow footway	Widen existing footway by reducing carriageway lane widths
5.4	Princes Street / Union Road junction	Insufficient crossing facilities	Consider installing a toucan crossing with dropped kerbs on the northern arm of the junction.
5.5	Princes Street / Union Road junction	Insufficient crossing facilities	Consider installing pedestrian crossing buttons, countdown timers and dropped kerb provisions at the western junction arm
5.6	Princes Street / Union Road junction	Insufficient crossing facilities	Consider installing pedestrian crossing buttons, countdown timers and dropped kerb provisions at the eastern junction arm
5.7	Princes Street / Union Road junction	Placemaking opportunity	Install wayfinding signage along the length of the route, particularly at major junctions
5.8	Princes Street / Union Street junction	Less than 2m on traffic island on south arm of junction	Ensure widened traffic islands as part of junction upgrade works
5.9	Northam Road / Britannia Road junction	Lack of wayfinding signs	Improve wayfinding signage along the length of the route, particularly at major junctions and links to other routes
5.10	Northam Road / Britannia Road junction	Insufficient crossing facilities	Consider installing a toucan crossing at the southern arm of Britannia Road junction
5.11	Old Northam Road	Lack of resting points	Add benches along road, near shops
5.12	Northam Road / Brintons Road junction	Insufficient crossing facilities	Install pedestrian crossing buttons and countdown timers at southern arm of junction
5.13	Northam Road / Brintons Road junction	Less than 2 m traffic island crossing the main Northam Road linking to residential areas from Brintons Road	Consider widening traffic islands as part of future junction upgrades
5.14	Northam Road / Brintons junction	Insufficient crossing facilities	Considering high traffic volumes, install a toucan crossing on the western arm of the junction
5.15	Northam Road / Brintons Road junction	Insufficient crossing facilities	Install pedestrian crossing buttons and countdown timers on the northern junction arm
5.16	New Road (Solent University Access)	Poor condition and no tactiles across Solent University accesses on north side of New Road	Consider implementing continuous footways across all arms of side roads
5.17	New Road / East Park Terrace junction	Lack of wayfinding signs	Install wayfinding signs throughout route, particularly at major junctions
5.18	New Road / East Park Terrace junction	Narrow traffic islands on all junction arms (less than 2 m wide)	Option 1: Widen the traffic islands as part of junction upgrades. Option 2: Remove the need for traffic islands by upgrading crossing points
5.19	New Road / East Park Terrace junction	Lack of resting points	Add benches to improve route comfort
5.20	New Road / East Park Terrace junction	Insufficient crossing facilities	Add pedestrian crossing buttons and countdown timers to the western junction arm

Itchen Bridge to Hanover Buildings, and to Queensway



Itchen Bridge to Hanover Buildings, and to Queensway

Existing conditions

The route extends from the western side of Itchen Bridge (A3025) and goes along Evans Street, Houndwell Place, and up to the Handover Buildings junction. There is an additional spur that runs from the Terminus Terrace / Central Bridge junction and then goes east-wards down Bernard Street, and ends at the Queensway junction. Qualitative assessments have revealed moderate levels of pedestrian activity throughout this route, with around 600 - 1200 pedestrians/hour.¹

Overall, this route is high in traffic volumes and in associated noise levels. For example, Itchen Bridge has been reported as one of the busiest corridors for cycling and bus services, as it is a part of the main route for people travelling into the city from nearby areas such as Netley and Hamble. The Itchen Riverside area has already been identified as a part of Southampton's Transport Strategy for future planning and investment.²

The route was divided into four segments to assess route quality, using the Walking Route Assessment Tool (WRAT). Each segment was scored based on attractiveness, comfort, directness, safety and coherence.

- Segment 1 - Itchen Bridge to Central Bridge
- Segment 2 - Marsh Lane to Evans Street
- Segment 3 - Central Bridge to Queensway
- Segment 4 - Evans Street to Hannover Buildings

Figure 2.6 illustrates WRAT scores by route segment. Segment 4 scored the highest in terms of attractiveness, comfort and safety. However, all segments, except segment 1, scored 0 for coherence.

Recommendations for the improvement of this route are detailed below.

Barriers to walking

- **High traffic volumes and noise levels** - AADF over 7,000³
- **Narrow footways** - The footway is generally narrow along the route, and is less than 2 m in certain places, so there is occasional need for give and take between pedestrians
- **Indirect crossings** - A number of crossings are indirect and significantly deviate from desire lines. Pedestrian countdown timers and crossing buttons are also missing in a number of areas, such as at the Bernard Street / Queensway junction. Currently, pedestrians must estimate gaps in high traffic volumes to be able to cross
- **Side road crossings** - Lack of continuous footways at side road junctions
- **Safety** - Route feels isolated at times, particularly when navigating near March Lane / Evans Street junctions, and the subway. Dropped kerb provisions and tactiles are also missing at a number of junctions including Brunswick Square and Orchard Lane, adding to pedestrian safety issues

Corridor wide recommendations

- **Provide dedicated space for walking and cycling** - Dedicated space is needed along the length of the route for each sustainable mode. This could be achieved by reducing carriageway lane widths to provide wider footways alongside stepped cycle tracks. This would give pedestrians greater distance from the carriageway, and may help to calm traffic speeds and reduce associated noise levels. A feasibility study is recommended to further explore this option.
- **Install and/or improve crossing areas** - Provide more formal crossing points. Additionally, install pedestrian countdown timers, crossing buttons, dropped kerb provisions, and tactiles where missing (particularly at major junctions)
- **Provide wayfinding signs** - Install signage along length of route, particularly at major junctions and links to other routes

- **Add greenery and improve attractiveness** - Increase greening along the route, which can also act as a buffer between the carriageway and footway. Re-paint old guard railings and fading concrete walls on Itchen Bridge.
- **Repair footway defects** - Defects, including patching from utility works, have been observed on the footway. Highways resurfacing programme to ensure footways are included.
- **Side road treatment** - Along with providing continuous footways across side roads, other recommendations include tightening turning radii to reduce pedestrian crossing distance, and implementing 'Trial Painted Only Zebra Crossings' (subject to DfT approval)⁴



Narrow footway on Itchen Bridge

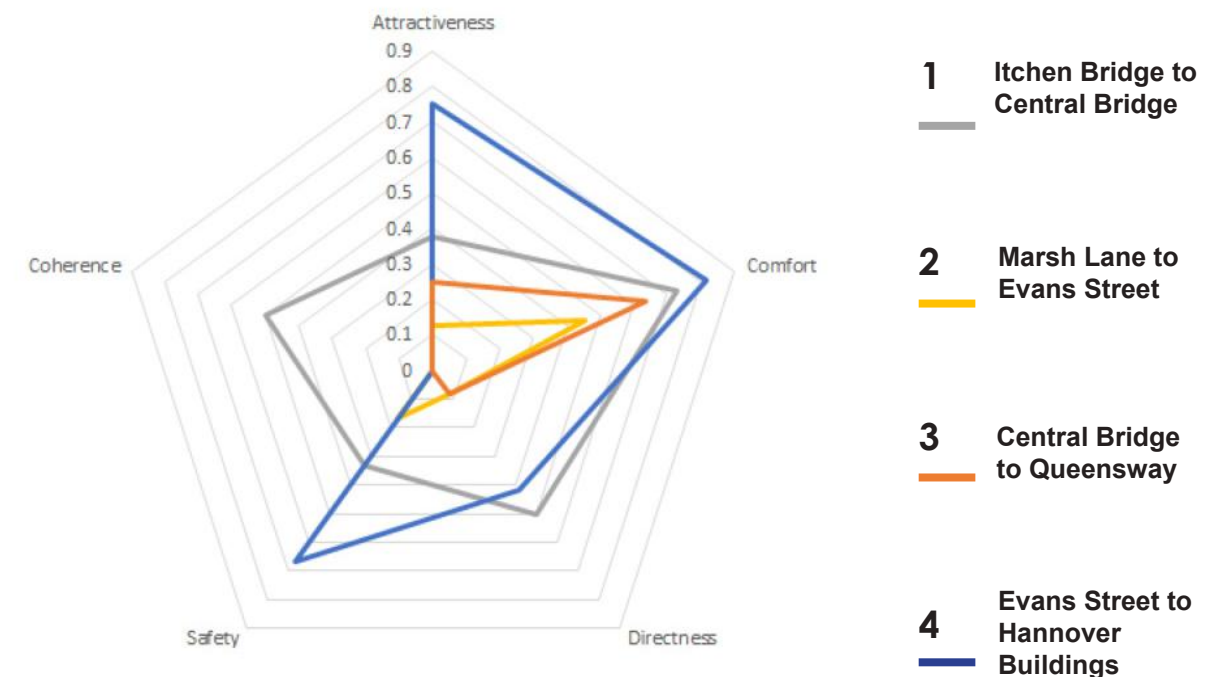


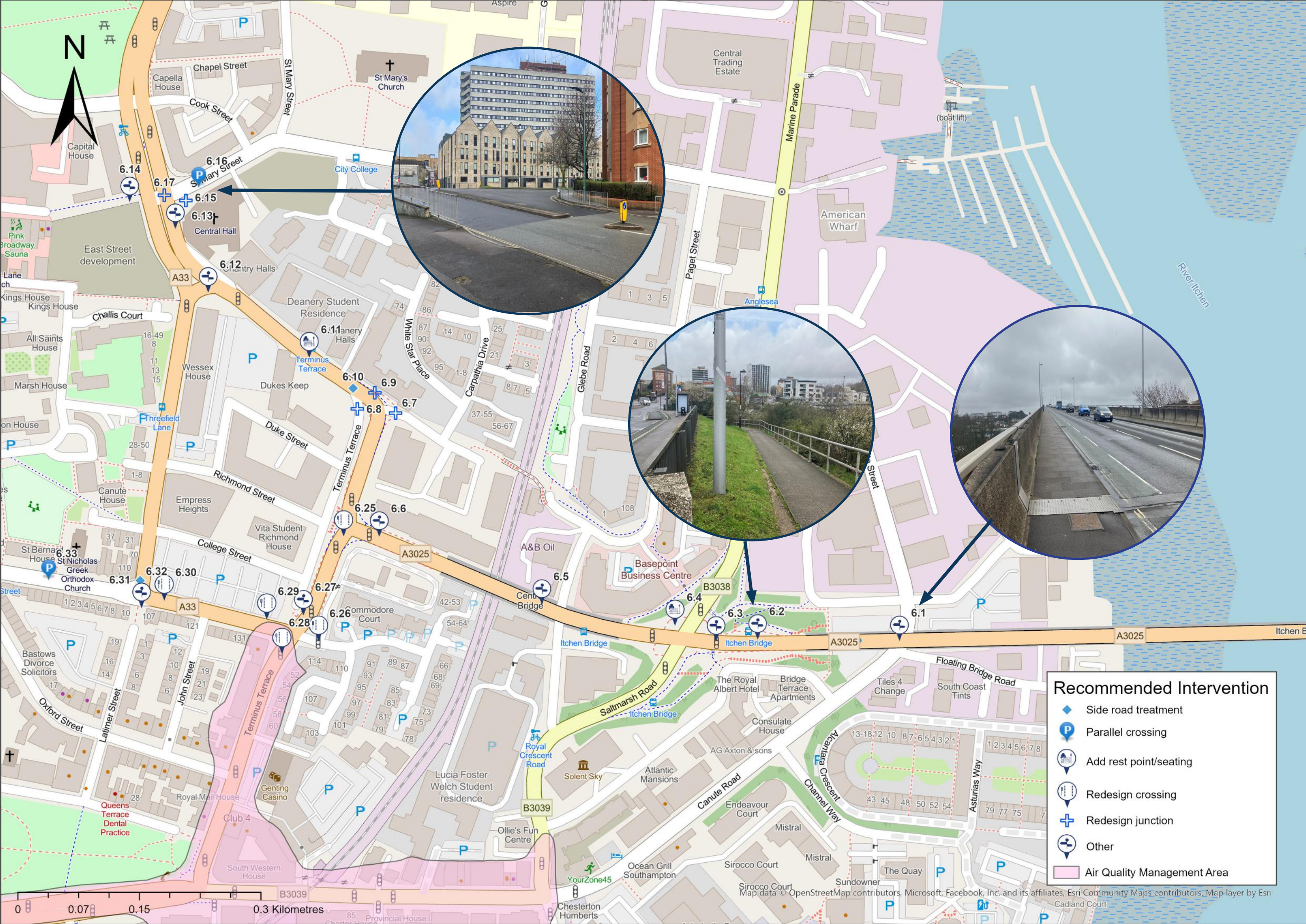
Figure 2.6- Walking Route Audit Score by route segment

¹ Carrigan, Laurie, personal communication (2023)

² Southampton City Council (2019) Connected Southampton 2040. <https://transport.southampton.gov.uk/media/1073/mrd-1-connected-southampton-transport-strategy-2040.pdf>

³ Department of Transport (2021) Annual Average daily flow. <https://roadtraffic.dft.gov.uk/manualcountpoints/48317>

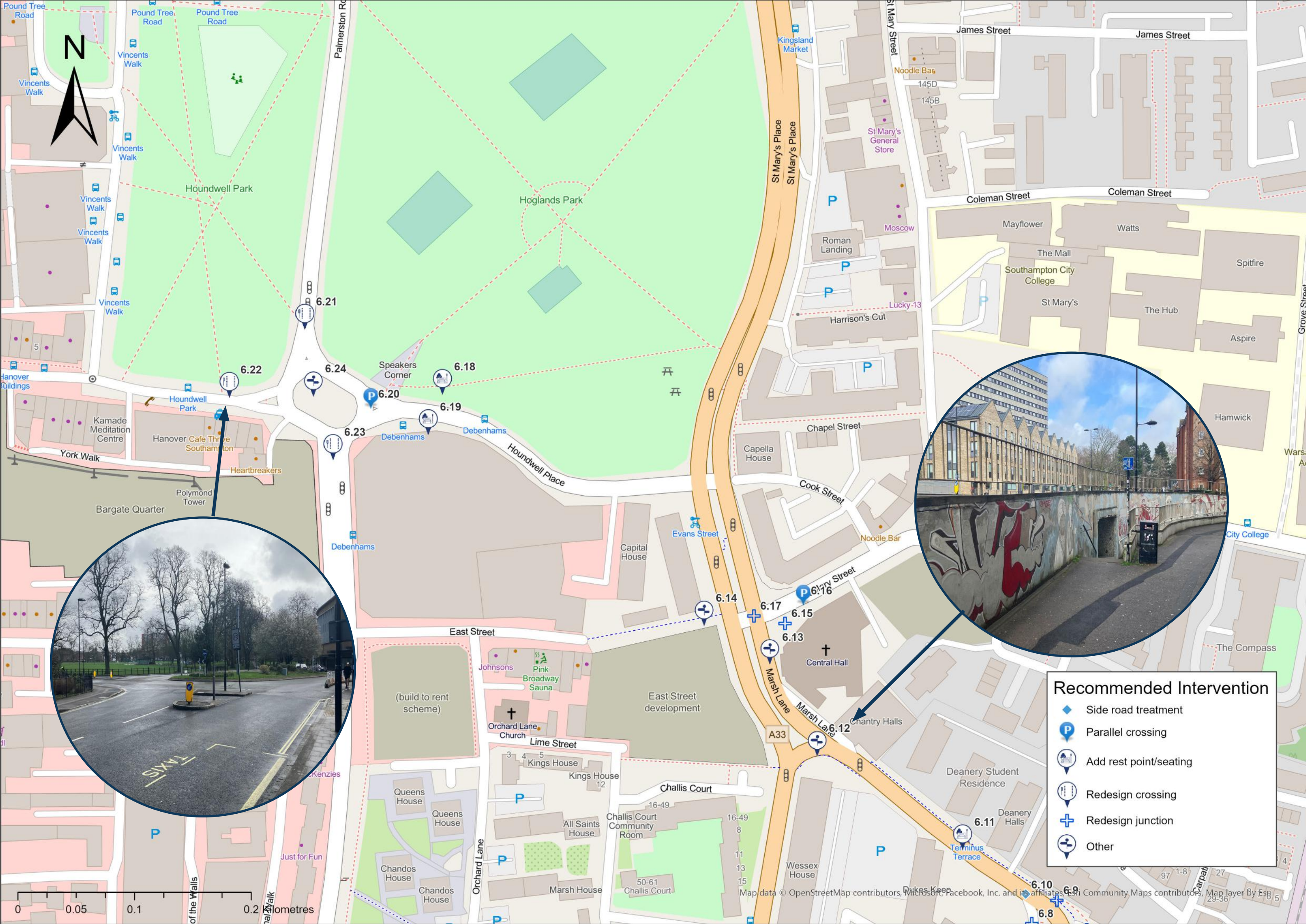
⁴ See example of a successful trial in Manchester: <https://beeactive.tfgm.com/walking/side-road-zebras/>



- ### Recommended Intervention
- ◆ Side road treatment
 - Ⓟ Parallel crossing
 - Ⓜ Add rest point/seating
 - Ⓜ Redesign crossing
 - Ⓜ Redesign junction
 - Ⓜ Other
 - Air Quality Management Area

0 0.07 0.15 0.3 Kilometres

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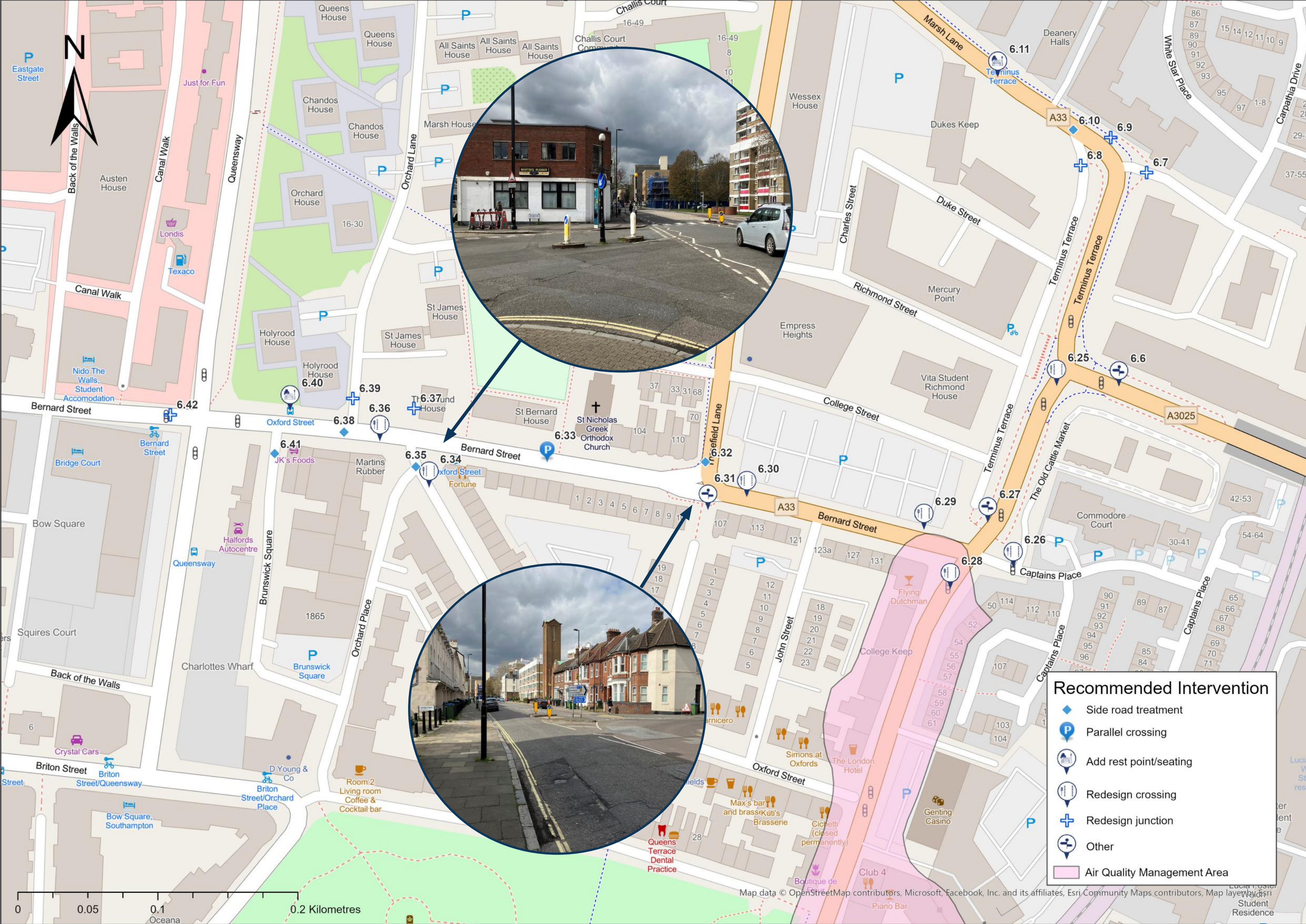


Recommended Intervention

- ◆ Side road treatment
- P Parallel crossing
- ⓘ Add rest point/seating
- ⓘ Redesign crossing
- + Redesign junction
- ⓘ Other

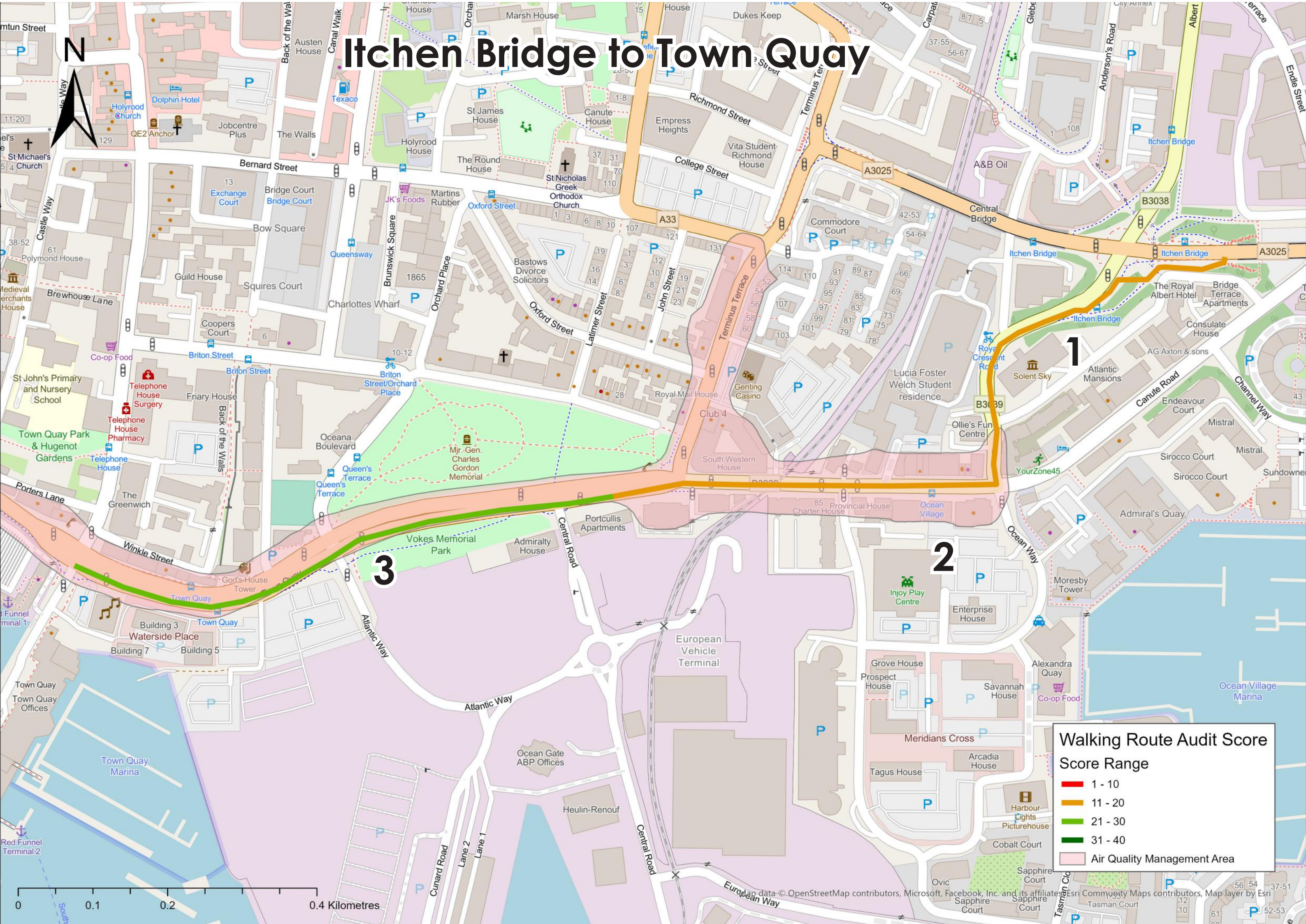
Audit Point	Location	Existing conditions and key issues	Recommended Interventions
6.1	Itchen Bridge	Old and rusting guard railing on bridge, and colour fading on concrete walls	Consider repainting bridge walls and guardrailing as part of any future refurbishment works. Consider colour schemes that enhance attractiveness of the route
6.2	Itchen Bridge	Narrow footway	Narrow footway less than 2 m in places on both sides of bridge, so occasional need for give and take between pedestrians. Further feasibility study needed to investigate the possibility of reducing carriageway widths to provide wider footways alongside stepped cycle tracks
6.3	Itchen Bridge	No pedestrian directional signage down to steps linking to Albert Road South and Crosshouse Road	Consider installing wayfinding signage along length of route, particularly at major junctions and links to other routes
6.4	Saltmarsh Road / Albert Road North / Itchen Bridge junction	Lack of sufficient resting points	Public seating is currently only available at bus stops. Consider installing more resting points along the route, for example at junction points, to improve route comfort
6.5	Central Bridge	Narrow footway less than 2m in places on both sides of Central Bridge	Further feasibility study needed to investigate the possibility of reducing carriageway lane widths to provide wider footways alongside stepped cycle tracks
6.6	Central Bridge / Terminus Terrace junction	Poor wayfinding	Improve wayfinding along route, especially at junctions
6.7	Marsh Lane / Terminus Terrace junction	Crossings significantly deviate from desire lines at junction	Major junction improvements should be considered to allow direct pedestrian and cycle crossings
6.8	Marsh Lane / Terminus Terrace junction	Lack of dropped kerbs	Consider installing dropped kerb provisions on Marsh Lane at junction with Terminus Terrace. Consider this as part of larger junction upgrades
6.9	Marsh Lane / Terminus Terrace junction	Footway provision missing on one side of Marsh Lane at the junction with Terminus Terrace	Major junction improvements should be considered to allow direct pedestrian and cycle crossings above ground and consideration of removal of the subway to reduce fear of crime
6.10	Marsh Lane / Terminus Terrace junction	Wide turning point	Consider reducing turning radii to shorten pedestrian crossing time. Also, consider implementing a 'Trial Painted Only Zebra Crossing' as part of side road treatment
6.11	Marsh Lane	Lack of bus stop facilities	Install bench and shelter at bus stops on road
6.12	Marsh Lane / Evans Street junction	Old and rusty guard rail at junction. Also concrete walls are fading	Ensure that subway approach walls and guard railings are repainted as a part of any future works
6.13	Evans Street	Subway affecting route comfort and attractiveness	Feasibility study needed to investigate the possibility of the removal of the subway to reduce fear of crime and improve route attractiveness
6.14	Evans Street	Poor wayfinding signage	Improve wayfinding signage along length of route, particularly at major junctions
6.15	St Mary Street / Evans Street junction	Lack of tactile paving	Consider installing tactile paving at junction
6.16	St Mary Street / Evans Street junction	Inadequate crossing facilities	Assuming that approaching Evans Street is a 30 mph zone and AADF has previously reached approximately 7,000, consider installing a parallel crossing on the eastern junction arm
6.17	St Mary Street / Evans Street junction	Currently less than 1.5m passing on approaches to subway at junction	Major junction improvements should be considered to allow direct pedestrian and cycle crossings above ground and could include of removal of the subway
6.18	Houndwell Place	Lack of bus stop facilities	Add bench and shelter at bus stops on both sides of road

6.19	Houndwell Place	Lack of bus stop facilities	Add bench and shelter at bus stops on both sides of road
6.20	Houndwell Place / Queensway / Palmerston Road junction	Crossings significantly deviate from desire lines at junction	Assuming a 30 mph speed limit and previous AADF in the area being less than 8,000, consider installing a parallel crossing on the eastern junction arm (on Houndwell Place)
6.21	Houndwell Place / Queensway / Palmerston Road junction	Crossings significantly deviate from desire lines at junction	Consider installing signalised crossings with pedestrian countdown timers and buttons, and tactiles at northern junction arm. Ensure that crossings at junction arms cater for pedestrian desire lines
6.22	Houndwell Place / Queensway / Palmerston Road junction	Crossings significantly deviate from desire lines at junction	Consider installing signalised crossings with pedestrian countdown timers and buttons, and tactiles at western junction arm. Ensure that crossings at junction arms cater for pedestrian desire lines
6.23	Houndwell Place / Queensway / Palmerston Road	Crossings significantly deviate from desire lines at junction	Consider installing signalised crossings with pedestrian countdown timers and buttons, and tactiles at southern junction arm. Ensure that crossings at junction arms cater for pedestrian desire lines
6.24	Houndwell Place / Queensway / Palmerston Road	Lack of wayfinding signs	Install wayfinding signs at junction



Audit Point	Location	Existing conditions and key issues	Recommended Interventions
6.25	Terminus Terrace / Central Bridge junction	Insufficient crossing facilities	Enhance signalised pedestrian crossing on southern arm of junction. Install pedestrian countdown timers and crossing buttons
6.26	Terminus Terrace / Captains Place / Bernard Street junction	Insufficient crossing facilities	Enhance pedestrian crossing at eastern arm of junction (over Captains Place), such as signalised facilities with pedestrian countdown timers and crossing buttons
6.27	Terminus Terrace / Captains Place / Bernard Street junction	Lack of wayfinding signs	Provide wayfinding signs throughout the route, particularly at junctions and links to other routes
6.28	Terminus Terrace / Captains Place / Bernard Street junction	Insufficient crossing facilities	Install pedestrian countdown timers and crossing buttons on the southern junction arm
6.29	Terminus Terrace / Captains Place / Bernard Street junction	Insufficient crossing facilities	Consider installing pedestrian countdown timers and crossing buttons at western junction arm (over Bernard Street)
6.30	Bernard Street / Threefield Lane junction	Insufficient crossing facilities	Install signalised crossing provisions at the western arm of junction, including countdown timers and crossing buttons
6.31	Bernard Street	Narrow footway less than 2m in places. There is also less than 1.5m passing parking P&D machines, lighting columns, and wheelie bins	Further feasibility study needed to consider measures to reduce traffic levels and to explore options to increase footway widths. One option could be narrowing the existing carriageway, and re-allocating space to the footway along with stepped cycle tracks to provide greater distance from the carriageway for pedestrians
6.32	Bernard Street / Threefield Lane junction	Wide turning point on Threefield Lane	Consider tightening the turning radii on Threefield Lane to reduce pedestrian crossing distance. Also, consider implementing a 'Trial Painted Only Zebra Crossing' as part of road side treatments (subject to DfT approval).
6.33	Bernard Street	Insufficient crossing facilities	Assuming a speed limit of 30mph or less and traffic flow of 4000-8000, consider installing a parallel crossing over Bernard Street to allow for north / south movement
6.34	Oxford Street	Less than 1.5m width on traffic island	Widen island as part of junction improvements
6.35	Oxford Street / Bernard Street junction	Wide turning point on Oxford Street	Consider tightening turning radii to reduce pedestrian crossing distance. Also consider implementing a 'Trial Painted Only Zebra' as part of side road treatments
6.36	Bernard Street	Less than 2m width on Zebra crossing	Consider widening
6.37	Oxford Street / Bernard Street junction	Missing dropped kerb and tactiles at junction	Install dropped kerb provisions and tactiles as part of corridor improvements
6.38	Bernard Street / Orchard Lane junction	Missing dropped kerb provisions leading to deviation from the desire line	Consider providing continuous footways across all side road crossings, and tighten turning radii. Another option is to implement a 'Trial Painted Only Zebra Crossing' as part of road side treatments (subject to DfT approval)
6.39	Bernard Street / Orchard Lane junction	Missing dropped kerb and tactiles at junction	Install dropped kerb provisions and tactiles as part of corridor improvements
6.40	Bernard Street	Insufficient resting points	Install resting points throughout the corridor to improve route comfort. Specifically, add benches, bus shelter, and garbage bins on Bernard Street, near the junction with Orchard Lane
6.41	Bernard Street / Brunswick Square junction	Missing dropped kerb provisions leading to deviation from the desire line	Consider providing continuous footways across all side road crossings, and tighten turning radii. Another option is to implement a 'Trial Painted Only Zebra Crossing' as part of road side treatments (subject to DfT approval)
6.42	Bernard Street / Queensway junction	Insufficient crossing facilities. No green man phase on lights crossing all arms of junction	Install pedestrian countdown timers and crossing buttons to allow for safer movement on all junction arms

Itchen Bridge to Town Quay



0 0.1 0.2 0.4 Kilometres

Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri

Itchen Bridge to Town Quay

Existing conditions

This route starts at the western end of Itchen Bridge and travels down the steps linking to Albert Road South. It then continues on Saltmarsh Road and Royal Crescent Road (B3039) and turns west to Canute Road. The route travels down Platform Road and ends at the Town Quay and High Street junction. This route allows for useful links to key destination areas such as the Town Quay Marina.

There are narrow cycle tracks on both sides of the carriageway on Saltmarsh and Royal Crescent Road which may help in reducing pedestrian and cyclists user conflict. However there are no dedicated cycling facilities for the rest of the route. Instead, narrow footways can be found in most places alongside high traffic volumes and traffic noise.

The route was divided into four segments to assess route quality, using the Walking Route Assessment Tool (WRAT). Each segment was scored based on attractiveness, comfort, directness, safety and coherence.

Figure 2.7 illustrates WRAT scores by route segment. Segment 3 scored the highest overall while segment 1 scored the lowest in terms of coherence and directness.

- Segment 1 - Itchen Bridge to Royal Crescent Road
- Segment 2 - Canute Road
- Segment 3 - Platform Road to Town Quay

Recommendations for the improvement of this route are detailed below.

Barriers to walking

- **High traffic volumes and noise levels** - AADF levels reaching over 17,500 along Platform Road¹
- **Safety** - The route feels isolated on the subway links to Albert Road and Crosshouse Road. This may make users feel unsafe

- **Narrow footways** - The footway is generally narrow along the route, and is less than 1.5m when passing bus stops along Canute Road
- **Poor surfaces** - Patching from utility works along the route
- **Side road crossings** - Lack of continuous footways at side road junctions

Corridor Wide Recommendations

- **Provide dedicated space for walking and cycling** - Dedicated space is needed along the length of the route for each sustainable mode. This could be achieved by reducing carriageway lane widths to provide wider footways alongside stepped cycle tracks. This would give pedestrians greater distance from the carriageway, and may help to calm traffic speeds and reduce associated noise levels. A feasibility study is recommended to further explore this option.
- **Provide wayfinding signs** - Install signage along length of route, particularly at major junctions and links to other routes
- **Add greenery and improve attractiveness** - Increase greening along the entire route, particularly at Itchen Bridge and on Canute Road. Greening could also act as a buffer between the footway and carriageway
- **Repair footway defects** - Defects, including patching from utility works, have been observed on the footway. Highways resurfacing programme to ensure footways are included
- **Side road treatment** - Along with providing continuous footways across side roads, other recommendations include implementing 'Trial Painted Only Zebra Crossings' (subject to DfT approval)²



Slight deviation at Neptune Way and Canute Road junction with crossing provision missing



Old guardrail and colour fading on Itchen Bridge steps leading to Albert Road

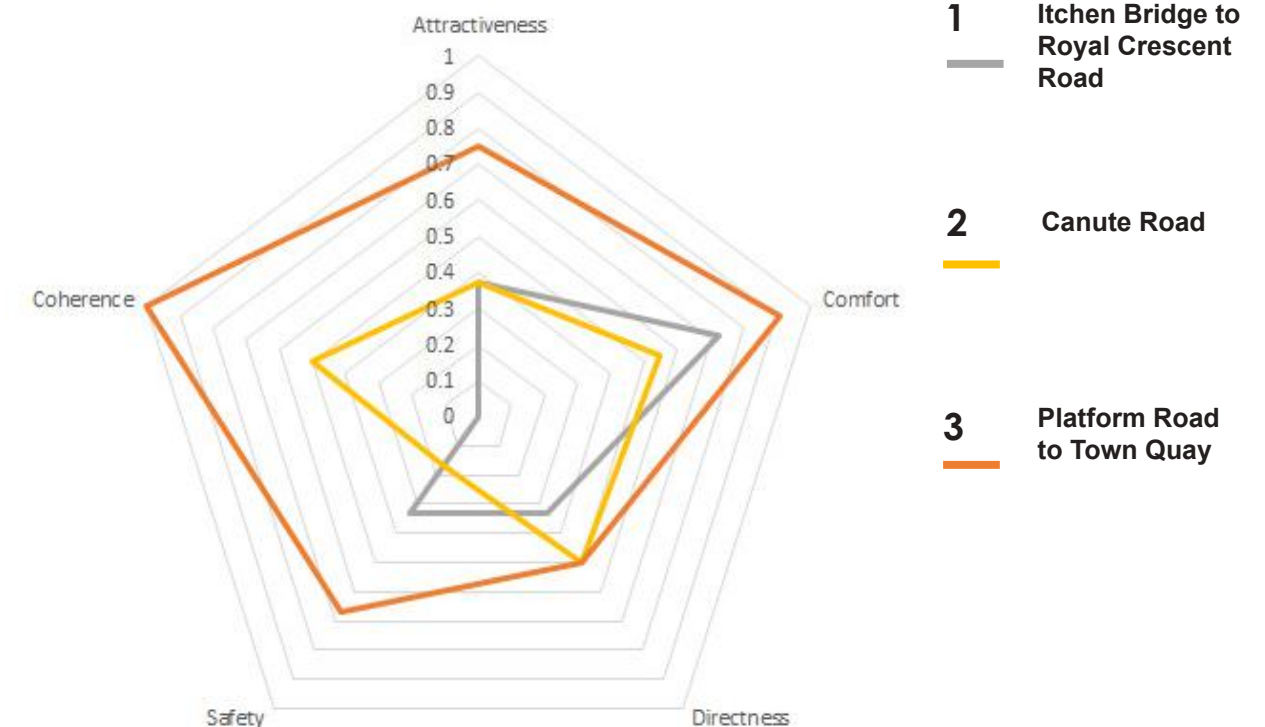
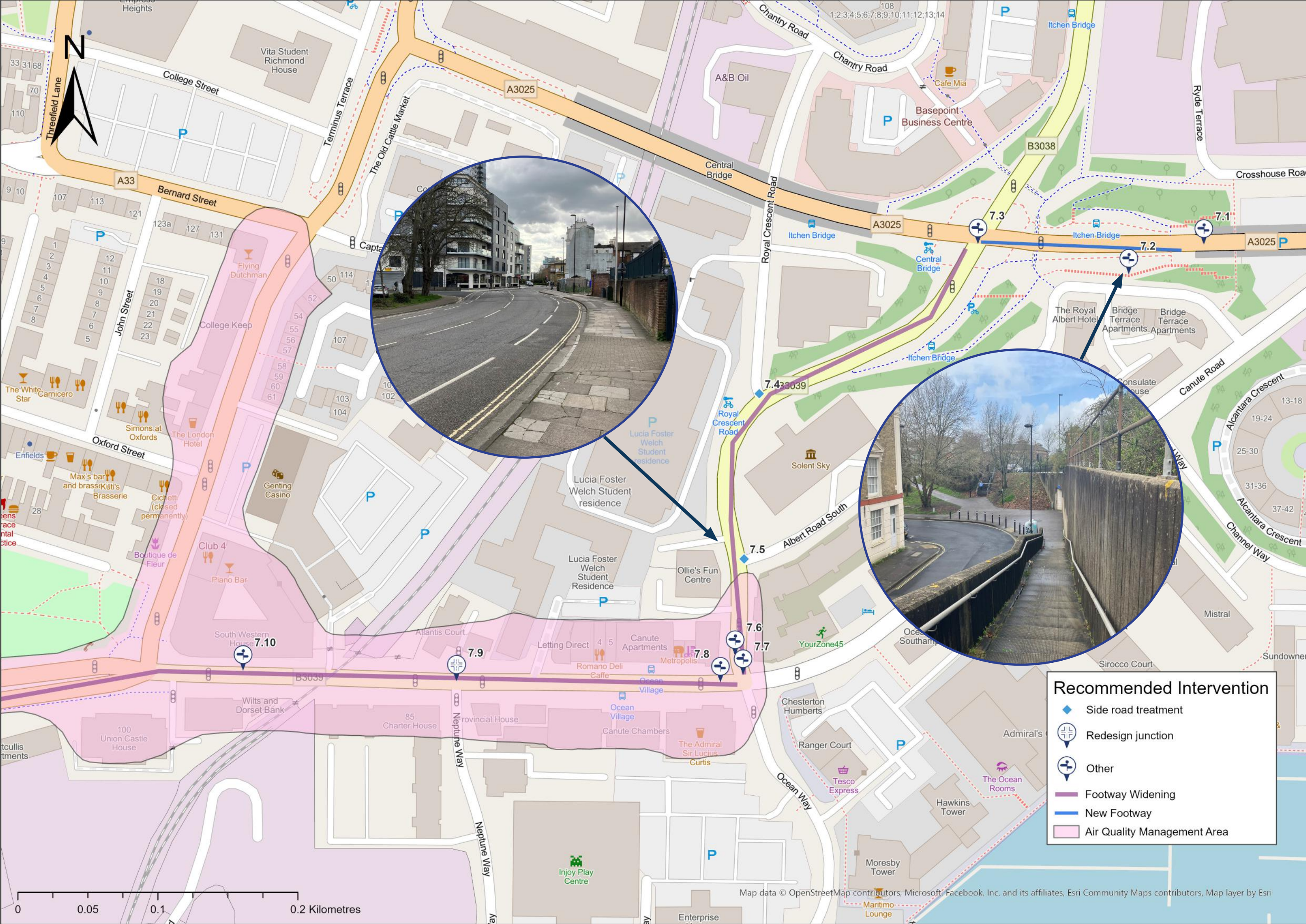


Figure 2.7 - Walking Route Audit Score by route segment

¹ Department for Transport (2021) Road Traffic Statistics. <https://roadtraffic.dft.gov.uk/manualcountpoints/38212>

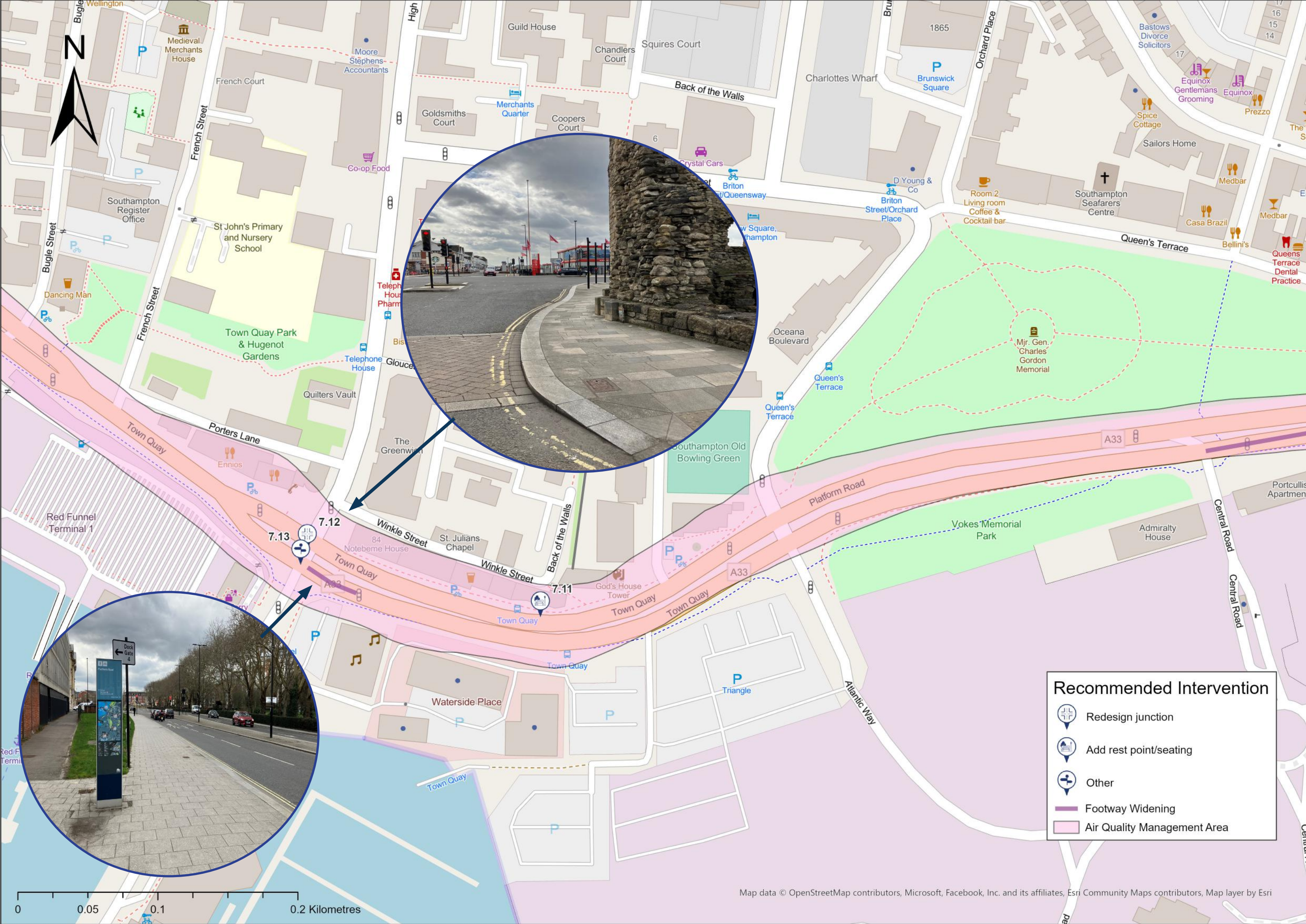
² See example of a successful trial in Manchester: <https://beeactive.tfgm.com/walking/side-road-zebras/>



Recommended Intervention

- Side road treatment
- Redesign junction
- Other
- Footway Widening
- New Footway
- Air Quality Management Area

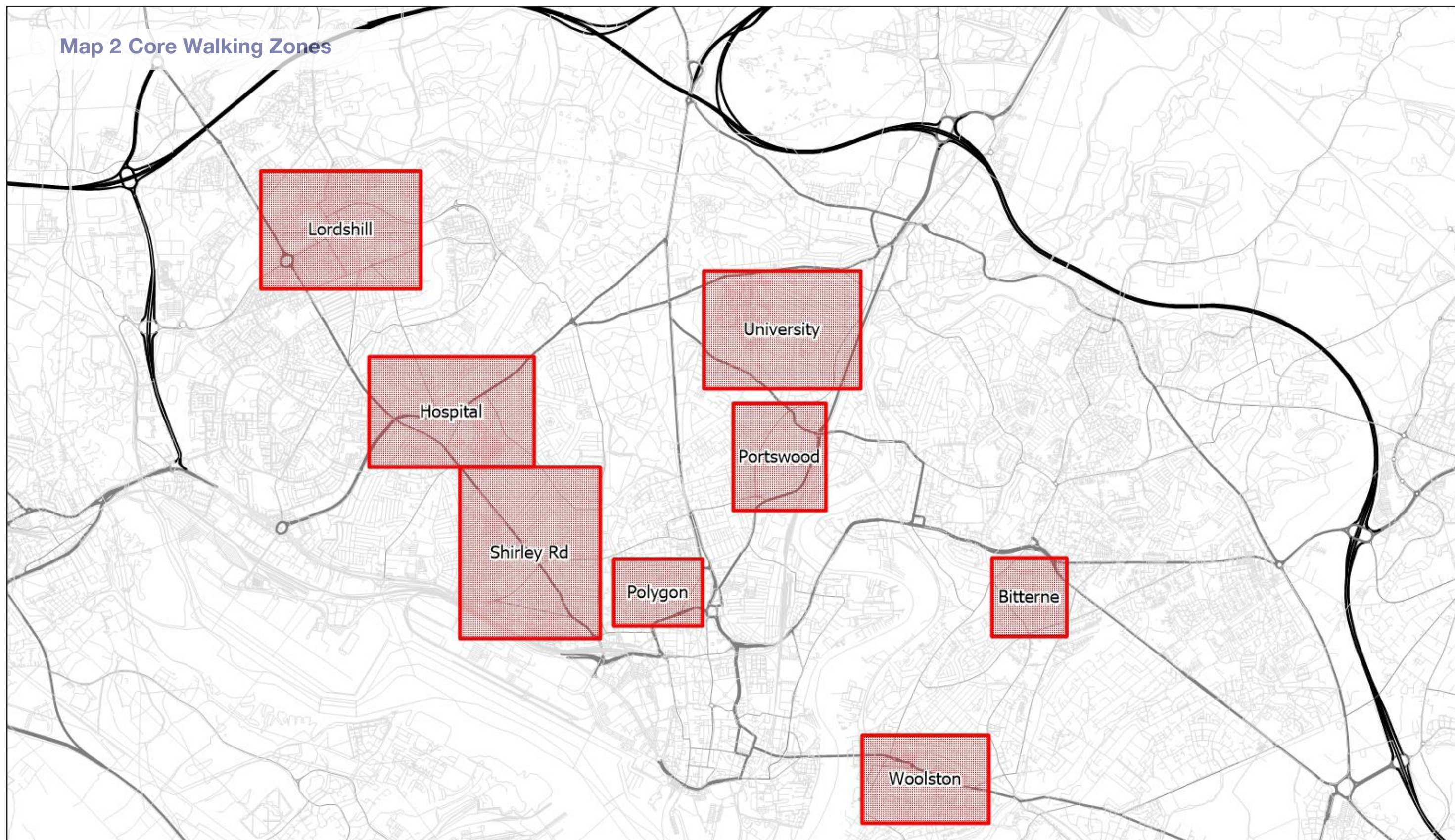
0 0.05 0.1 0.2 Kilometres



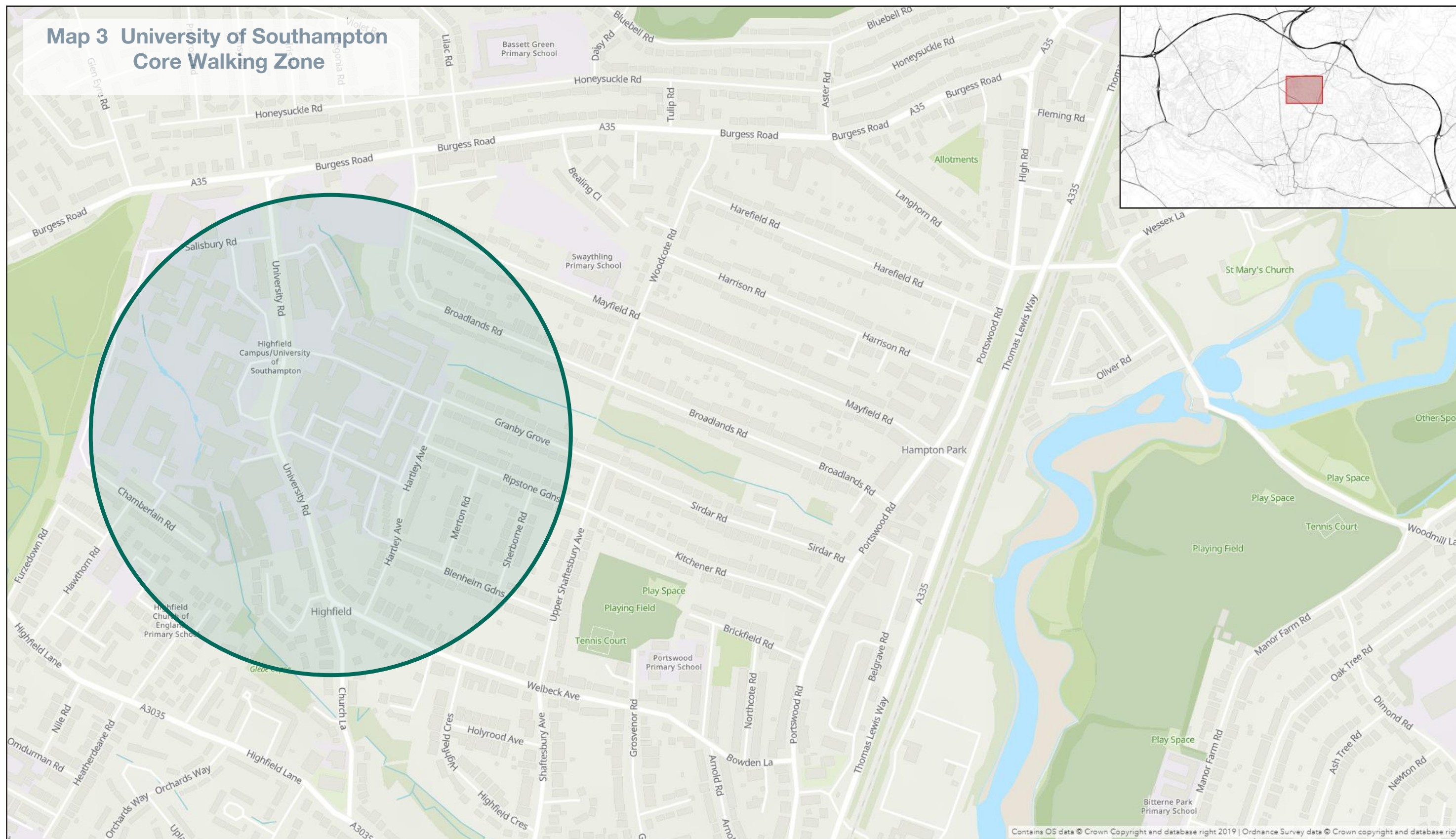
Audit Point	Location	Existing conditions and key issues	Recommended Interventions
7.1	Itchen Bridge	Route feels isolated on subway links to Albert Road and Crosshouse Road	Consider providing footway on south side of Itchen Bridge, up to the traffic signals, to allow for movement along the main road. This avoids the need to use the steps that link down to Albert Road subway.
7.2	near Itchen Bridge	Old guardrail on Itchen Bridge steps linking to Albert Road are rusting, and walls are fading in colour with extensive damp patches	Ensure bridge walls and guardrail are repainted as part of any future refurbishment programme.
7.3	Royal Crescent Road and Saltmarsh Road	Narrow footway on both sides of these roads	Dedicated space is needed along Royal Crescent Road and Saltmarsh Road for each sustainable mode. Feasibility study needed to explore options for reducing carriageway lane widths to provide wider footways along stepped cycle tracks.
7.4	Royal Crescent Road and Saltmarsh Road junction	Insufficient side road crossing	Consider installing continuous footway provisions over side road
7.5	Albert Road South and Royal Crescent Road junction	Insufficient side road crossing	Consider installing continuous footway provisions over side road
7.6	Royal Crescent Road	Patching from utility works along length of route	Ensure that highway resurfacing programmes include footway works
7.7	Canute Road and Ocean Way junction	Lack of wayfinding signs	Provide wayfinding signage along the length of the route, particularly at major junctions and links to other routes, such as at the Canute Road and Ocean Way junction
7.8	Canute Road	Narrow footway	A feasibility study is needed to explore options to reduce carriageway lane widths to provide wider footways alongside stepped cycle tracks, and other measures to reduce traffic speeds and subsequent noise
7.9	Canute Road and Neptune Way junction	Crossings partially deviate from desire lines at junction	Consider applying major junction improvements at Canute Road / Neptune Way junction to allow direct pedestrian crossings on all junction arms, as well as diagonal crossings to meet desire lines and reduce crossing times. Specifically, signalised crossing facilities are needed on the western junction arm.
7.10	Canute Road	Patching from utility works along length of route	Ensure that highway resurfacing programmes include footway works
7.11	Town Quay	Lack of bus stop facilities	Install seating and shelter on the Northern side bus stop on Platform Road
7.12	Town Quay and High Street junction	Crossings partially deviate from desire lines at junction	Consider junction upgrades to cater for pedestrian desire lines in all directions (including providing direct diagonal crossings) on major route to and from the city centre and ferry terminal
7.13	Town Quay and High Street junction	Narrow footway	Consider widening footways on approach to High Street and Town Quay junction

Core Walking Zones Audit

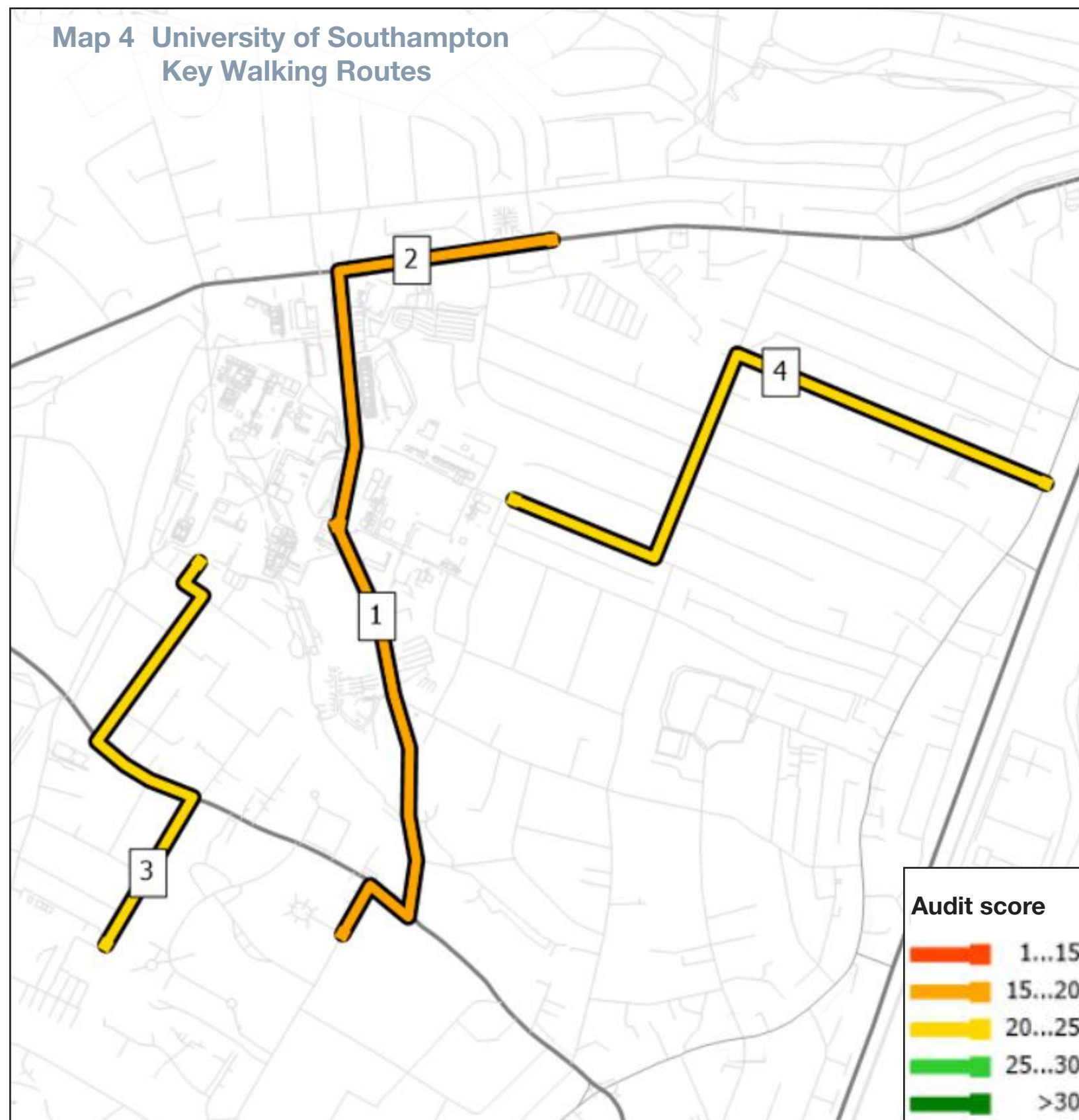
Map 2 Core Walking Zones



**Map 3 University of Southampton
Core Walking Zone**

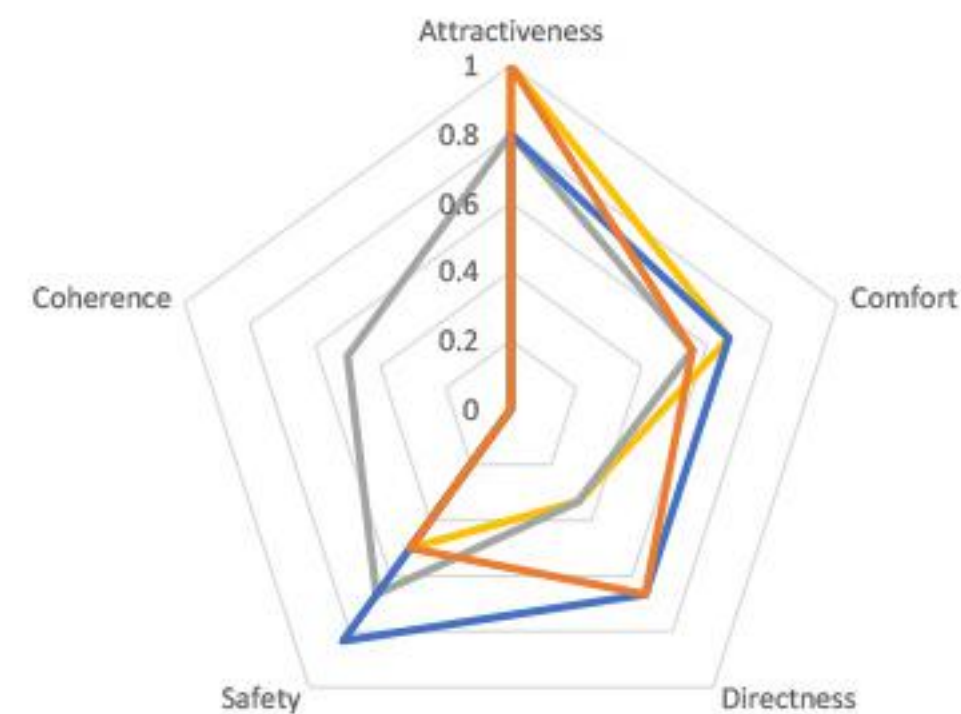


Map 4 University of Southampton
Key Walking Routes

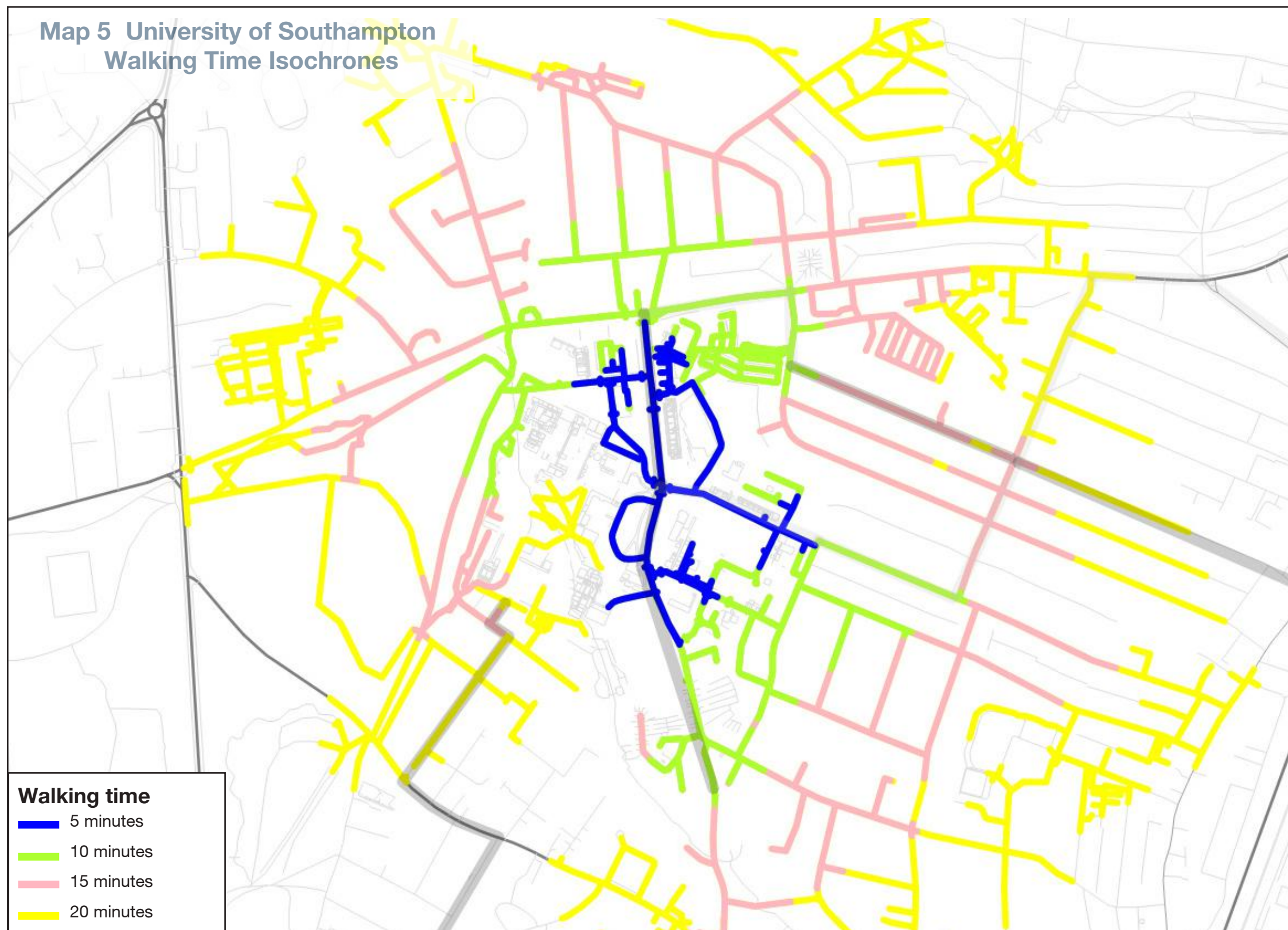


University of Southampton WRAT Scores

Route: 1 2 3 4



Map 5 University of Southampton
Walking Time Isochrones



University of Southampton

Existing conditions

University of Southampton Highfield Campus is located in northern Southampton at the north east corner of Southampton Common. The university's main facilities are located on this campus, including the Jubilee Sports Centre and the Students' Union.

The audit reviewed University Road through the centre of the campus. It also considered links into the campus from Mayfield Road, and links between Avenue Campus and Highfield campus via Heatherdene Road, Highfield Lane and Hawthorn Road.

The spider diagram depicts scores for each route segment based on the criteria of Attractiveness, Comfort, Directness, Safety and Coherence. All four routes well in attractiveness. A lack of dropped kerbs on Mayfield Road (3) and the route to Avenue Campus (4) contributed to their low scores for coherence.

Barriers to walking

- Side road crossings are not located on pedestrian desire lines.
- High vehicle speeds and volumes on Burgess Road and Highfield Lane.
- Narrow and uneven footways.

Area Wide Recommendations

- U.1 Install continuous footways on side road crossings where feasible.
- U.2 Eliminate footway parking.
- U.3 Consider a traffic calming programme/ low traffic neighbourhoods approach for the area to reduce vehicle speeds and volumes. Further study needed.

Walking Route Audit

1 University Road - Brookvale Road to Jubilee Sports Centre

Existing Conditions and Key Issues

- Medium traffic volumes and some vehicles speeding causing noise pollution.

- Staggered uncontrolled crossings at Church Lane / Highfield Lane junction, pedestrians likely to wait more than 10 seconds during peak times.
- High traffic volumes on Highfield Lane, with pedestrians unable to keep distance from traffic approaching junction with Church Lane.
- Numerous bollards on traffic calming build outs which appear cluttered.
- Plenty of trees and greenery in front gardens and some overhanging trees provide shade, but no trees or greenery in the public realm.
- Poor broken footway surfacing and footway widths less than 1.5m in places.
- Side road crossings deviate from desire line.

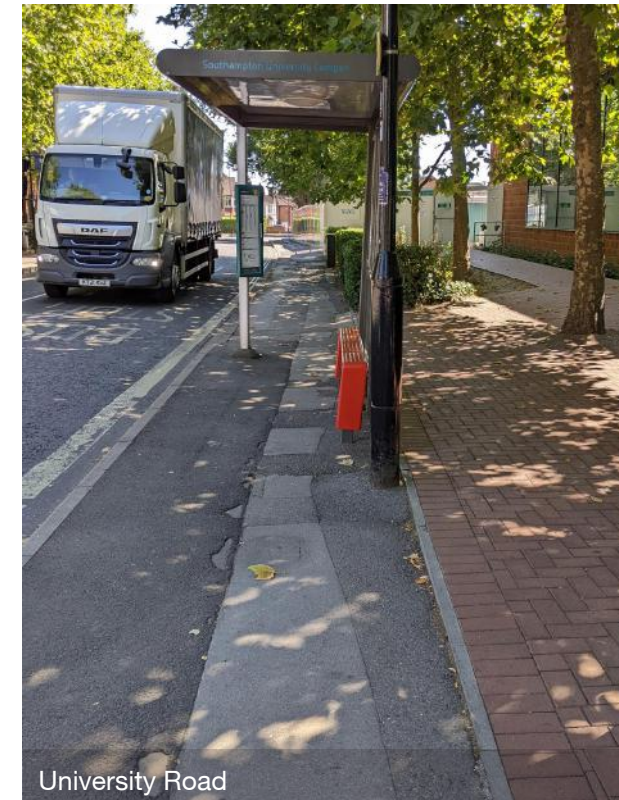
Recommended Interventions

- 1.1 Widen footway on eastern side of Church Lane near Church Lane/University Road junction and repair broken surfacing throughout.
- 1.2 Consider installing zebra crossings at Church Lane/Highfield Lane roundabout.
- 1.3 Create level surface between brick pavers and footway at the Jubilee Sports Centre bus stop to remove pinch point and allow for a wider area for walking and wheeling.
- 1.4 Add dropped kerb on eastern arm of Highfield Lane/Church Lane junction and re-align dropped kerb on western arm of junction.

2 University Road - Burgess Road to Jubilee Sports Centre

Existing Conditions and Key Issues

- Uneven paving slabs outside parade of shops on Burgess Road.
- High volumes of traffic on Burgess Road and no features between carriageway and footway to soften noise.
- Guardrailing and bollards around parade of shops on Burgess Road create visual clutter and restrict footway width.
- Shopfront parking overhanging footway on Burgess Road.



- Good coverage of trees on University land providing shade on Burgess Road and University Road.
- Delay on Burgess Road away from the signalised crossing points.

Recommended Interventions

- 2.1 Add shelter and seating at bus stop on Burgess Road.
- 2.2 Add dropped kerbs at western arm of Burgess Road/Violet Road junction.
- 2.3 Remove unnecessary guardrail and bollards on Burgess Road.
- 2.4 Enforce pavement parking restrictions on Burgess Road.

3 Avenue Campus to Highfield Campus

Existing Conditions and Key Issues

- High levels of traffic volumes and noise on Highfield Lane.
- Vehicle crossovers and utility works patching on Highfield Lane results in some uneven sections.
- Narrow carriageway (less than 1.5m) in places on Highfield Lane with minimal distance from high traffic flows.
- Instances of footway parking on Highfield Lane reducing usable width to less than 1m.
- All side road crossings partially divert from desire line and area set back from junctions.

Recommended Interventions

- 3.1 Add fully dropped kerbs and tactile paving at Heatherdene Road/Highfield Lane junction.
- 3.2 Investigate traffic calming measures on Highfield Lane.
- 3.3 Address footway defects on Highfield Lane. Ensure that there are no sections with level differences of 15mm or more.

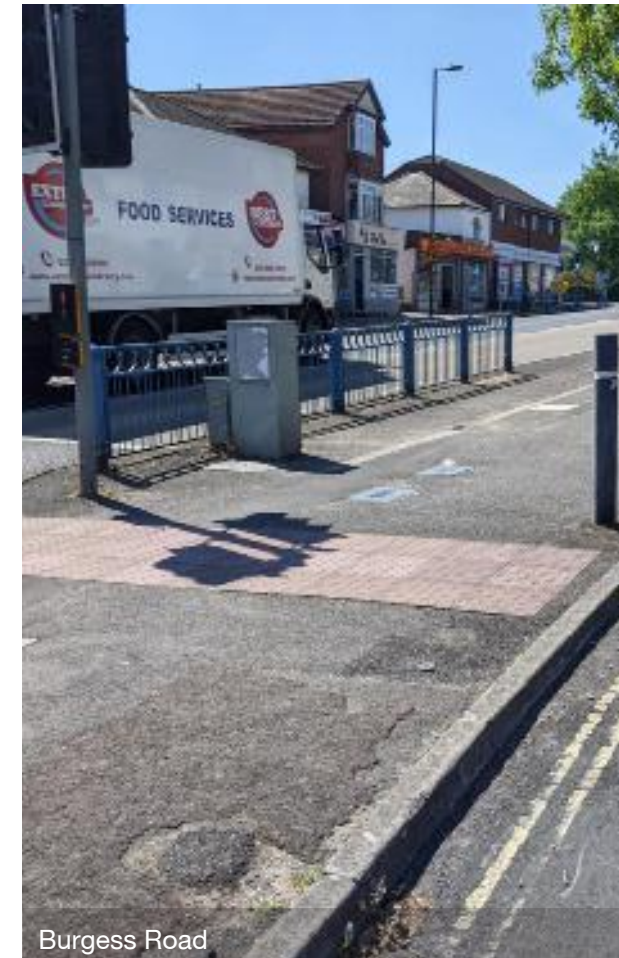
4 Mayfield Road to Highfield Campus

Existing Conditions and Key Issues

- Overgrown vegetation in cracks in uneven footway.
- Lack of active frontage on narrow unlit footpath connecting Broadlands Road to Granby Grove.
- Footway crossovers and utilities works patching results in uneven surface in places.
- Guardrailing on Broadlands Road entrance to footpath and no dropped kerbs, not accessible for wheelchair users.

Recommended Interventions

- 4.1 Add dropped kerbs at Mayfield Road/Woodcote Road junction.
- 4.2 Add dropped kerb crossing provision on Broadlands Road from Woodcote Road across to the footpath entrance leading to Granby Grove. Consider removing guardrailing at footpath entrance.
- 4.3 Address footway defects on Broadlands Road. Ensure that there are no sections with level differences of 15mm or more.



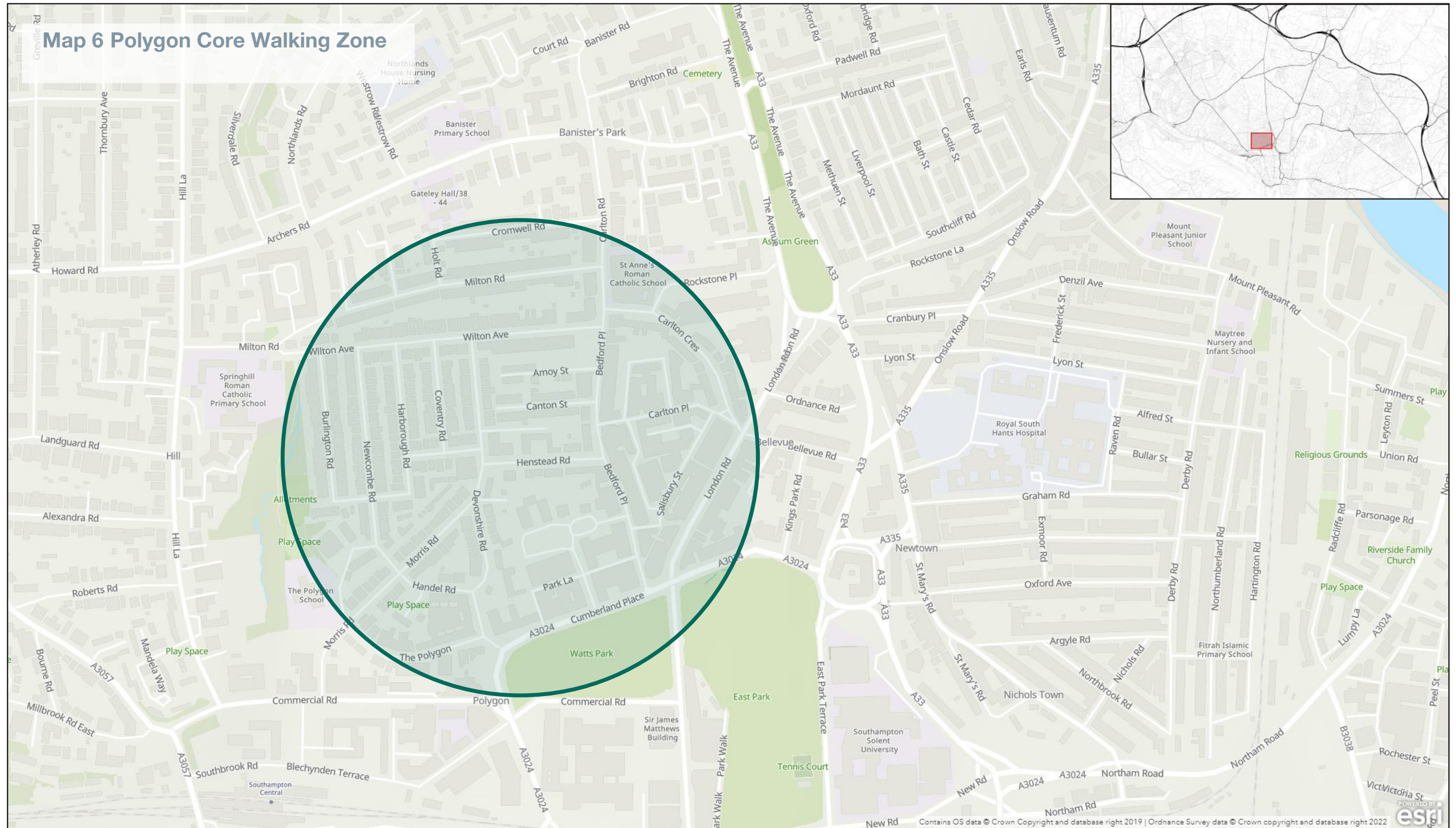
Burgess Road



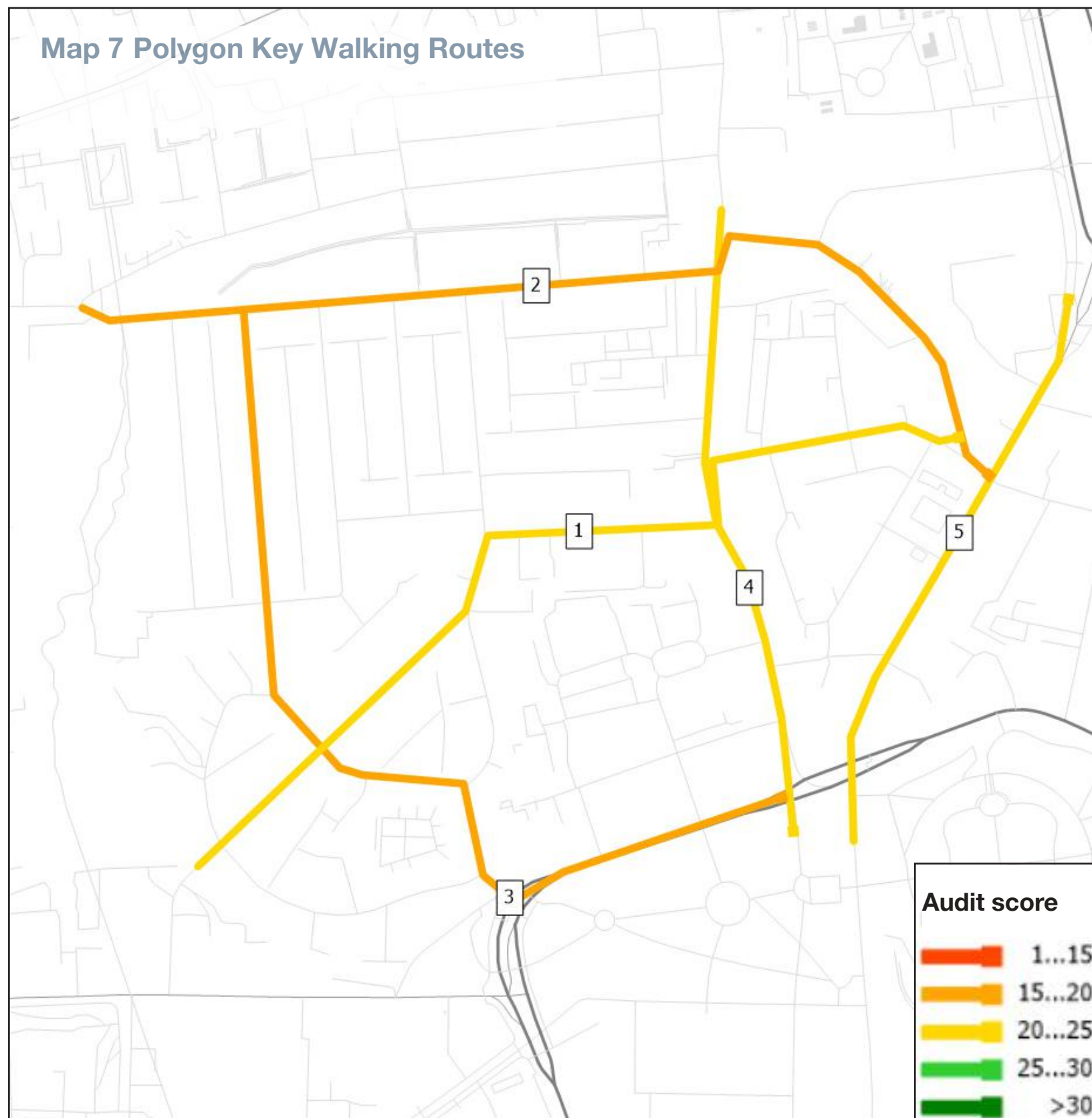
Mayfield Road



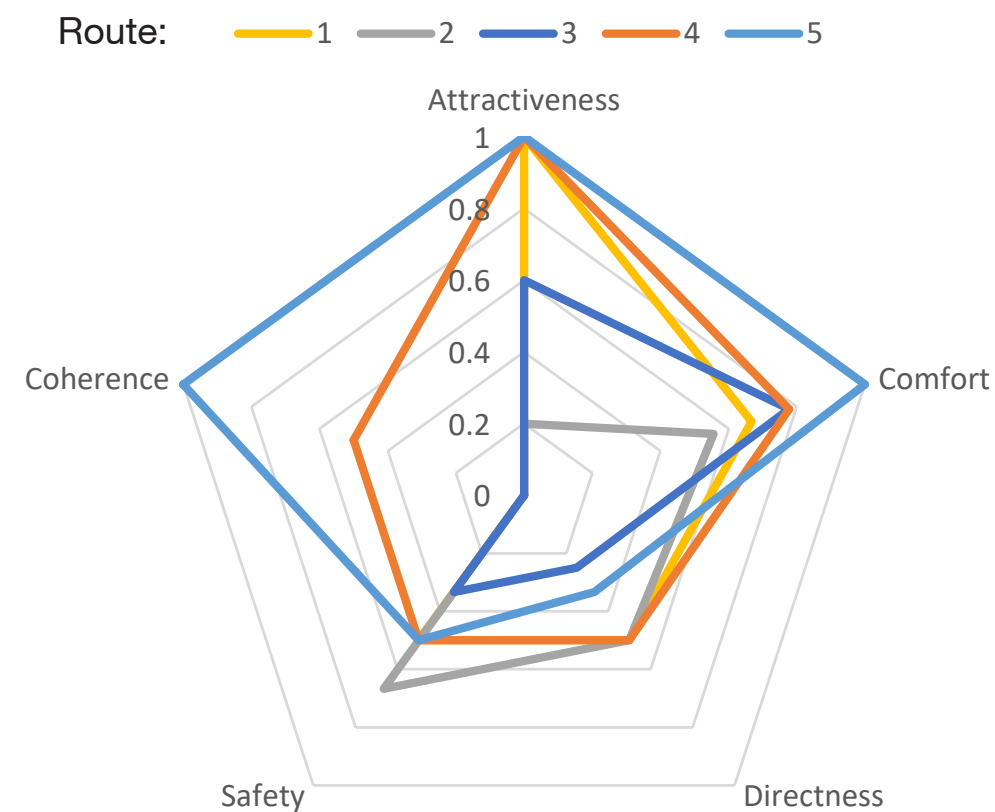
Burgess Road

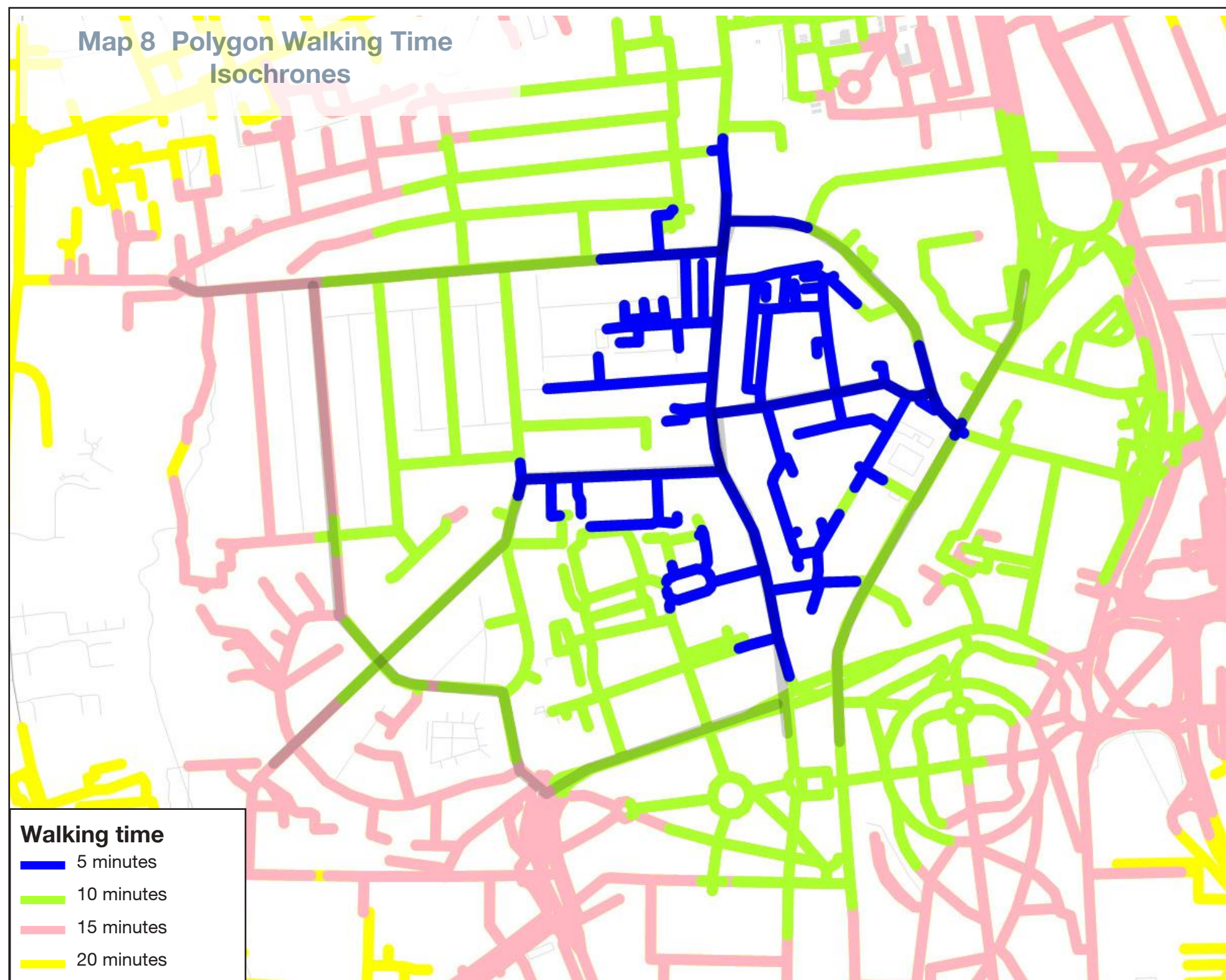


Map 7 Polygon Key Walking Routes



Polygon WRAT Scores





Polygon

Existing conditions

Polygon district centre is located in central Southampton north of Watts Park/East Park.

The spider diagram depicts scores for each route segment based on the criteria of Attractiveness, Comfort, Directness, Safety and Coherence. All routes in the area scored low in safety and directness.

Barriers to walking

- Side road crossings are not located on pedestrian desire lines.
- Lack of pedestrian priority at most side road crossings.
- High vehicle speeds and volumes.
- Narrow and uneven footways due to overgrown trees, wheelie bins and litter.

Area Wide Recommendations

- P.1 Install continuous footways on side road crossings where feasible.
- P.2 Eliminate footway parking.
- P.3 Consider a traffic calming programme/ low traffic neighbourhoods approach for the area to reduce vehicle speeds and volumes. Further study needed.

Walking Route Audit

1 Morris Road to Carlton Place

Existing Conditions and Key Issues

- Medium traffic volumes, at high speed at Morris Road / Handel Road & Devonshire Road junctions causing noise pollution.
- Multiple wheelie bins left on footway at Morris Road.
- No greening between Morris Road and Bedford Place. No trees in public realm providing shade.
- 1m pinch points in footway around bus stops .
- Instances of overhanging driveway parking along Morris Road.
- Temporary planters at Carlton Road/Bedford

Place junction and temporary tables and chairs along Carlton Place.

- 2 bus shelters with seating.
- Side road crossings deviate from desire line.
- One controlled crossing (ZEBRA) at Henstead Road Bedford Place junction. Lack of crossing points across Devonshire Road.

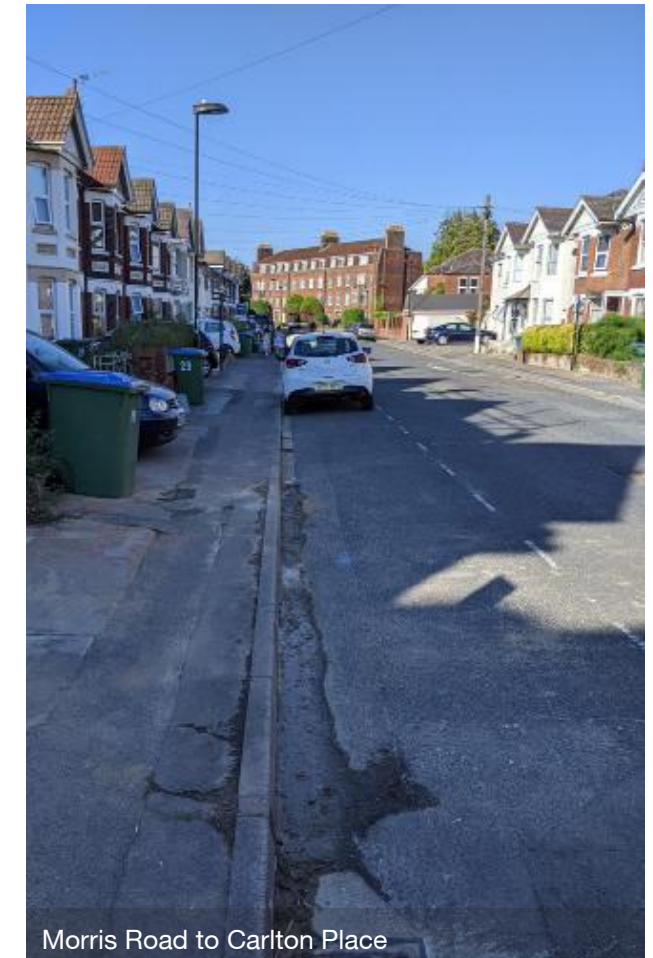
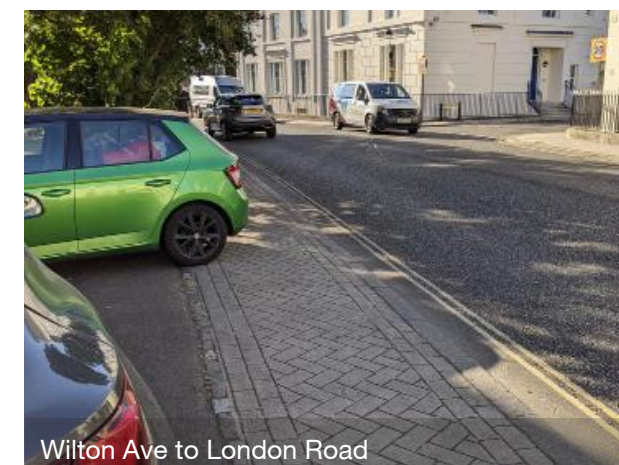
Recommended Interventions

- 1.1 Add dropped kerbs at Morris Road / Handel Road, Morris Road/Devonshire Road and Carlton Place / Winchester Street.
- 1.2 Improve crossing visibility at Handel Road and Devonshire Road junctions .
- 1.3 Address footway defects on Morris Road. Ensure that there are no sections with level differences of 15mm or more.
- 1.4 Add crossing points across Devonshire Road linking Morris Road and Henstead Road.
- 1.5 Investigate traffic calming at Morris Road / Handel Road & Devonshire Road junctions.

2 Wilton Avenue to London Road

Existing Conditions and Key Issues

- Wheelie bins left on footway, many overflowing with litter spread across footway and carriageway.
- Broken glass on footway.
- Dips, uneven patching and trenching around drainage gullies and tree roots.
- Narrow pinch points of 1m in places, particularly around trees along Wilton Avenue and along Carlton Crescent.
- Slight deviation from desire line on side roads, e.g. Rockstone Place.
- No pedestrian priority at side roads, some fast vehicle turning movements.
- Medium volumes of traffic result in minor delays for pedestrians crossing informally.
- Footway in very close proximity to high speed downhill traffic on north side of Wilton Avenue, with speeds of 30-35mph downhill on Wilton Avenue after junction with Milton Road / The Dell.



Recommended Interventions

- 2.1 Add dropped kerbs at Newcombe Road & Coventry Junctions, and at car wash access.
- 2.2 Add tactiles at Haroborough Road & Devonshire Road.
- 2.3 Install continuous footways on side road crossings where feasible.

3 Newcombe Road to Cumberland Place

Existing Conditions and Key Issues

- Wheelie bins left on footway, many overflowing with litter spread across footway and carriageway.
- Medium traffic flows some at high speed creating noise.
- Poor visibility and lack of crossing provision at Morris Road junction.

Recommended Interventions

- 3.1 Add crossing provision at Morris Road junction.
- 3.2 Add dropped kerbs at junctions with Wilton Avenue, Sandhurst Road, Handel Terrace, and Morris Road.
- 3.3 Repair level difference around tree roots adjacent No.1 Newcombe Road and investigate widening footway in this location.
- 3.4 Re-align side road crossing points to pedestrian desire lines at Handel Road / Devonshire Road Junction and Handel Road / Morris Road.

4 Bedford Place - St Annes School to Watts Park

Existing Conditions and Key Issues

- Medium traffic flows, some at high speed creating noise.
- High levels of pedestrian activity.
- Planters outside cafes on Bedford Place and Carlton Place junction.
- 1.5m wide footway in places, high

pedestrian flows means that pedestrians must step into carriageway to pass each other.

- Less than 2m width on staggered island crossing Cumberland place into Watts Park.
- Some instances of delivery vehicles half parked on footway.
- Delay to crossing at Carlton Crescent and Wilton Avenue junction due to high amount of vehicle turning movements.
- Crossing time only 6 seconds at Cumberland Place.
- High traffic volumes at Wilton Avenue / Carlton Crescent junctions with conflicting turning movements not giving way to pedestrians crossing.

Recommended Interventions

- 4.1 Investigate increasing pedestrian crossing time at Cumberland Place.
- 4.2 Add dropped kerbs at Grosvenor Square & and Henstead Road.

5 Law Courts to Cenotaph

Existing Conditions and Key Issues

- Medium traffic flows some at high speed creating noise.
- Planters outside cafes on London Road.
- High levels of pedestrian activity.
- Delay at Carlton Crescent / Bellvue junction due to high amount of vehicle turning movements.
- Staggered crossing of Cumberland Place junction, long wait.
- Only 6 seconds to cross each staggered section of Cumberland Place.
- High volume at Bellvue Road / Carlton Crescent junctions with conflicting turning movements not giving way to pedestrians crossing.

Recommended Interventions

- 5.1 Investigate adding crossing on western arm of Cumberland Place junction.
- 5.2 Add seating at southbound bus stop.



Carlton Crescent



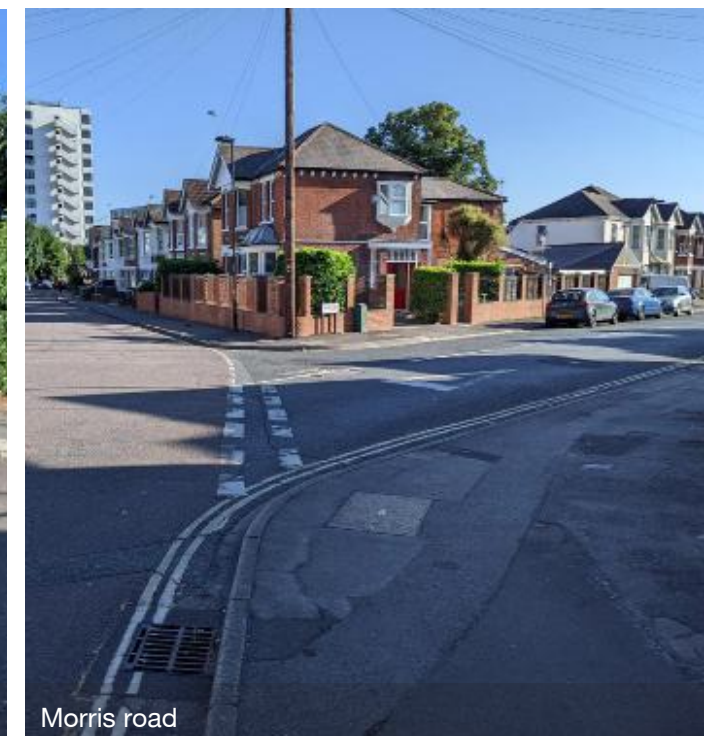
Newcombe Road



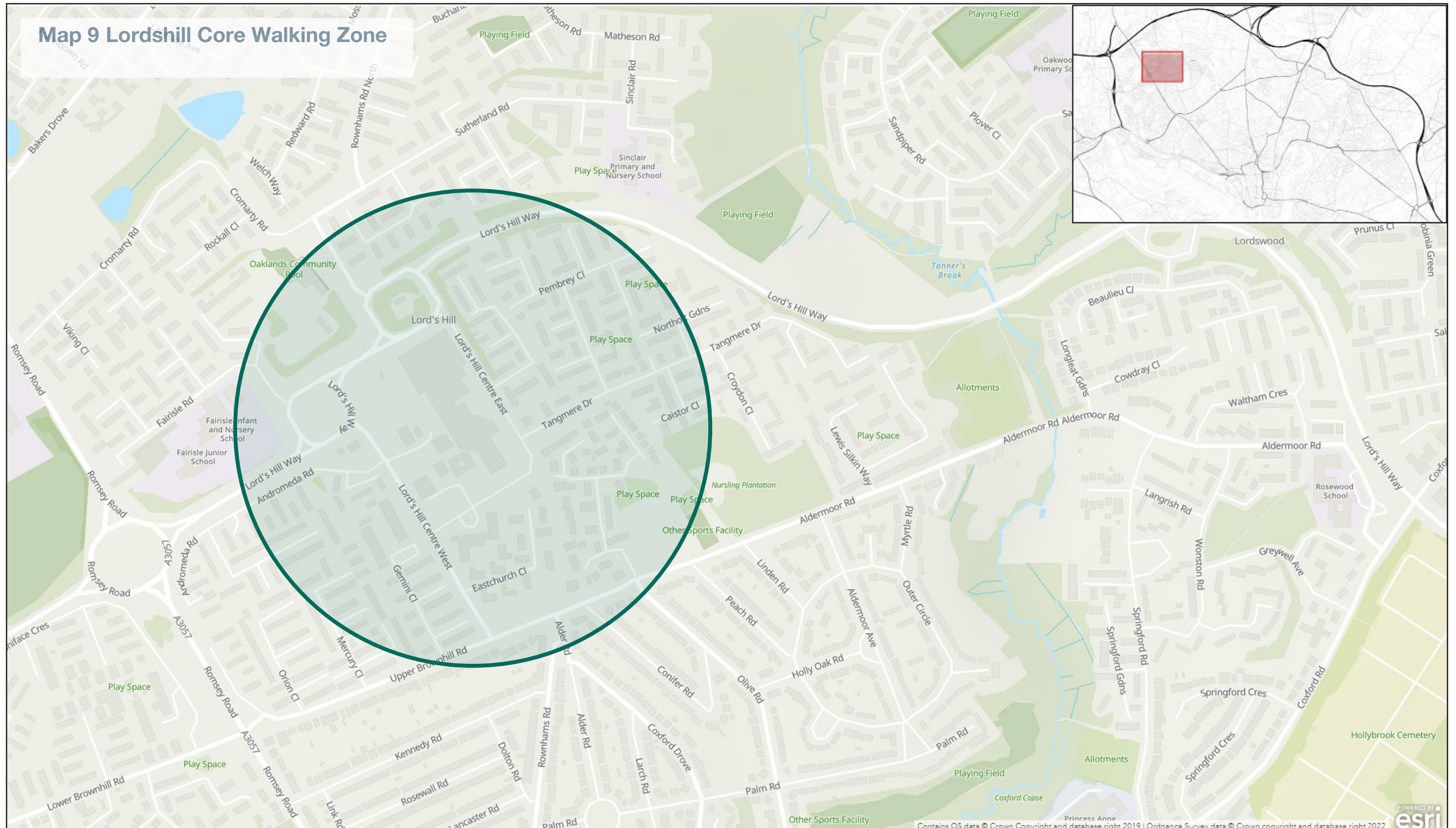
Henstead Road

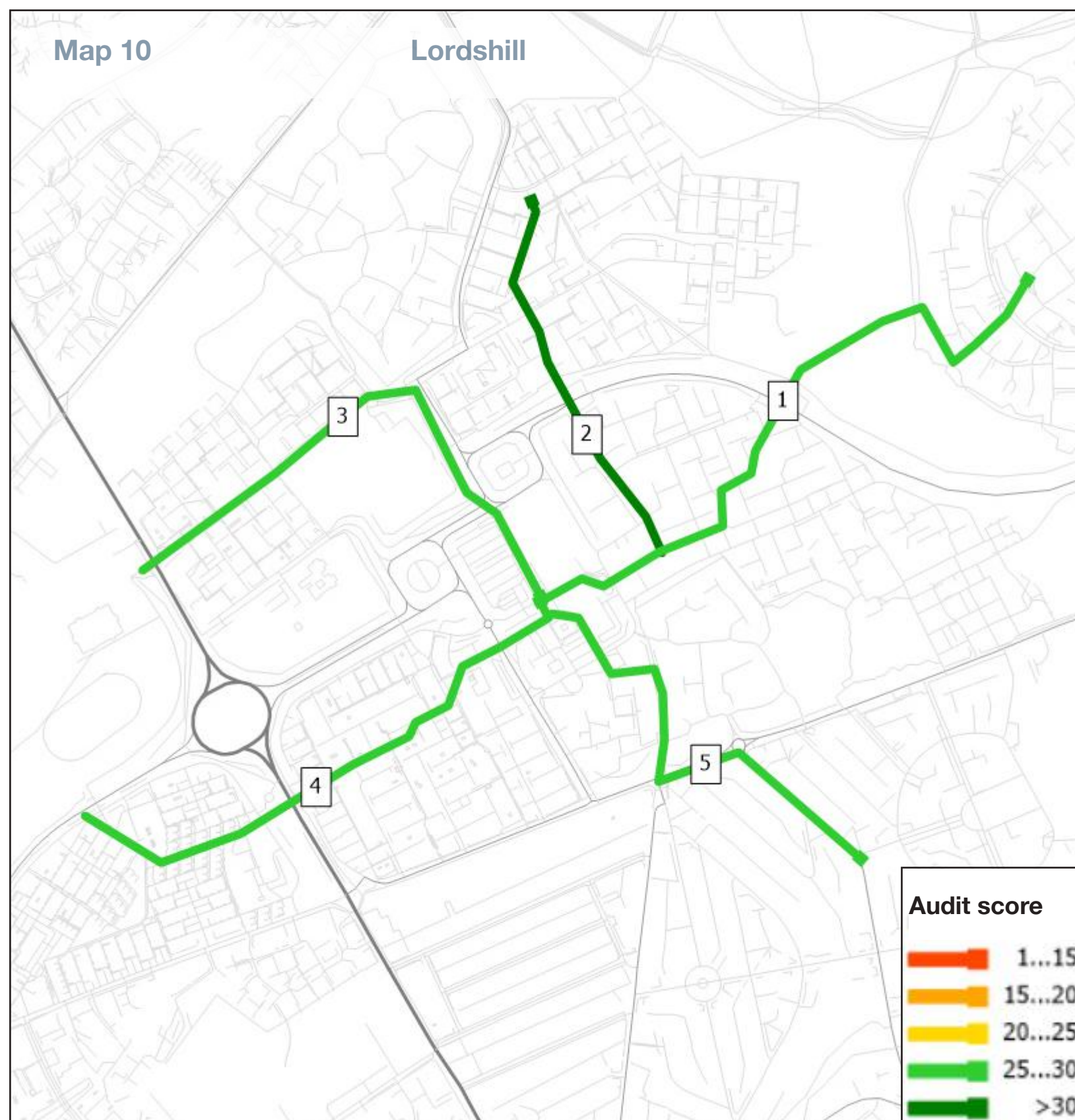


Morris Road



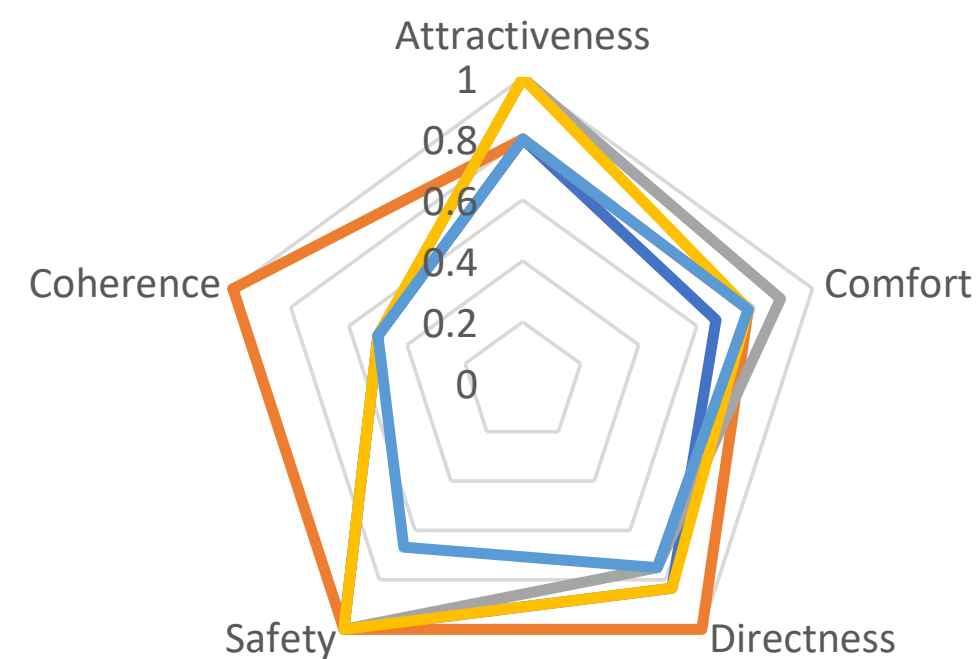
Morris road





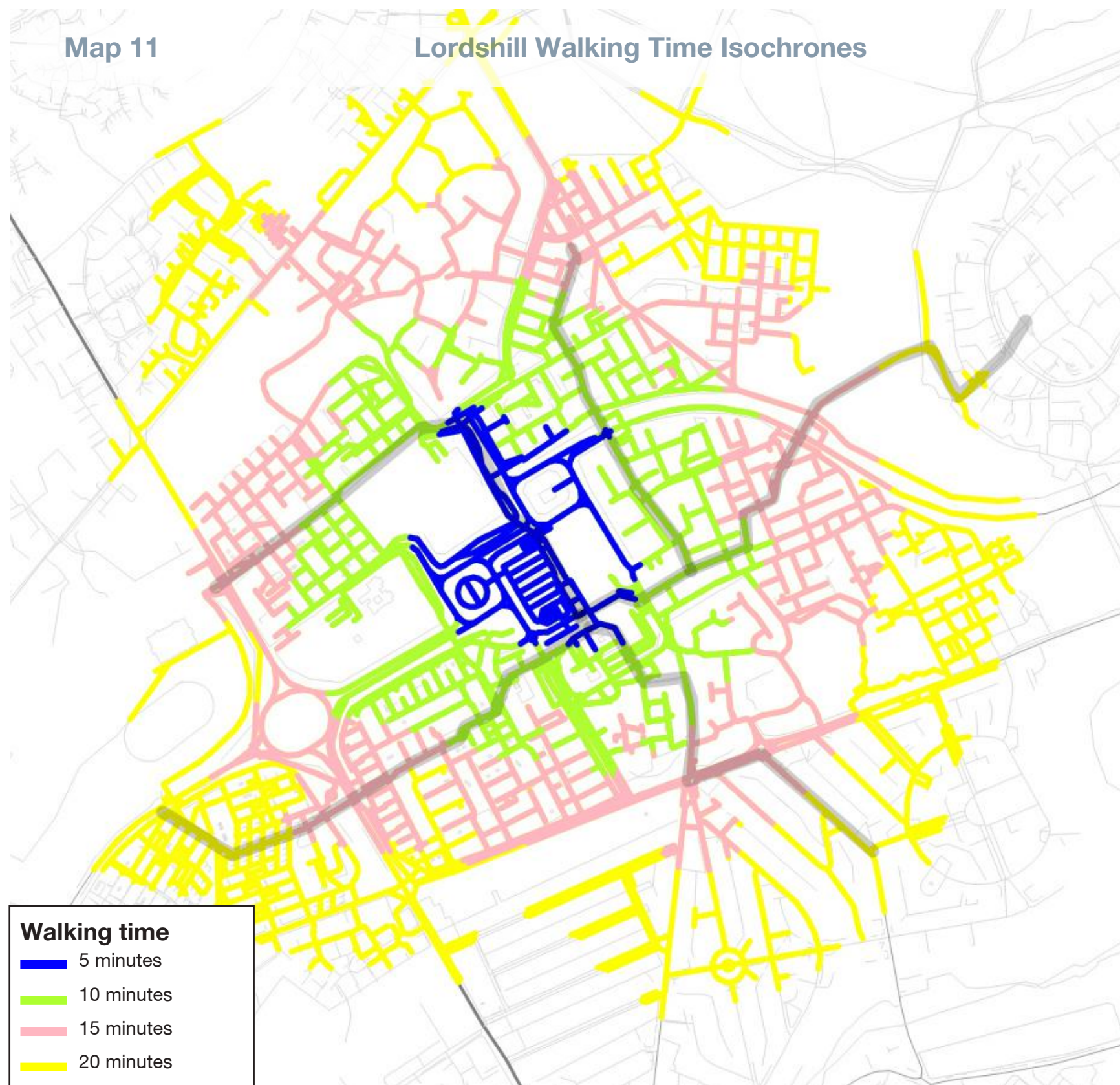
Lordshill WRAT Scores

Route: 1 2 3 4 5



Map 11

Lordshill Walking Time Isochrones



Lordshill

Existing conditions

Lordshill is a district centre located in northwest Southampton. It is a popular shopping destination. Amenities include Sainsbury's, Lordshill Library and many local shops and businesses.

The audit reviewed five routes into the district centre from the surrounding residential areas.

The spider diagram depicts scores for each route segment based on the criteria of Attractiveness, Comfort, Directness, Safety and Coherence. Whilst it appears that most walking routes scored well overall, this is likely due to the prevalence of pedestrian subways in the area, providing traffic free routes. What may not be fully captured by the audit scores is the lack of attractiveness and challenges posed by subways to users in wheelchairs or concerns about safety and natural surveillance.

Barriers to walking

- Litter and overgrown vegetation causing cracks in footway surface. Some drainage issues mainly near subway network.
- Graffiti and broken glass in subway crossings.
- Steep gradients either side of subway.
- Guardrailing on approach to subways.
- Motorcycle / Pedal Cycle speed barriers either side of subway under Lordshill Way causes obstruction for wheelchair users/ cycles / mobility scooters.

Area Wide Recommendations

- L.1 Lots of grassed verges along route. Opportunity to provide more placemaking interventions along these areas, such as seating, play trails, etc.
- L.2 Barriers are present at all subways. There is a known issue with motorcycle used in this Ward. From a transport perspective we are keen to reduce/remove barriers, but this is likely to be opposed. When new barriers are requested, we are recommended staggered features rather than barriers.

Potential interventions include traffic boulders, seating, bins trees and other planting, etc.

- L.3 Investigate opportunities to improve cleanliness of subways, including murals and upgraded lighting where not LED.
- L.4 Add pedestrian and cycle signing.

Walking Route Audit

1 Oakwood to Sainsbury's

Existing Conditions and Key Issues

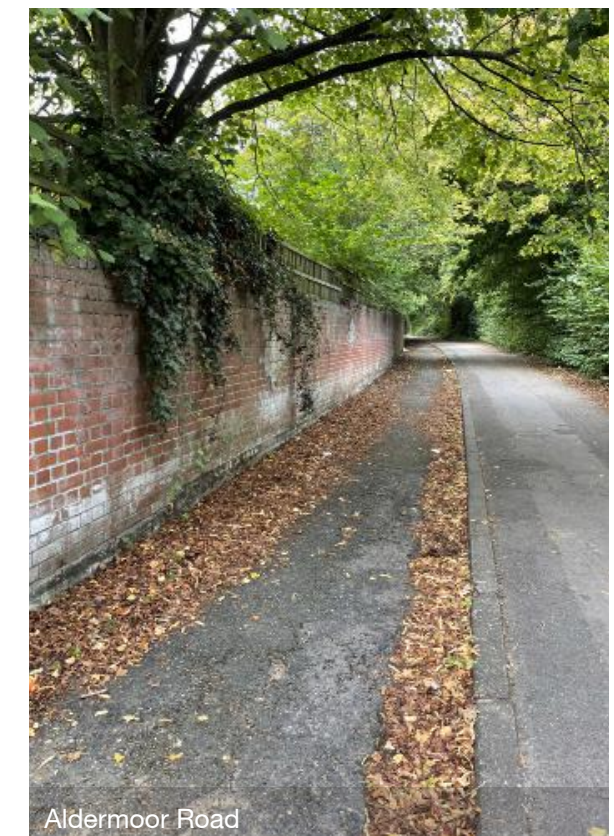
- Lots of grassed verges along route.
- Crossings of main roads via subways, providing quiet route away from main roads.
- Steep gradients either side of subways.
- Guardrailing prevalent near subways.
- Motorcycle / Pedal Cycle speed barriers either side of subway under Lordshill Way causes obstruction for wheelchair users/ cycles / mobility scooters.
- No shelter or seating on the route.

Recommended Interventions

- 1.1 Remove or re-design Motorcycle / Pedal Cycle speed barriers either side of subway under Lordshill Way to make accessible for all users.

2 Buchanan Road to Sainsbury's

- Litter and overgrown vegetation causing cracks in footway surface.
- Graffiti in subway crossings, narrow footway north of subway
- Guardrailing near subways (at pedestrian/cycle network junction between Dunbar Close and Menzies Close)
- Crossings of main roads via subways.
- Steep gradients either side of subway.
- Guardrailing on approach to subways.
- Ramps are also provided where there is stepped access



Recommended Interventions

- 2.1 Repair minor footway defects to the south of 6 Menzies Close

3 Rownhams Road to Sainsbury's

- Litter and overgrown vegetation causing cracks in footway surface. Some drainage issues mainly near subway network.
- Graffiti and broken glass in subway crossings.
- Quiet route away from main roads.
- Lots of grassed verges along route.
- Footways are largely paved with some minor defects noted.
- Crossings of main roads via subways.
- Steep gradients either side of subway.
- Shelters and seating around periphery of district centre and not on connecting routes.
- Footway network is fantastic, but the pedestrian and cycle routes are separate by a large green near Lordshill Community Centre.

Recommended Interventions

- 3.1 If there was funding available, the network could be upgraded to tarmac. Cycle facility could also benefit from resurfacing to create a more attractive route.
- 3.2 Near Lordshill Community Centre, the pedestrian route could be moved parallel to the cycle facility as pedestrians are currently using the cycle facility as more direct. Would also need to provide an east-west path to bus stop.
- 3.3. Improve entrance/exit to Oakwood Leisure Centre and Lordshill Community Centre.

4 Alderney Close to Sainsbury's

- Graffiti in subway crossings.
- Lots of grassed verges along route. Opportunity to provide more placemaking interventions along these areas, such as seating, play trails, etc.
- Footways are largely paved with some minor defects noted. If there was funding available, the network could be upgraded to tarmac. Cycle

facility could also benefit from resurfacing to create a more attractive route.

- Gradients on entry/exit to subways.
- This area has a very good and connected network of walking and cycling routes, but they need to be upgraded and to support activation of spaces.
- Subways are provided where the network meets the road.
- Tactiles are missing from a few locations where the adjoining walking and cycling route connect into the core network.
- There is a lack of pedestrian signing along the route. Cycle signing is being progressed.

Recommended Interventions

- 4.1 Some un/under used spaces that could be improved e.g. South of Saturn Close
- 4.2 Lighting under Boniface Crescent needs replacing
- 4.3 Add pedestrian signing along the route. Cycle signing is being progressed.

5 Olive Road to Sainsbury's

- Major littering and flytipping along walking and cycling route north of Rownhams Road and south of Lords Hill Centre East.
- Lighting levels may be impacted by vegetation
- Footways are largely paved with some minor defects noted.
- Aldermoor Road (northern footway) and Lords Hill Centre East are less than 1.5m to 2m wide

Recommended Interventions

- 5.1 Some under used spaces that could be improved e.g. South of Saturn Close.
- 5.2 If there was funding available, the network could be upgraded to tarmac. Cycle facility could also benefit from resurfacing to create a more attractive route.
- 5.3 Add push-button facilities at Aldermoor Road crossing.
- 5.4 Tactiles on eastern arm of Aldermoor Road / Olive Road Rbt need to be improved.



Looking North Towards Rownhams

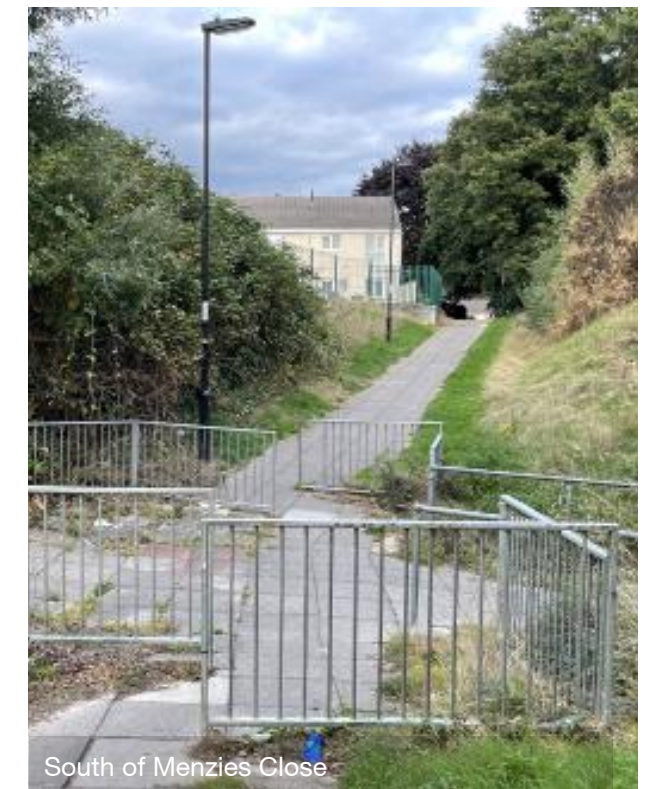


260.2.1

Community Centre path

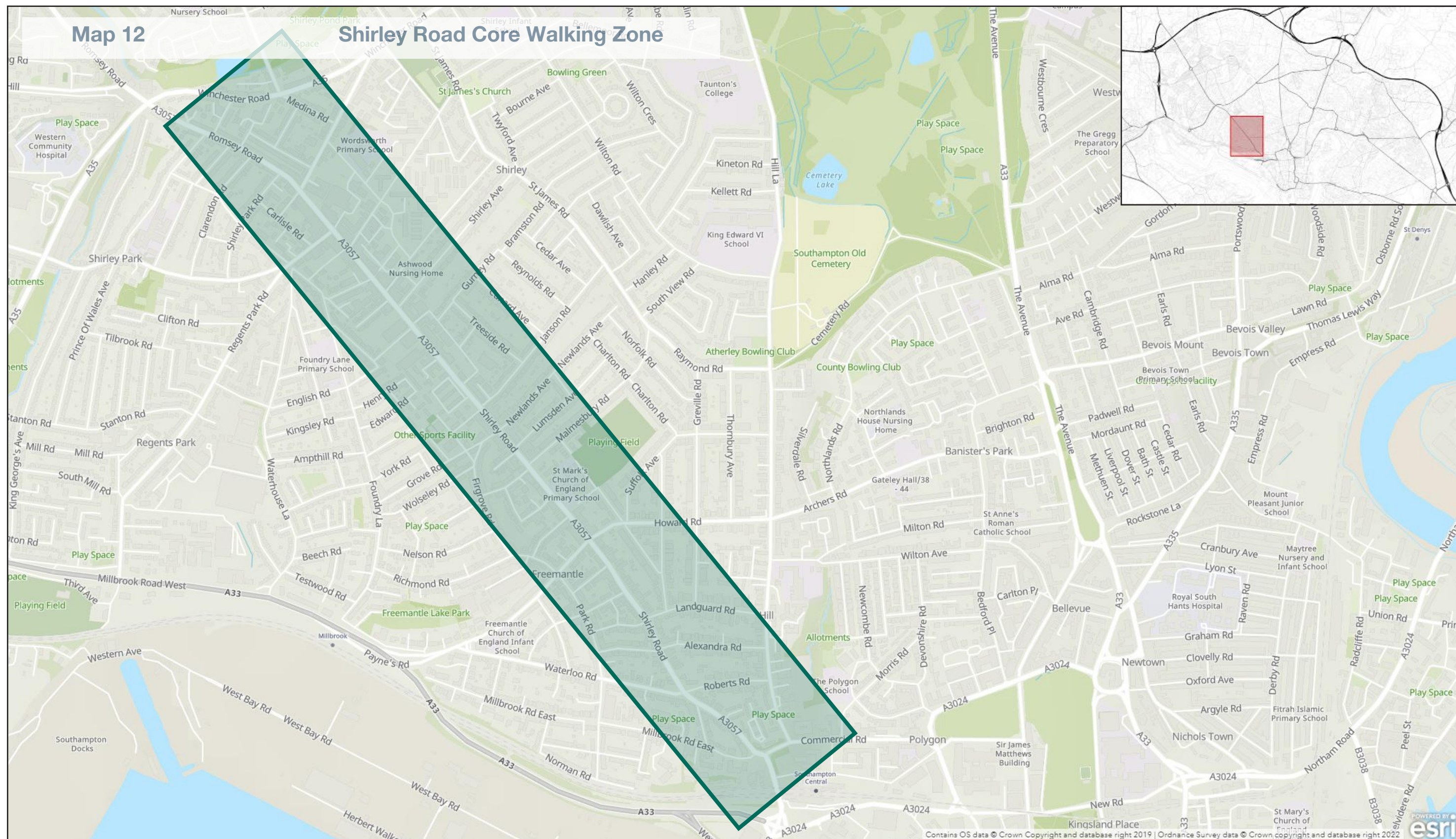


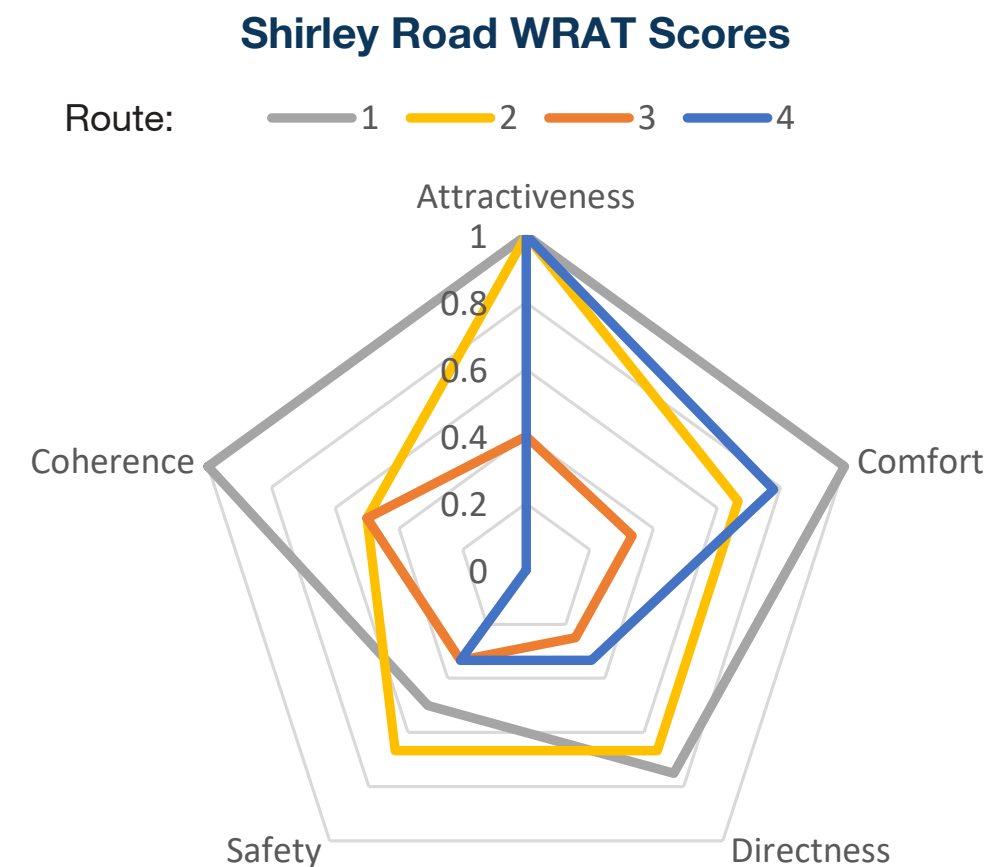
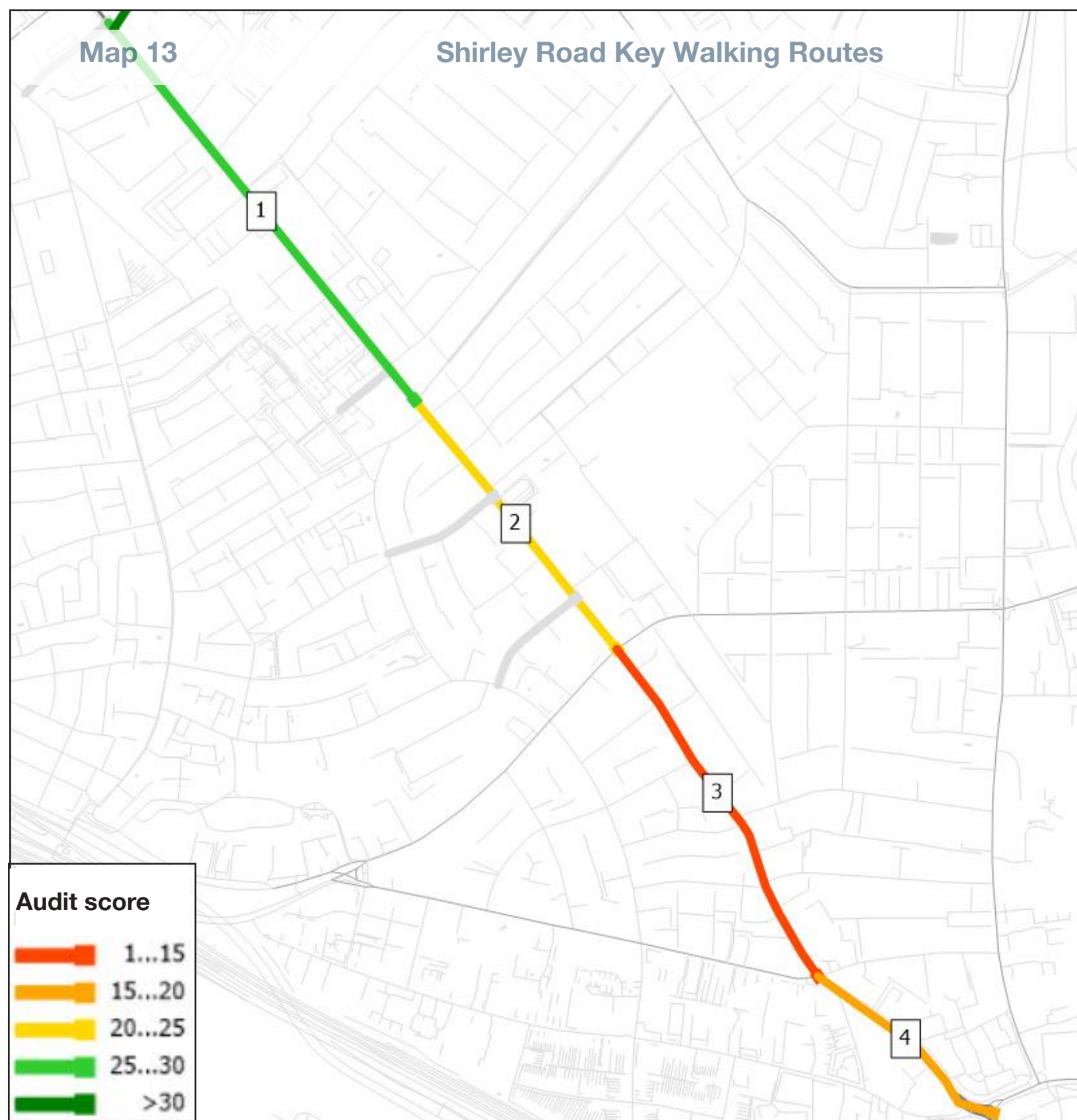
South of Alderney Close



South of Menzies Close

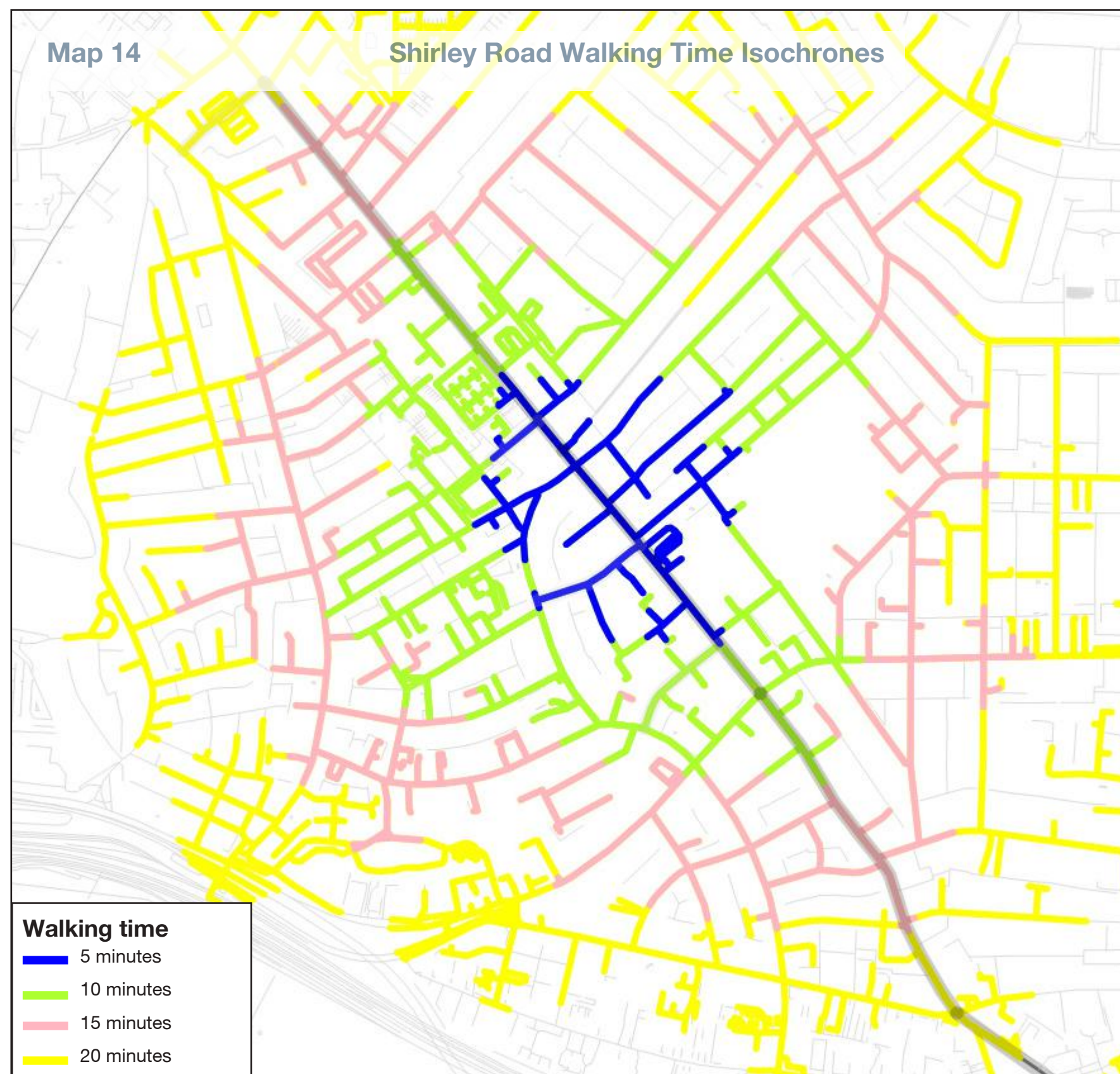
Shirley Road





Map 14

Shirley Road Walking Time Isochrones



Shirley Road

Existing conditions

Shirley Road is a district centre located in northwest Southampton. It is a popular shopping destination located between the hospital and the city centre. Amenities include Sainsbury's, St Mark's School, and many local shops and businesses.

The audit reviewed Shirley Road from Marlborough Road to the Central Station Bridge.

The spider diagram depicts scores for each route segment based on the criteria of Attractiveness, Comfort, Directness, Safety and Coherence. Segment 1, northern Shirley Road, scored well in all metrics except Safety. High speeds, narrow footways and footway parking on Segment 3 contributed to its low overall score.

Barriers to walking

- High traffic speeds and volumes throughout the corridor.
- Lack of pedestrian priority at most side road crossings.
- Frequent obstructions due to footway parking and parking in business forecourts

Area Wide Recommendations

- S.1 20mph is being considered and could improve noise and pollution levels to making the route less attractive to through traffic.
- S.2 Increase amount of greening along corridor.
- S.3 Consider footway parking policy and physical measures where needed.
- S.4 Install continuous footways on side road crossings where feasible.
- S.5 Install wayfinding to key destinations.

Walking Route Audit

1 Shirley Road - Marlborough Road to Malmesbury Road

Existing Conditions and Key Issues

- Busy corridor with a mixture of vehicle types.
- Footways designated as public highway are well maintained.
- Some damage to bins and bollards.
- Footway is greater than 2m when private land is taken into consideration, but is public highway is between 1.5m and 2m.
- Shelters with seating along corridor.
- Loading and unloading taking place on the footway.
- Footway parking is an issue along most of Shirley Road.
- Businesses are driving over the footway to park on private land.

Recommended Interventions

- 1.1 Review widths of pedestrian refuge islands to make sure they are to standard.

2 Shirley Road - Malmesbury Road to Howards Road/Paynes Road

- Surface is generally well maintained but some evidence of ponding and scarring from utility works.
- Shelters and seating present, except in locations where footway is narrow on outbound footway.
- Improved crossings have recently been installed near Cawte Road and Dyer Road on Shirley Road.
- A continuous crossing is also planned at Malmesbury Rd junction.
- Evidence of informal diagonal crossings movements at Shirley Road/Howard Road junction that is not currently catered for.
- Traffic volumes are fairly high.
- Tactiles missing from Park Road junction.



Shirley Road - place for people to rest



Shirley Road - loading on footway



Shirley Road - good visibility at crossing

Recommended Interventions

- 2.1 Aspiration to upgrade Shirley Road/Howard Road junction to diagonal crossing to support expansion of St Mark's School.
- 2.2 Install tactile paving at Park Road junction.
- 2.3 Review widths of pedestrian refuge islands to make sure they are to standard.

3 Shirley Road - Paynes Road/Howard Road to Waterloo Road/Roberts Road

Existing Conditions and Key Issues

- Poor surface in places.
- Dips, uneven patching and trenching around drainage gullies.
- Graffiti on bus stop.
- Narrow pinch points of 1m in places, particularly around bus stop shelters.
- Shopfront parking overhanging footway in several locations. Short stay parking outside shops halfway on footway.
- Slight deviation from pedestrian desire line on side roads.
- There are two refuge islands between Roberts Rd and Landguard Road, but none between Landguard and Howards Road. High volumes and speed of traffic means long delays crossing.
- Howard Road Junction - two stages to make diagonal crossing, long wait time for green man, which is 6 seconds only.
- Broken damaged tactiles at various side road crossings.

Recommended Interventions

- 3.1 Investigate feasibility of upgrading uncontrolled refuge island crossings to controlled crossings.
- 3.2 Review widths of pedestrian refuge islands to make sure they are to standard.
- 3.3 Consider footway widening near bus stops, and/or reconfigure shelter layout to create wider footways.
- 3.4 Reconfigure signal timing at Howard

Road junction to decrease wait times and increase green man time.

- 53.5 Replace or repair damaged tactiles at side road crossings

4 Shirley Road - Roberts Road/Waterloo Road to Station Bridge Road

Existing Conditions and Key Issues

- High traffic volumes and noise creates uncomfortable pedestrian environment.
- Guardrailing at junction with Station Bridge
- Station Bridge junction has no crossing points.
- Pocket park at Milbrook Road East junction with planters.
- No trees in public realm providing shade.
- 1m footway pinch points around bus stops
- Side road crossings deviate from desire line.
- No dropped kerb provision on all arms of Station Bridge junction.
- Short green man crossing time of 6 seconds only at Roberts Road junction.

Recommended Interventions

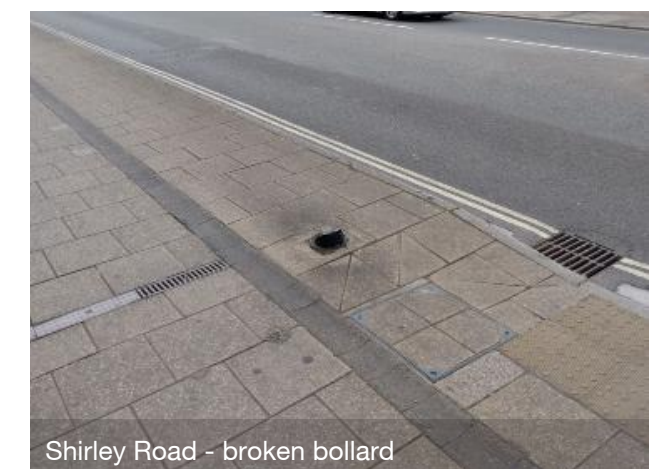
- 4.1 Consider footway widening near bus stops, and/or reconfigure shelter layout to create wider footways.
- 4.2 Remove guardrailing at Station Bridge junction.
- 4.3 Add crossing points with tactile paving and dropped kerbs on all arms of Station Bridge junction.
- 4.4 Reconfigure signal timing at Roberts Road junction to decrease wait times and increase green man time.



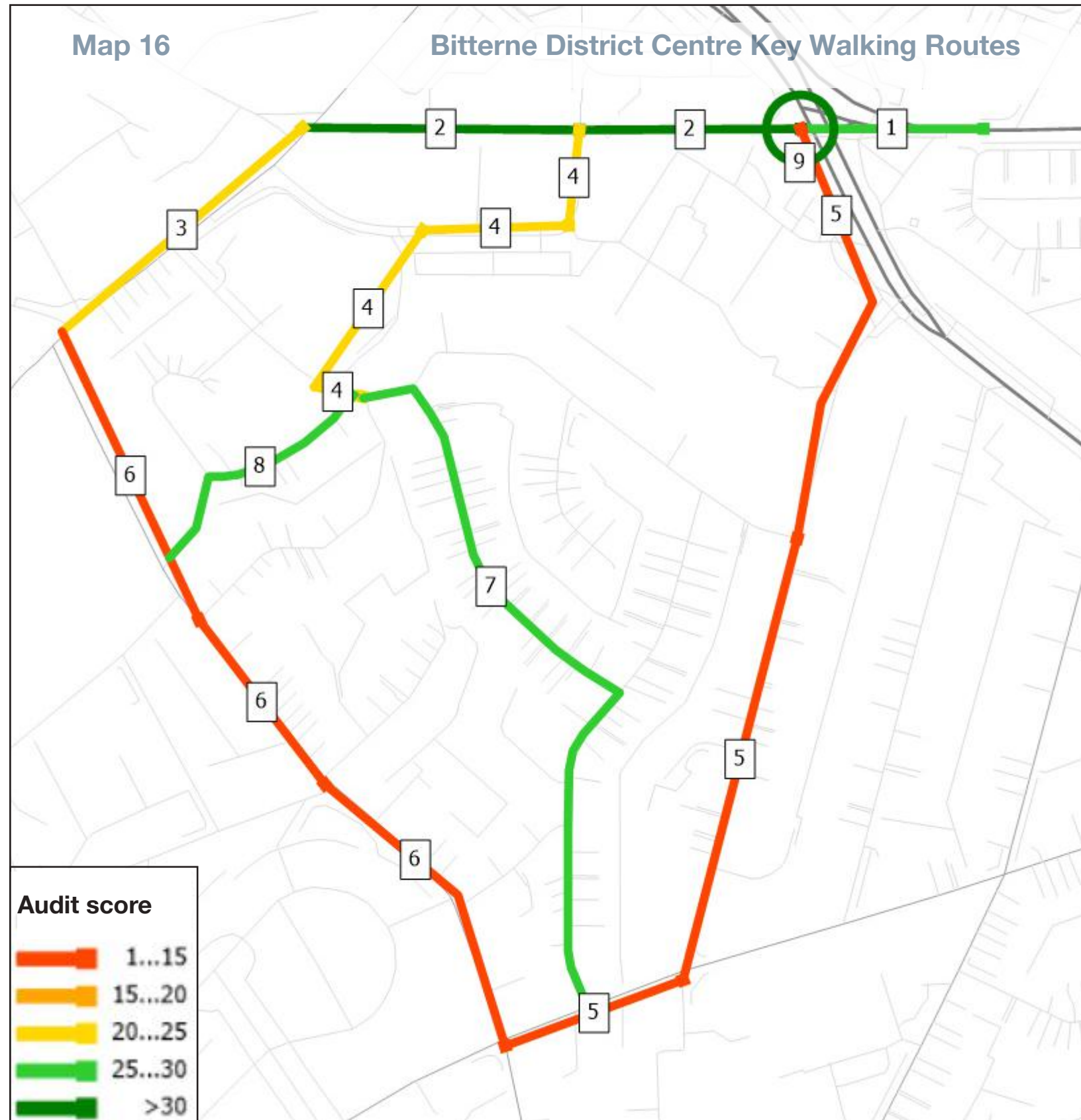
Shirley Road - good visibility at crossing



Uneven surface on approach to crossing

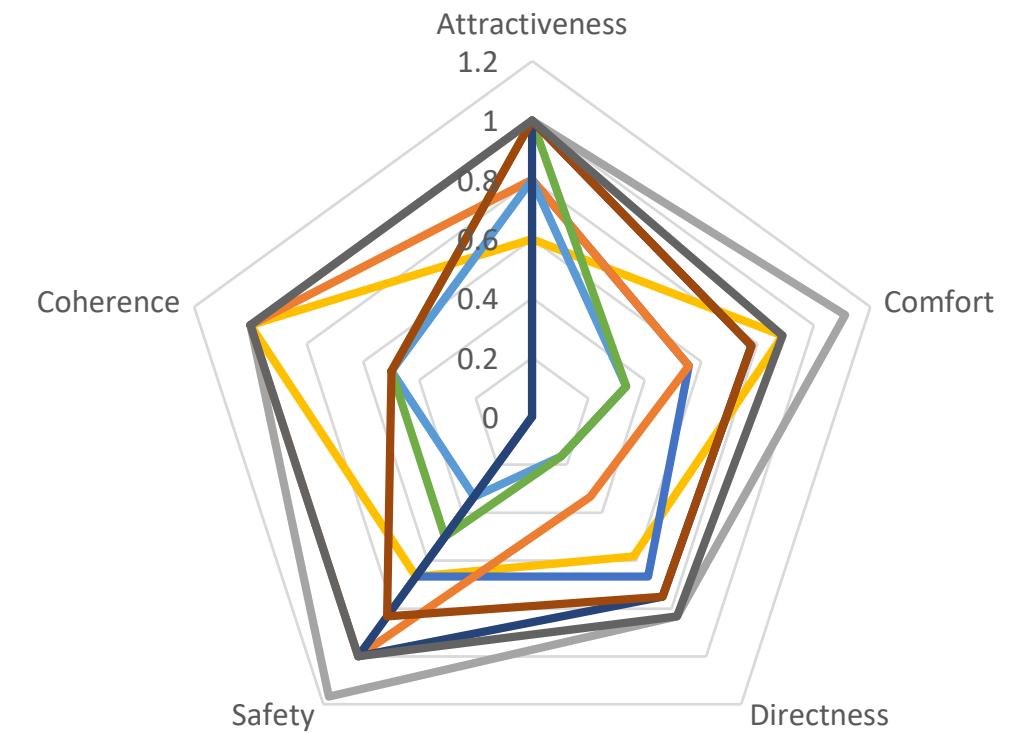


Shirley Road - broken bollard



Bitterne District Centre WRAT Scores

Route: 1 2 3 4 5 6 7 8 9





Bitterne District Centre

Existing conditions

Bitterne is a district centre located in east Southampton. The heart of the district, the Bitterne Rd shopping precinct, is entirely pedestrianised. South of the precinct is primarily residential in character. Key destinations include Freemantle Common, Bitterne Primary School and Itchen College.

The audit reviewed walking routes into the centre, including Spring Road, a bus corridor, and Deacon Rd, which includes a local parade of shops.

The spider diagram depicts scores for each route segment based on the criteria of Attractiveness, Comfort, Directness, Safety and Coherence. Routes through the district centre scored very well across all metrics. Maybray King Way and White's Road (scored poorly due to uneven, narrow footways and indirect crossings. High speeds and a lack of crossings on Spring Road contributed to its low scores for comfort and safety.

Barriers to walking

- Lack of coordinated wayfinding signage.
- Lack of pedestrian crossings on higher traffic corridors, such as Spring Road.
- Narrow and uneven footways.

Area Wide Recommendations

- B.1 Install area wide wayfinding signage to complement existing Bitterne Centre signing.
- B.2 Install continuous footways on side road crossings where feasible.
- B.3 Add seating at regularly spaced intervals on Spring Road and near Deacon Road shopping parade.

Walking Route Audit

1 Bitterne Road East (Commercial Street to western side of Maybray King Way)

Existing Conditions and Key Issues

- This segment forms part of Bitterne Road East cycle scheme.
- This is a relatively busy road, which is heavily used by large vehicles. 30mph speed limit, but vehicles feel like they are going faster.
- Some overgrown vegetation encroaching on the footway. Houses are set back and road separated by a verge.
- Footway is comprised of asphalt and block paving with some minor footway defects.. This footway ranges from around 2m to 1m alongside the pedestrian crossing.
- A bench is provided outside Bitterne library. No shelter or seating at inbound bus stop.

Recommended Interventions

- 1.1 Add shelter and seating at inbound bus stop located on south side of Bitterne Road East.
- 1.2 Investigate traffic calming measures to ensure compliance to 30mph speed limit.
- 1.3 Address footway defects. Ensure that there are no level differences of 15mm or more.



2 Bitterne District Centre (Maybray King Way to West End Road)

Existing Conditions and Key Issues

- This section received highest score in the area, as it pedestrianised, with planters, trees, and seating throughout Bitterne District Centre.
- Footways are a mixture of asphalt and blocked paving, widths in excess of 2m throughout Bitterne District Centre.
- Mr Men walking trail through the centre. There are signs unique to Bitterne District Centre. Also, there is a community notice board near West End Road.

Recommended Interventions

- 2.1 Address footway defects. Ensure that there are no level differences of 15mm or more on blocked paving.

3 West End Car Park to Spring Rd via Peartree Ave

Existing Conditions and Key Issues

- Lack of area wide wayfinding signage and tactile paving (Bitterne Road/West End Road junction) create a lack of coherence.
- Side roads lacking continuous footways.
- Bitterne Road/West End Road and Peartree Avenue is a staggered crossing.
- Bollards at West End Road/Bitterne Road entrance are barriers to accessibility.
- Narrow footways near Bitterne Primary School narrow, approx. 1m.
- Lack of seating, with the exception of bus stops.

Recommended Interventions

- 3.1 Investigate feasibility of changing Bitterne Road/West End Road and Peartree Avenue to single phase pedestrian crossing.
- 3.2 Remove bollards at West End Road/Bitterne Road District Centre entrance.
- 3.3 Widen footway between Brownlow Road and Bitterne Primary School to a minimum of 2m.

4 Carisbrooke Drive to Bitterne District Centre via Brownlow Avenue, Angel Crescent and Oakley John Walk

Existing Conditions and Key Issues

- Excellent footway condition on Carisbrooke Road and Angel Crescent as both have fairly new surfaces.
- All routes have low traffic volumes and therefore low noise and pollution.
- Footways are generally between 1.5m and 2m, but footpath between Carisbrooke and Brownlow is between 1m and 1.5m, including a pinch through a narrowing.
- No crossing point on Brownlow Road. Dropped kerbs and tactiles on Carisbrooke Road are set back from the junction.
- Barriers on footpath between Brownlow Road and Angel Crescent, which are very close together

Recommended Interventions

- Trim back vegetation between Brownlow and Angel Crescent on Oakley John Walk
- Remove barriers or ensure they are accessible on Oakley John Walk.
- Tighten the Carisbrooke Road junction as footway narrow on the corner and there is a wide splay.

5 Maybray King Way and White's Road

Existing Conditions and Key Issues

- Very uneven footway on White's Road. Crossovers to private driveways constructed in such a way as to create uneven footway with frequent changes in gradient (Figure 2.8).
- Points on White's Road where footway narrows quite significantly. Junction at White's Rd and Deacon Road has very narrow footways.
- Occasional instances of footway parking on route.
- At the southern end of White's Road it is challenging to cross Deacon Road. There is no controlled crossing provision. Uncontrolled

crossings are located off key desire lines, with limited dropped kerbs. There is a lack of visibility due to parked cars, and high turning traffic speeds due to wide kerb radii. Key walking route to Itchen College.

Recommended Interventions

- 5.1 Investigate feasibility of resurfacing entire footway on both sides of White's Road from Maybray King Way to Deacon Road to create an even, continuous surface.
- 5.2 Widen footways to a minimum of 2m at White's Road and Deacon Road junction near Itchen College.
- 5.3 Investigate the feasibility of improving crossing provision at White's Road and Deacon Road. If traffic volumes and speeds warrant, install controlled crossing. Otherwise, reduce kerb radii on White's Road north, add tactile paving where needed and limit parking at junction to improve visibility.
- 5.4 Investigate opportunities to limit/restrict/ban footway parking on White's Road.

6 Deacon Road and Spring Road between Deacon Road and Peartree Avenue

Existing Conditions and Key Issues

- Unnecessary use of guardrails at junction of Spring Road with Merryoak Road.
- Businesses have tried brightening up frontages outside businesses, notably on junction coming up Deacon Road as turns into Merryoak Road.
- Width is very poor on one side of Deacon Road, pedestrians have to cross road to have a proper width or step into the road to pass each other.
- Some on road parking reduces visibility on Deacon Road.
- Lack of street parking results in cars for businesses parking on the forecourts outside businesses which sometimes reduces the space on the footway and reduces attractiveness.
- Footway is even and flat on Deacon Road but the business forecourts are slanted, slight risk of sight impaired people walking on these by

accident.

- Spring Road going down towards Little Lances Hill becomes very steep.
- Crossings are good on Spring Road/Merryoak Junction but not on rest of Spring Road.
- One zebra crossing on Spring Road. Dropped kerbs on roads coming onto Spring Road have dropped kerbs, but set far away from the junctions and no continuous footways.
- Traffic speeds can be quite high on Spring Road due to the hill.
- Dropped kerbs set away from junctions, requires slight divergence from desire lines to use.

Recommended Interventions

- 6.1 Widen footways to a minimum of 2m on Deacon Road.
- 6.2 Remove guardrails at Spring Road/Merryoak Road junction.
- 6.3 Investigate opportunities to limit/restrict/ban footway parking on Deacon Road.
- 6.4 Investigate feasibility of installing raised table or continuous footway across Deacon Road at Spring Road. Reduce kerb radii.
- 6.5 Investigate opportunities to realign pedestrian crossings at Spring Road/Merryoak Road/Deacon Road junction to match pedestrian desire lines.
- 6.6 Consider opportunities to the area around Spring Road/Merryoak Road/Deacon Road junction with planters, seating and landscaping.
- 6.7 Due to high speeds and flows on Spring Road, investigate feasibility of installing an additional controlled crossing between Merryoak Road/Deacon Road and Peartree Avenue.

7 Deacon Close, Deacon Crescent and Downside Avenue to Oakley John Walk

Existing Conditions and Key Issues

- Some minor footway maintenance issues
- Low traffic route

- Lots of trees and verge on Downside Avenue
- Some evidence of footway parking, but the footway is not impacted as vehicles are straddling the road and verge.

Recommended Interventions

- Investigate tightening geometry at junctions
- Add dropped kerbs and tactiles at the following junctions:
Deacon Close/ Deacon Crescent
Deacon Crescent/Bitterne Avenue
Deacon Crescent/Downside Avenue and
Downside Avenue/Brownlow Road.

8 Redlands Drive and footway link to Spring Road

Existing Conditions and Key Issues

- Footway link through woodland between Redlands Drive and Spring Road (near Freemantle Common) is isolated and has no lighting, but is well used and separated from vehicle traffic.
- Footway link in woodland is largely bark.
- Redlands Drive has plentiful trees and a green verge, creating an attractive pedestrian environment.
- Tarmac footway on Redlands Drive is excellent.
- Geometry of Redlands Drive and Brownlow Avenue could be tightened and informal crossing point moved closer to the junction
- Dropped kerbs and tactiles on Redlands Rd are set back from the junction.
- Redlands Drive has low traffic speeds and volumes.
- No signing.

Recommended Interventions

- 8.1 Investigate feasibility of installing ecologically sensitive lighting on woodland footway link.
- 8.2 Consider feasibility of tightening kerb radii at Redlands Drive and Brownlow Avenue junction. Align crossing points with pedestrian desire lines.

9 Bitterne Underpass

Existing Conditions and Key Issues

- The underpass has scored slightly lower for attractiveness due to the isolated nature of the route. However, there is good visibility throughout and is covered by good lighting and CCTV.
- Ramped access with no stagger is likely to be an issue for people with mobility aids and carers.

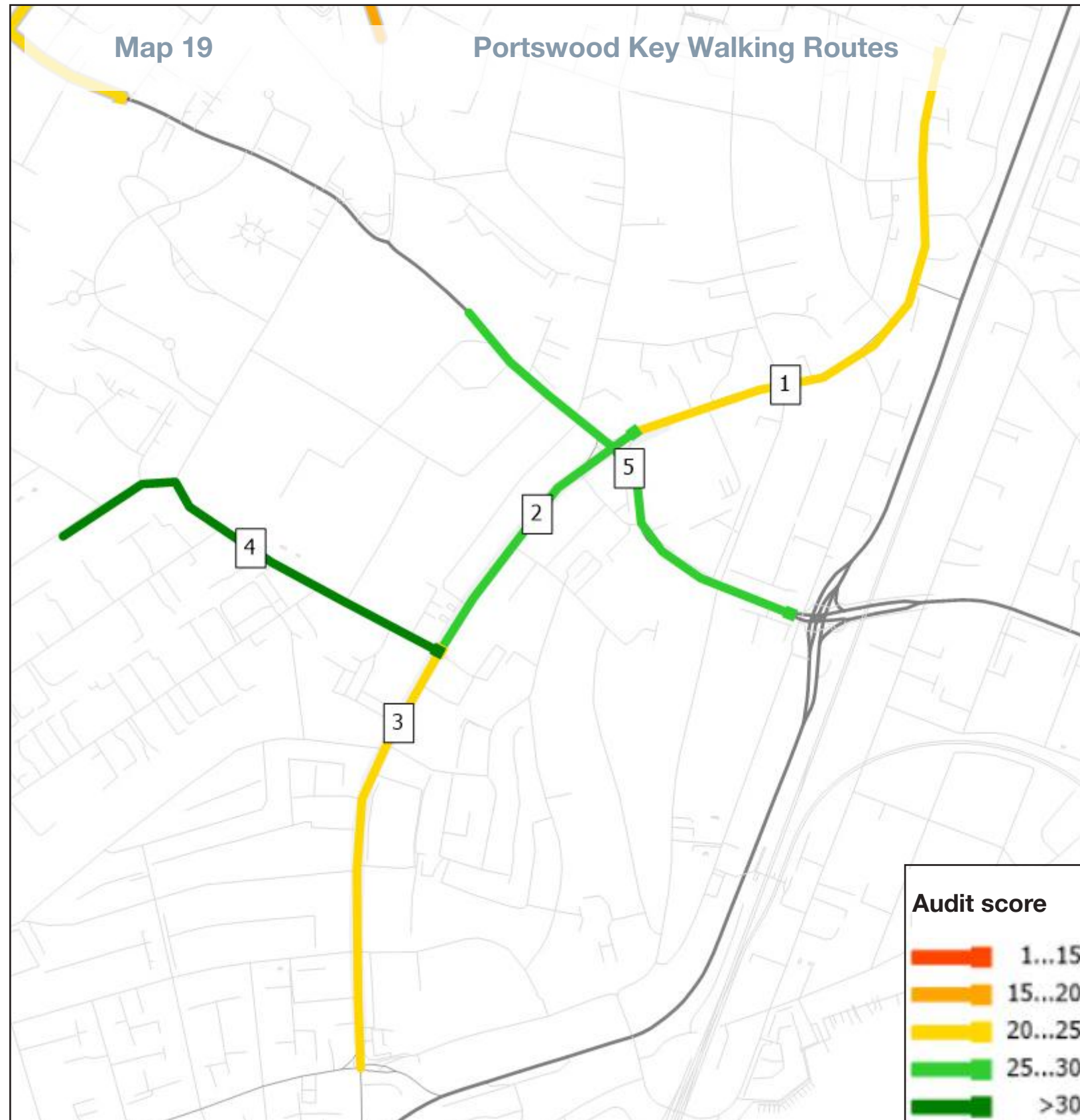
Recommended Interventions

- 9.1 Consider opportunities to improve the area around the underpass with landscaping, informal play areas, and art. SUDS features could be beneficial due to the gradient down to the subway network (undertake a further site visit to assess effectiveness current drainage).
- 9.2 Modify ramped access to include stagger.
- 9.3 Replace missing gullie covers on northern central arm of junction.



Portwood

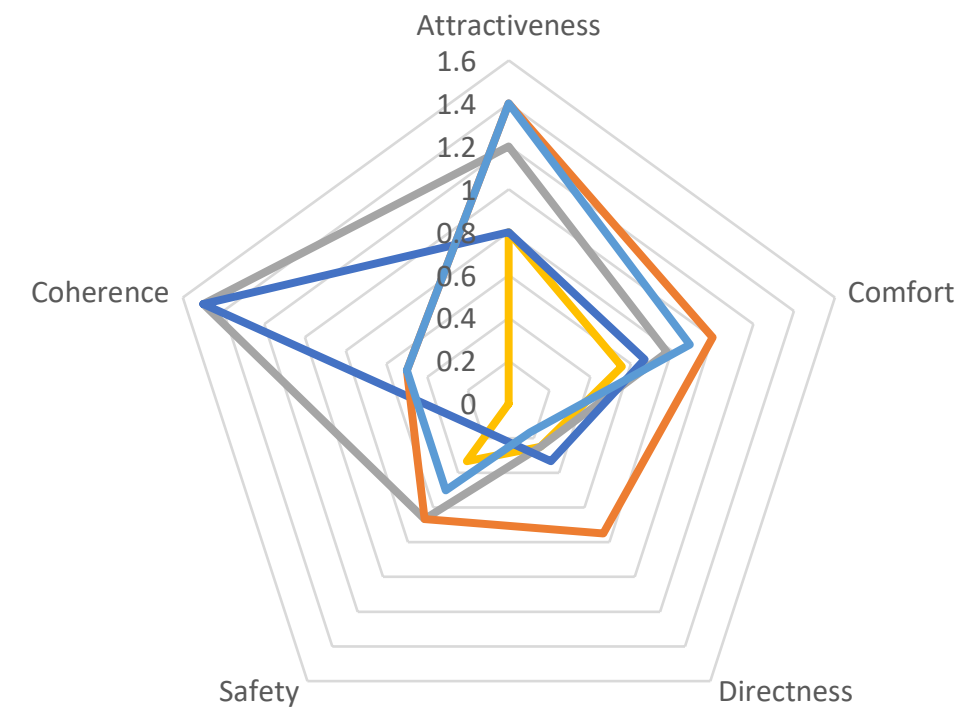


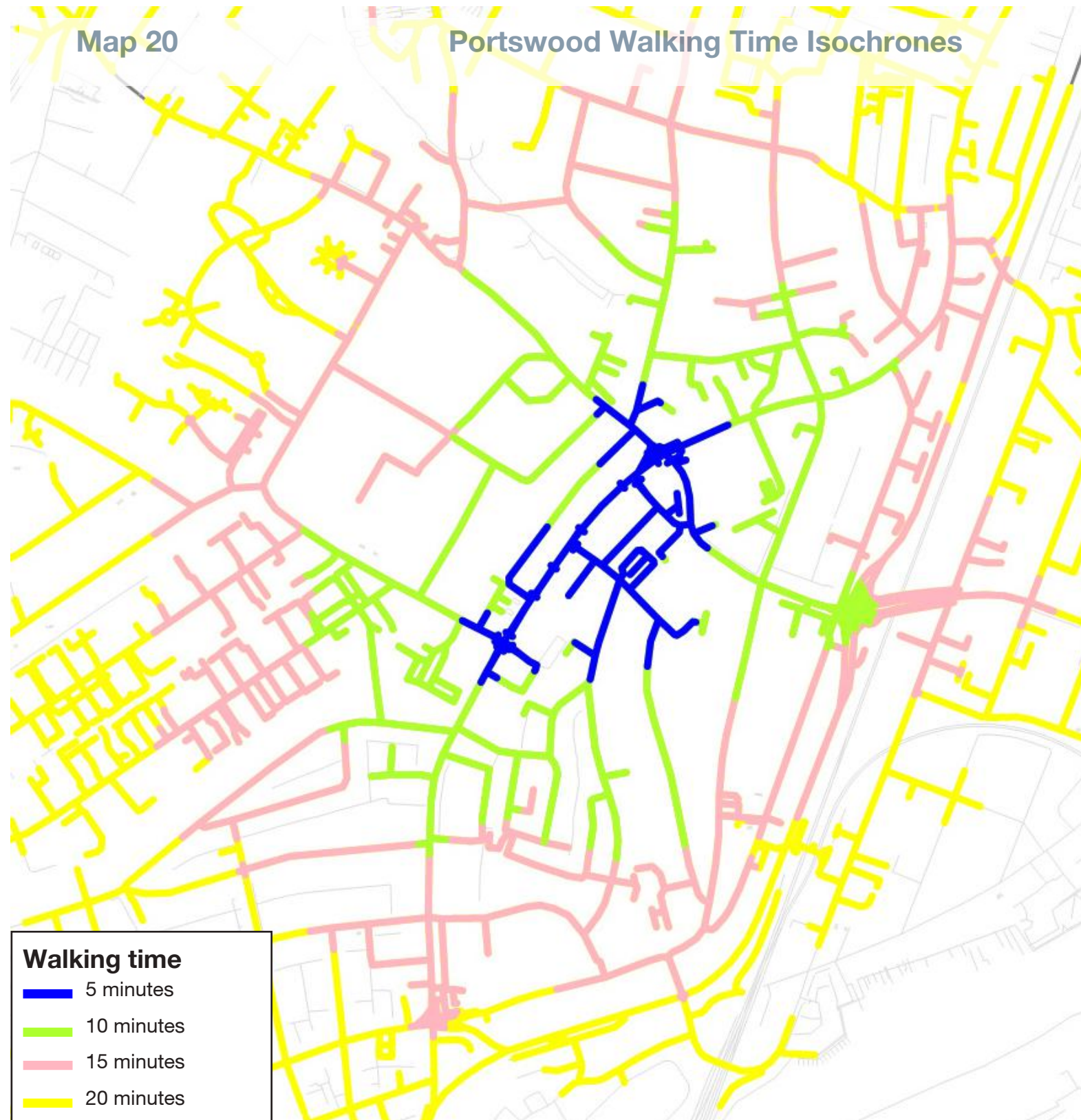


Portswood WRAT Scores

Route:

1 2 3 4 5





Portswood

Existing conditions

Portswood is a district centre located in northwest Southampton. It is a popular shopping destination located south east of the University of Southampton campuses. Amenities include Sainsbury's, Waitrose and many local shops and businesses. The audit reviewed five corridors in the Portswood area.

The spider diagram depicts scores for each route segment based on the criteria of Attractiveness, Comfort, Directness, Safety and Coherence. Most corridors scored poorly across all metrics, especially in comfort, safety and attractiveness.

Barriers to walking

- High traffic speeds and volumes throughout the corridor.
- Lack of pedestrian priority and crossings are located at most side road crossings.
- Lack of pedestrian wayfinding in key locations.

Area Wide Recommendations

- P.1 Align side road crossings to desire lines
- P.2 Could improve pedestrian experience to giving them priority at side roads e.g. continuous crossing. Particularly needed on Broadway.
- P.3 Ensure minimum 1.5m clear footway at bus stops

Walking Route Audit

1 Brickfield Road to Sainsbury's

Existing Conditions and Key Issues

- Uneven footways in places.
- High traffic volumes, speeds and noise along busy corridor route and narrow footways in places.
- Wheelie bins left out on footway.
- No trees public realm providing shade.
- Narrow footways along route, particularly south of Brickfield Road & south of Arnold Road.

- 1m pinch points in footways around bus stops.
- Narrow footway and Bus stop reducing width, north of Thomas Lewis Way junction.
- 2 bus stops with no shelters and with no seating.
- Side road crossings deviate from desire line.

Recommended Interventions

- 1.1 Add dropped kerbs and green man phase for pedestrians at Thomas Lewis Way junction.
- 1.2 Tighten kerb radii at Belgrave Road side road crossing.
- 1.3 Add pedestrian wayfinding signage.
- 1.4 Add shelters and seating at bus stops.

2 Broadway

Existing Conditions and Key Issues

- High traffic volumes and noise along busy corridor route.
- Some narrow pinch points along busy footfall area means occasional give and take between passing pedestrians.
- Bus shelters creating pinch points at north end of Broadway (outside Poundland).
- No pedestrian priority at Westridge Road, some fast vehicle turning movements.
- Staggered crossing on Highfield Lane/Portswood Road south arm of junction .
- Only 6 seconds for pedestrian crossing Highfield Lane junction.

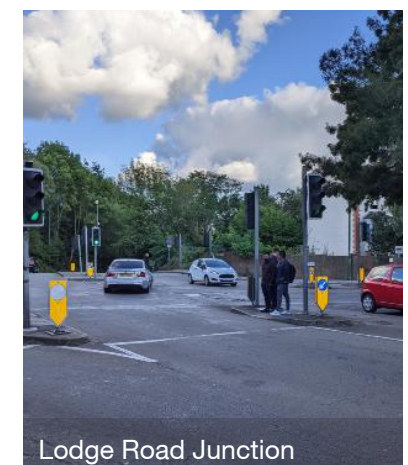
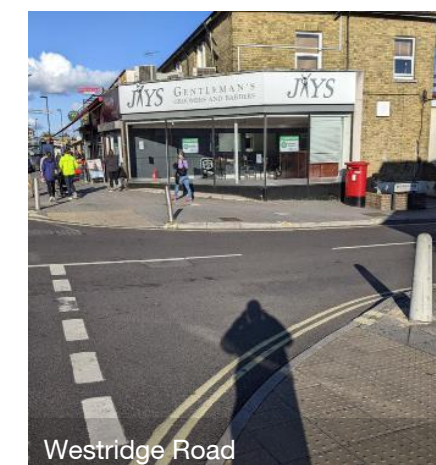
Recommended Interventions

- 2.1 Repair broken damaged tactiles at various side road crossings.
- 2.2 Reduce crossing distances on all arms of Portswood Road/Highfield Lane through build outs if feasible. Also, ensure all timings allow for straight across pedestrian crossings.

3 Lodge Road to Waitrose

Existing Conditions and Key Issues

- High volumes of traffic with moderate speeds, occasional instances of speeding.



- Footways designated as public highway are well maintained. Some defects to paving slabs, possibly caused by the instances of footway parking/ HGV loading.
- Footway parking is an issue along this section, particularly outside shops where HGV/LGV loading is taking place half on footway.
- Bus shelter outside Waitrose restricting width.
- Poor visibility of turning vehicles at Lodge Road junction and no pedestrian crossing phase at lights.

Recommended Interventions

- 3.1 Repair broken damaged tactiles at various side road crossings.
- 3.2 Add pedestrian phasing on all arms of Lodge Road Junction. Change staggered crossing to straight across if possible.

4 Blenheim Road/Brookvale Road

Existing Conditions and Key Issues

- Busy cut through route to Portswood district centre
- Moderate volumes of traffic and pedestrians in close proximity in sections, traffic speeds are occasionally high.
- Very minimal greening within public realm, but greening in private front gardens with trees in private front gardens providing shade
- Moderately busy in the peak hour.
- Slight deviation at side road crossings. E.g. Westwood Road
- Delay at side road crossings due to volumes of traffic turning at Westwood Road and Winn Road

Recommended Interventions

- 4.1 Wayfinding to key destinations could be improved
- 4.2 Improve layout at Blenheim Avenue junction, add pedestrian crossing points on north / south arms of mini roundabout.
- 4.3 20mph is being considered as well as measures to prevent through traffic on Blenheim Avenue/Brookvale Road

5 Highfield Lane to St Denys Road

Existing Conditions and Key Issues

- Busy corridor with a mixture of vehicle types and high traffic volumes. Moderate speeds, occasional instances of speeding.
- Very minimal greening within public realm, but greening in private front gardens with trees in private front gardens providing shade
- Long wait (over 15 seconds) at Portswood Road Junction, which is not enough green time to cross Portswood Road junction, pedestrians have to wait in central island.
- Poor visibility of turning vehicles at Belmont Road junction and no pedestrian crossing phasing at lights.

Recommended Interventions

- 5.1 Add pedestrian wayfinding
- 5.2 Re-design Portswood Wood and Highfield Lane junction - consider adding diagonal crossing and increase green man time.
- 5.3 Add tactiles at Belmont Road & St Denys Road junctions.



South of Brickfield Road



Highfield Lane Junction



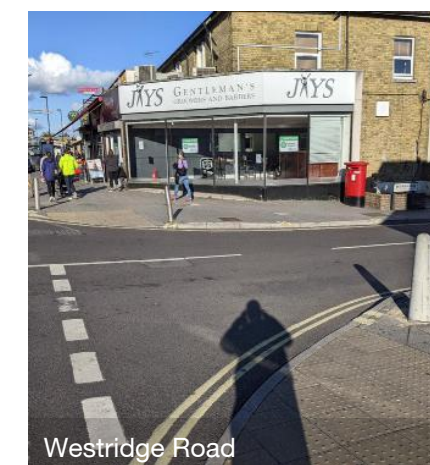
North of Lodge Road



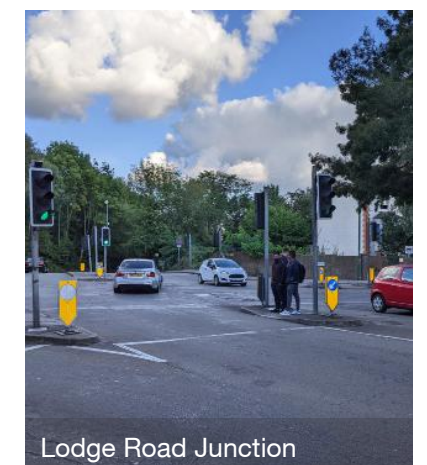
Westwood Road Junction



Highfield Lane Crossing

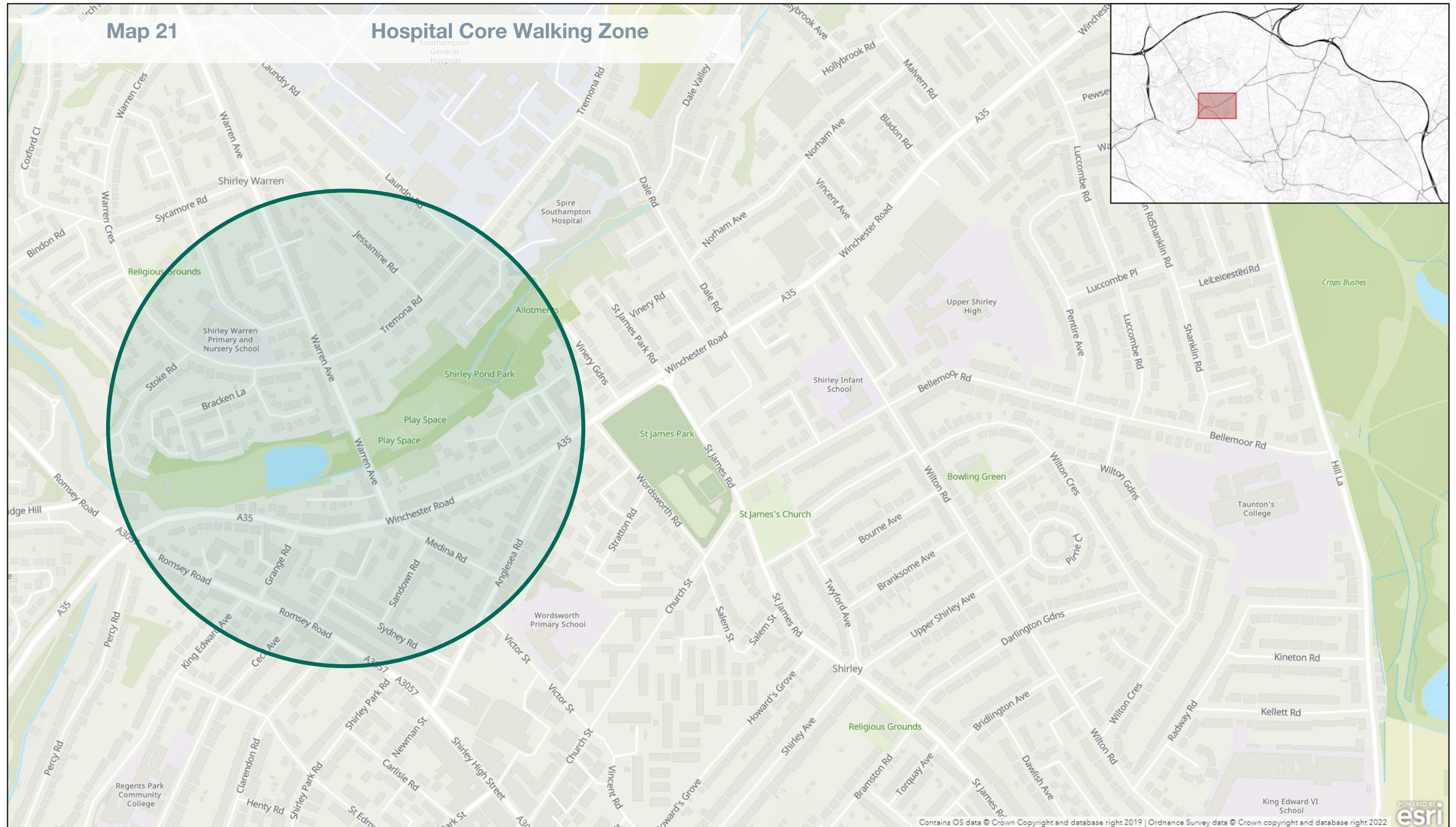


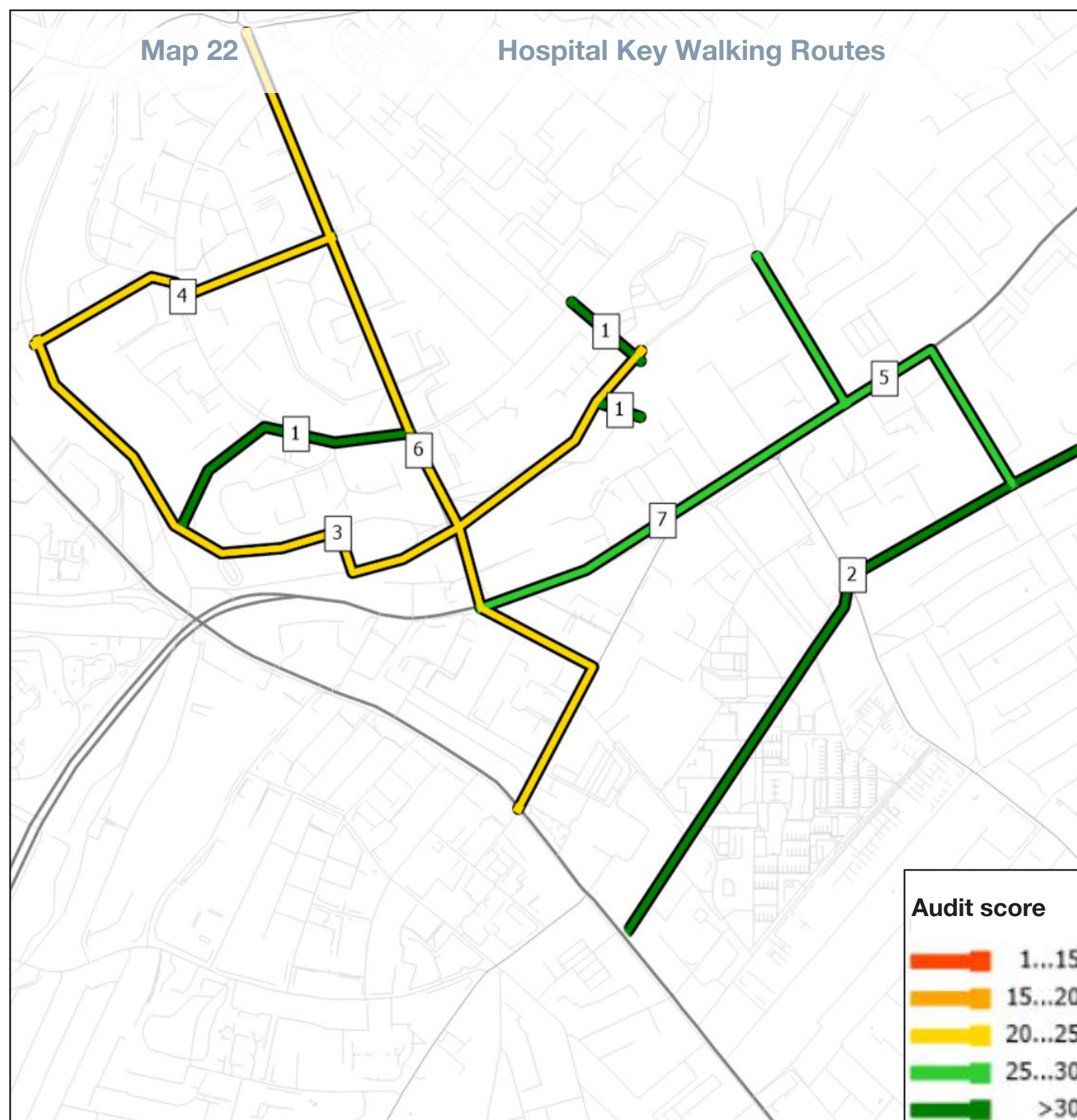
Westridge Road



Lodge Road Junction

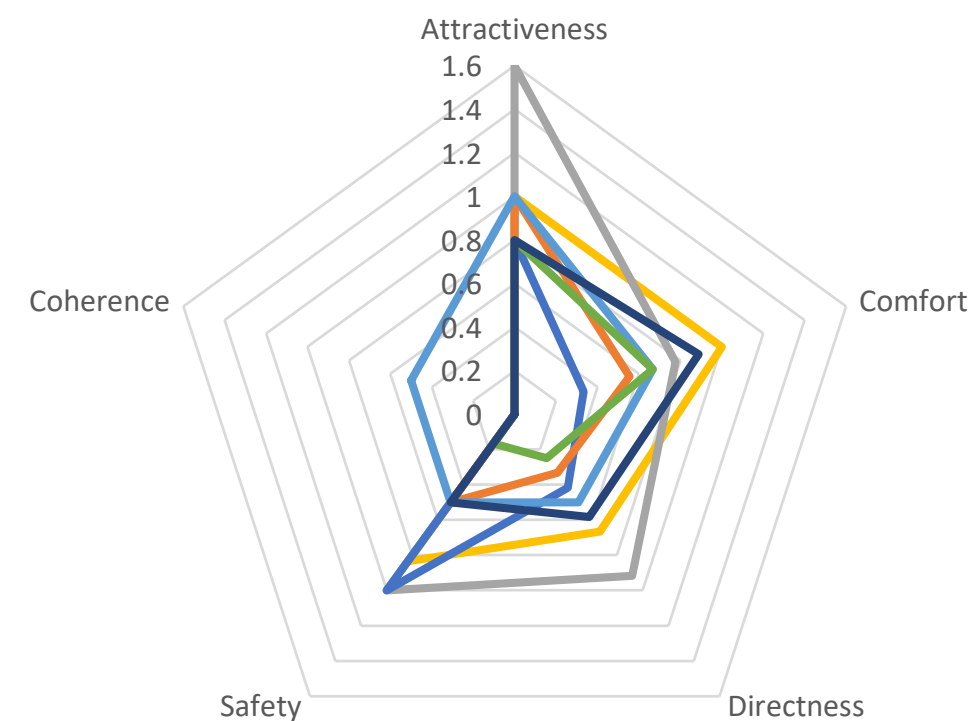
Southampton General Hospital

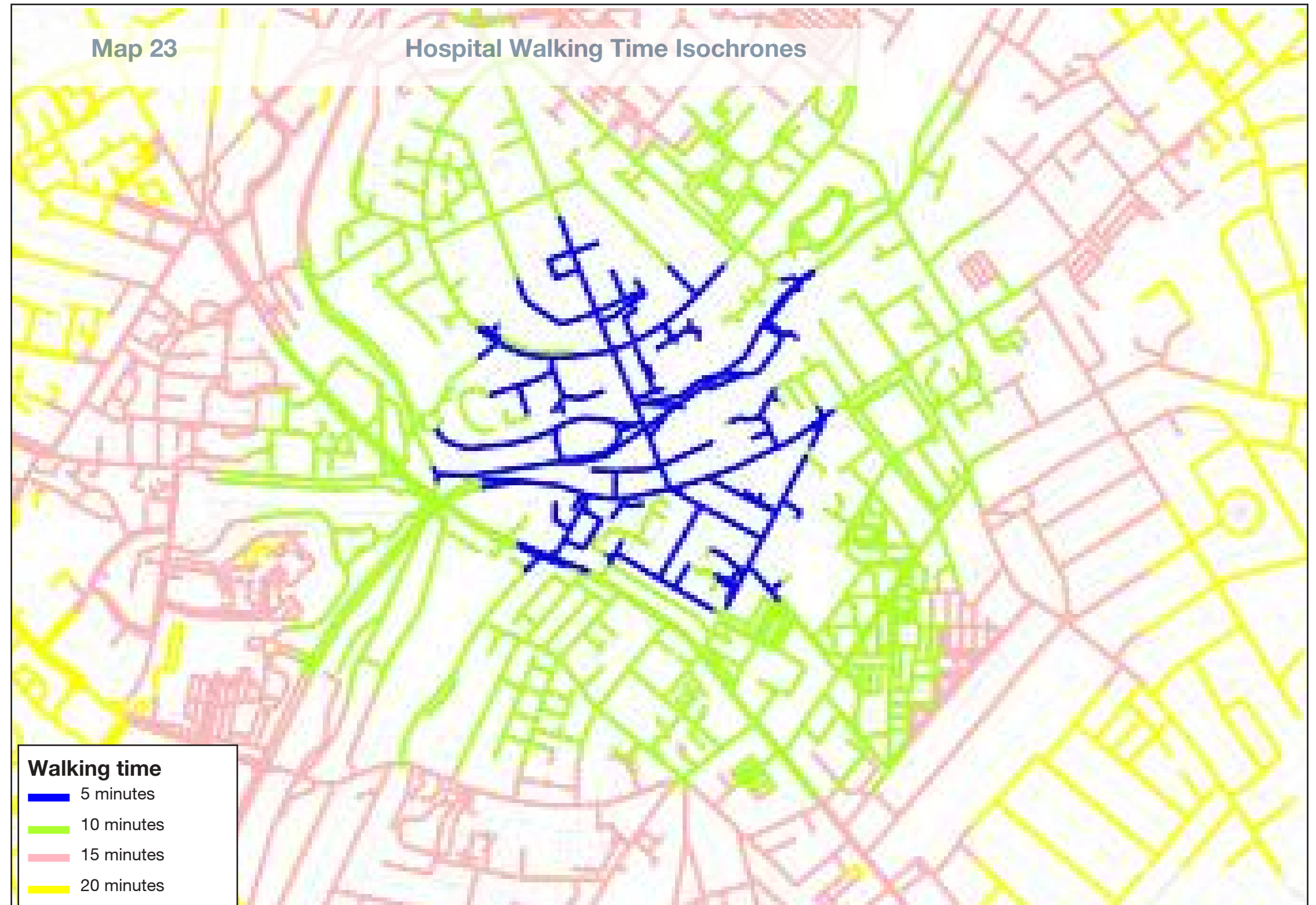




Hospital WRAT Scores

Route: 1 2 3 4 5 6 7





Southampton General Hospital

Existing conditions

The Southampton General Hospital area is directly north of Shirley Road district centre, in northwest Southampton.

The audit reviewed routes linking Shirley Road to the Hospital as well as the Lordsdale Greenway.

The spider diagram depicts scores for each route segment based on the criteria of Attractiveness, Comfort, Directness, Safety and Coherence. Routes in this area scored poorly across all areas.

Barriers to walking

- Steep gradients in places
- Side road crossings located off pedestrian desire lines
- Prevalence of guardrailing at junctions, restricting footway width

Area Wide Recommendations

- H.1 Could improve pedestrian experience to giving them priority at side roads e.g. continuous crossing.
- H.2 Add coherent signing and wayfinding for cycling and walking network

Walking Route Audit

1 Warren Crescent, Stoke Road, Tremona Road and Hollybrook Close

Existing Conditions and Key Issues

- Some graffiti near Warren Avenue and broken tactiles near Laundry Road.
- Some noise from high number of emergency vehicles travelling through the area.
- Footways on Tremona Road are in very good condition, but there are crossover points.
- Only pedestrian refuge island is on the eastern arm of the roundabout at Dale Road / Tremona Road
- Steep gradient on Hollybrook Close / Chalybeate Close

- Bus stop flags only, no shelters
- Some signing directing people to the various hospital departments

Recommended Interventions

- 1.1 Improve visibility on Tremona Road caused by parked vehicles on north side of carriageway
- 1.2 Add tactile paving at Chalybeate Close / Tremona Road
- 1.3 Add dropped kerbs on the west and south arms of Dale Road/Tremona Road junction

2 Bellemoor Road

Existing Conditions and Key Issues

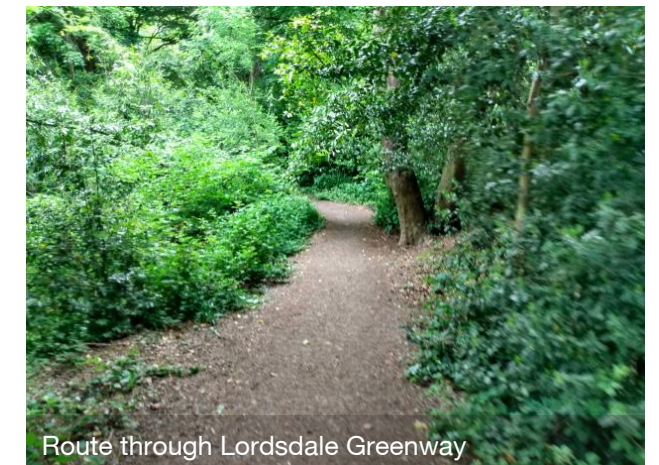
- Some minor graffiti and guardrailing outside the park on St James Road and cycle signs that have faded.
- Some minor defects and crossovers but footway is generally in good condition.
- These routes are mainly residential and experience higher flows during peak times due to the number of schools located along them.

Recommended Interventions

- 2.1 Opportunity to improve the space on the corner of St James Road and Church Street, remove guardrailing
- 2.2 Widen footway on Bellemoor Road, which would improve route to Shirley High School from the west.
- 2.3 Bellemoor Road / Wilton Road could be improved with continuous crossings on the eastern and western arms or by raising the junction.
- 2.4 Align dropped kerbs on Church St / St James Road and Church St / Wordsworth Road to pedestrian desire lines. Remove redundant dropped kerbs in these locations.
- 2.5 Add tactile paving and dropped kerbs at Salem Street
- 2.6 Improve cycle signing



Lordsdale access restrictions



Route through Lordsdale Greenway



Wilton Road modal filters



260.2.1



Bellemoor Road crossing



Church Street crossing



Dale Road bus stop

3 Lordsdale Greenway

Existing Conditions and Key Issues

- Very isolated area with limited lighting or natural surveillance. Very little noise and setback from the road network
- Excessive use of guardrailling at entrance to greenway - not accessible for wheelchair or buggy users or other wheeled mobility.
- No footway along some parts of the greenway so unmade tracks are used, consisting of grass / mud
- Route is only restricted in width through the woodland. This has been scored poorly as it is not a bound footpath/footway that is suitable for people in wheelchairs.
- Dropped kerbs on Warren Ave to aid people travelling between the eastern and western section of Lordsdale Greenway, but no tactiles.
- Visibility is very good on Warren Avenue

Recommended Interventions

- 3.1 Add pedestrian wayfinding signage
- 3.3 Remove/redesign barriers/guardrailling at entrance to Lordsdale greenway to make accessible to all users
- 3.4 Add tactile paving on Warren Avenue

4 Sycamore Road/Bindon Road

Existing Conditions and Key Issues

- Uneven surface in places, with degrading patching
- Occasional footway overhang from driveway parking
- Bindon Road has a steep gradient
- Slight deviation of pedestrian crossings from desire lines on side road crossings
- Big deviation from desire lines on pedestrian crossing travelling east-west across Warren Crescent junction

Recommended Interventions

- 4.1 Add dropped kerbs and tactile paving at Bindon Road / Warren Crescent Junction.
- 4.2 Improve visibility at Bindon Road junction with Warren Crescent - reduce kerb radii and improve alignment of crossing points

5 Wilton Road, Winchester Road and Dale Road

- Vegetation overgrown on Dale Road
- Wilton Road has traffic calming features, including speed humps and modal filters
- "Lots of crossovers on Wilton Road and Dale Road. Dale Road is in better condition as the footway is newer and wider so vehicles are unlikely to overhang the footway.
- Dale Road is steep, particularly the section between Dale Valley Road and Coxford Road .
- Most bus stops have both shelters and seating
- Dale Road is an example of where the bus shelter creates a narrowing in the footway
- Dropped kerbs and tactiles are setback on Northam Ave and Dale Road.
- Winchester Road forms part of the A35 and is an important east-west route. The high volume and mixed traffic corridor links to the Port of Southampton, the Hospital and University of Southampton.

Recommended Interventions

- 5.1 Opportunity to improve the green on the corner of Dale Road and Dale Valley Road, subject to land ownership being confirmed.
- 5.2 Improve/resurface footway on Wilton Road
- 5.3 Remove guardrailling on the corner of Wilton Road / Winchester Road, but and tighten the junction.
- 5.4 Add pedestrian signals at Winchester Road and Dale Road, on the eastern arm of the junction
- 5.6 Add tactiles at Wilton Road / Winchester Road, Dale Valley Road / Dale Road, Winchester Road / Norcroft Court, and Dale Road / Coxford Road.

6 Anglesea Road/Medina Road/Warren Avenue

Existing Conditions and Key Issues

- Large verge on the corner of Winchester Road and Warren Avenue. Warren Avenue also runs alongside Lordsdale Greenway.
- Footway width varies from street to street. Anglesea Road is particularly narrow with footway width being less than 1.5m.
- Vehicles overhanging private land.
- Side road crossings deviate from desire lines, including Sydney Road and Victor Road.
- Winchester Road Junction - crossing signals only on one arm, no dropped kerb provision on western arm crossing of Winchester Road confusing layout with signals for one arm, but none on left turn filter lane.
- Warren Avenue - vehicle speeds high on steep hill leading to Winchester Road junction.

Recommended Interventions

- 6.1 Tremona Road Junction - Missing on northern arm - long deviation to nearest dropped kerb. Coxford Road / Olive Road Junction - missing dropped kerb crossing point on southern and northern arm (Olive Road) of double mini roundabout. No dropped kerbs or tactiles at Sandown Rd / Medina Rd junction.
- 6.2 Winchester Road Junction - crossing signals only on one arm, no dropped kerb provision on western arm crossing of Winchester Road confusing layout with signals for one arm, but none on left turn filter lane.

7 Winchester Road between Warren Avenue and Dale Road

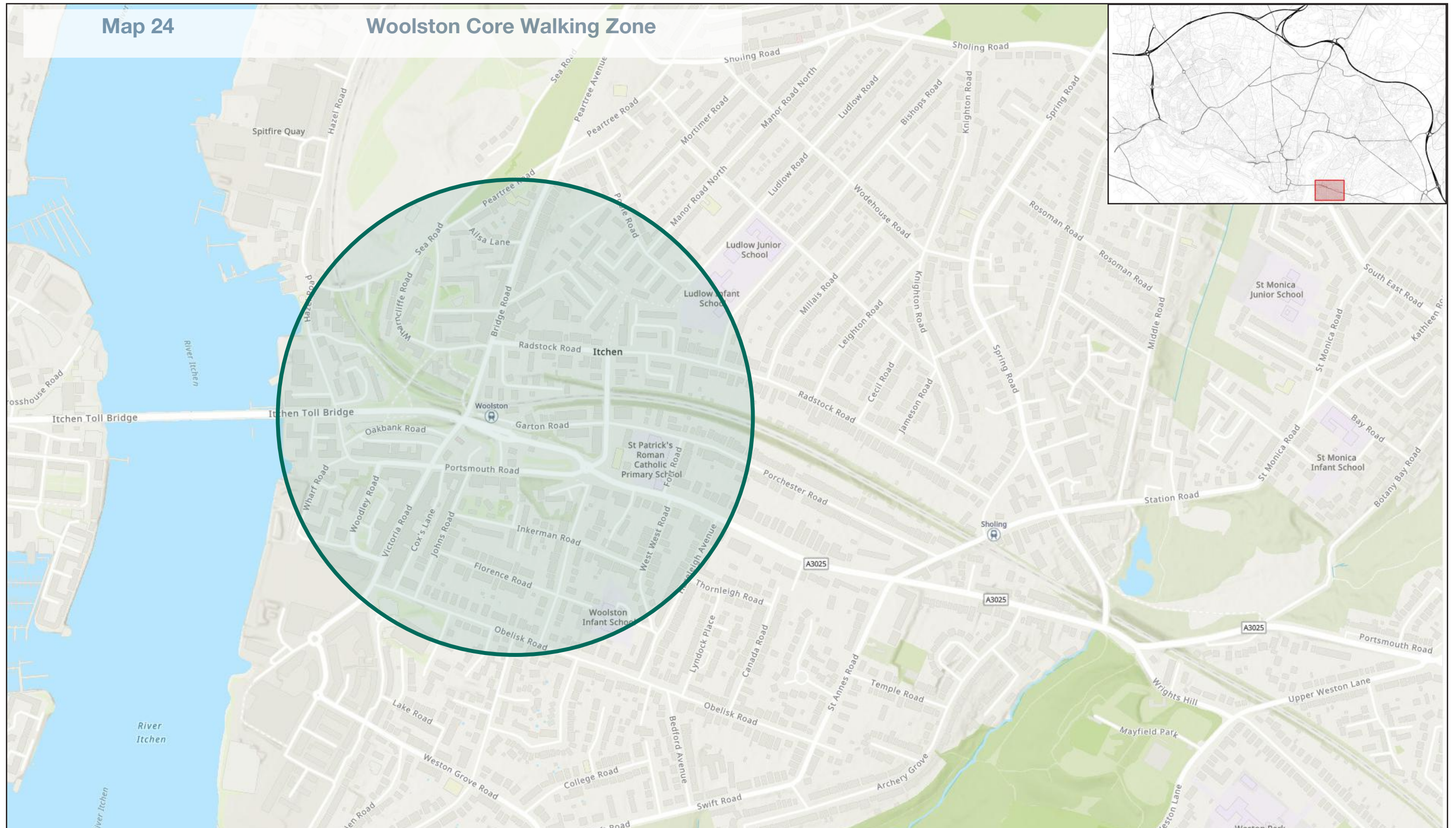
Existing Conditions and Key Issues

- Warren Avenue - vehicle speeds high on steep hill leading to Winchester Road junction.
- Generally well maintained but footway could be improved, particularly the western end.

- Winchester Road (A35) is one of the main east-west routes in the city and connect to the Port of Southampton in the West via Tebourba Way.
- Trees and verge near Wordsworth Road as well as a VOI dock and community notice board.
- Junction with St Winfreds Road was closed at some point to create a continuous footway and a small green, including tree planting.
- Some use of guardrailling at junctions with St James' Park Road and Anglesea Road.
- Some redundant dropped kerbs that were formerly access points (near 132 Winchester Road).
- Winchester Road / St James' Park Road appears to be very constrained on the pedestrian islands.
- No pedestrian crossing facilities on eastern arm of Winchester Road / Briarswood.

Recommended Interventions

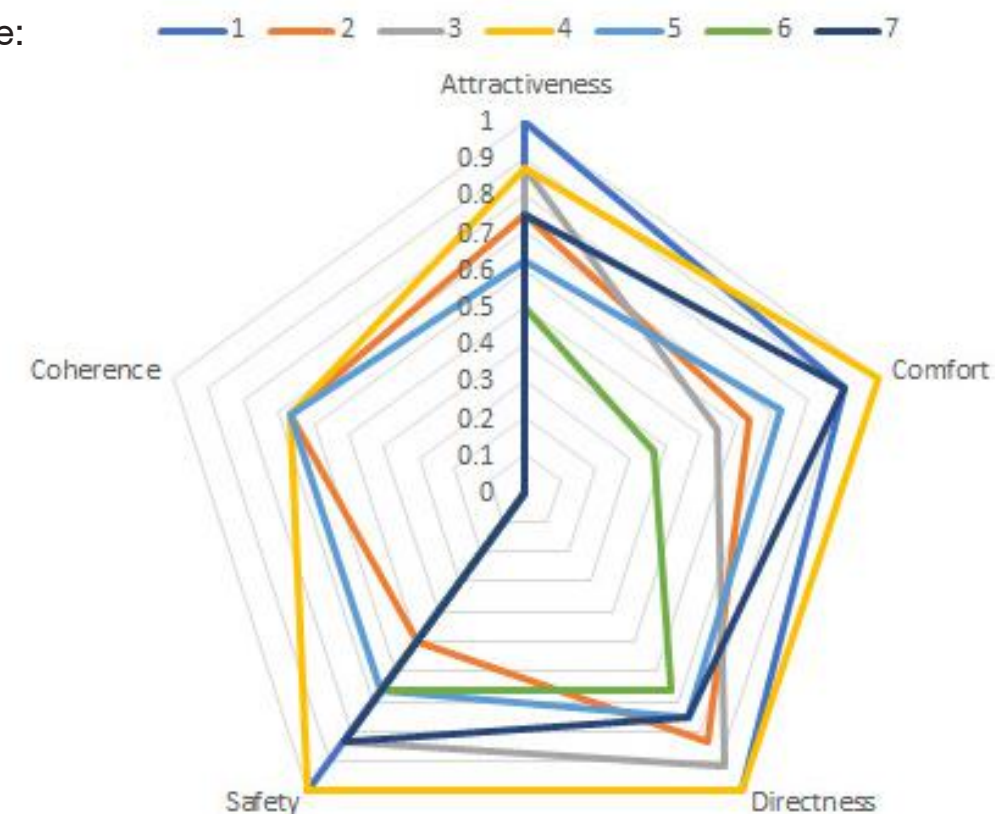
- 7.1 Winchester Road / St James' Park Road junction is a large junction with some staggered crossing points. Widen footways are tight near the junction and remove guardrailling.
- 7.2 Unusual layout at the Winchester Road junction with Anglesea Road. Add markings and signs to existing cycle bypass on the southern arm, look to formalise arrangement to minimise conflicts between cyclists, pedestrians and motor vehicles.
- 7.3 Add tactiles on Winchester Road / Anglesea Road and Winchester Road / Briarswood.

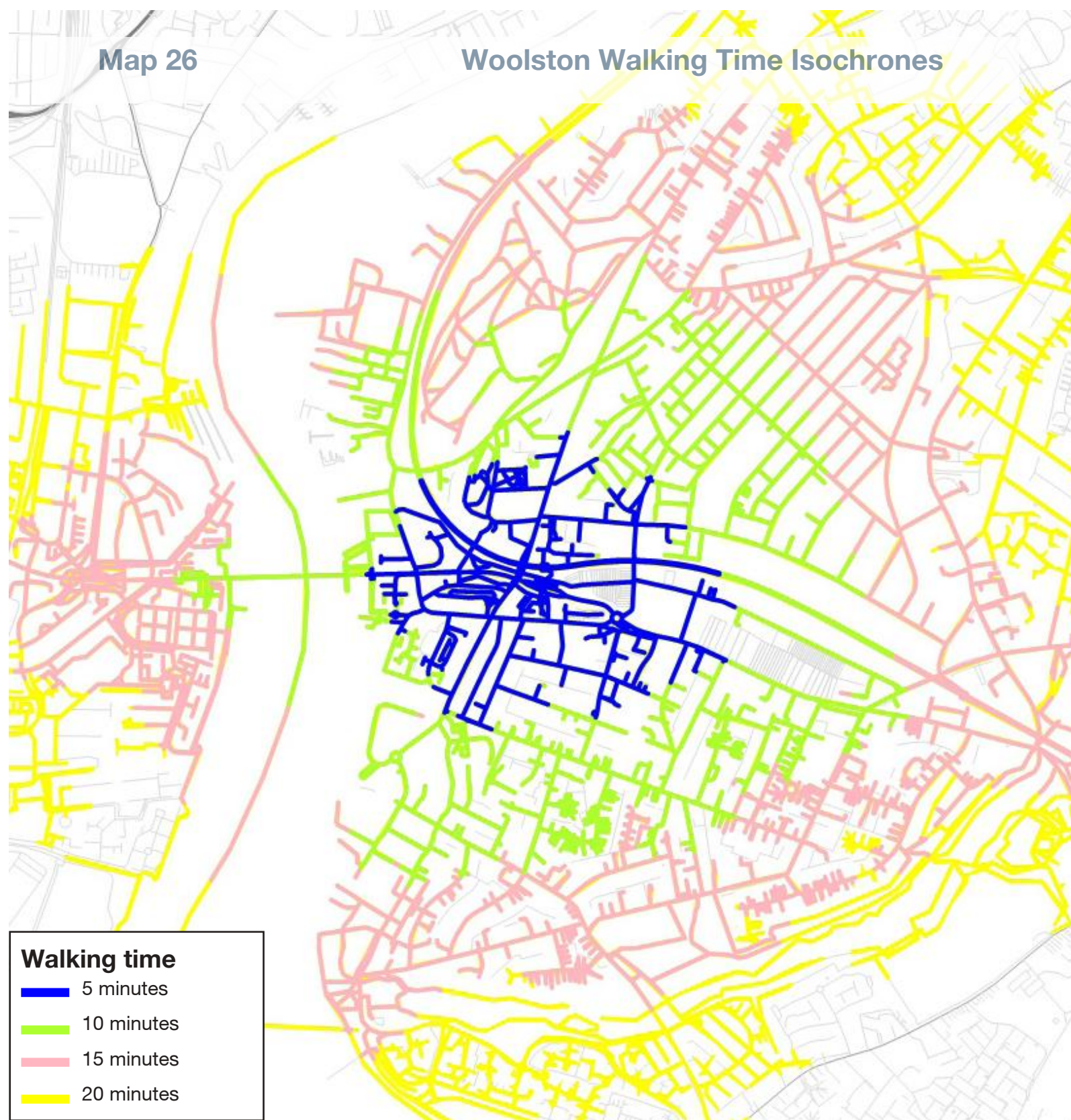




Woolston WRAT Scores

Route:





Woolston

Existing conditions

Woolston is a district centre located on the eastern bank of the River Itchen. Portsmouth Road, Bridge Road and Victoria Road are the major road corridors with high traffic flows and speeds. Victoria Road and Portsmouth Road form part of Victoria Road Air Quality Management Area 11 (AQMA). The AQMA's primary characteristic is queuing traffic congestion at junctions.

Woolston/Itchen Active Travel Zone is current in development, a consultation questionnaire for August to September 2022. Several recommendations from the below walking audit are already planned to be implemented as part of the Transforming Cities Fund improvements.¹

Barriers to walking

- High traffic volumes and speeds on Portsmouth Road
- Lack of pedestrian priority at most side road crossings.

Area Wide Recommendations

- W.1 Improve signing to Woolston station
- W.2 Could improve pedestrian experience to giving them priority at side roads e.g. continuous crossing. Particularly needed on Bridge Road and Portsmouth Road.

Walking Route Audit

1 Fort Road

Existing Conditions and Key Issues

- Some guardrailing outside school entrance. School zigzag markings discourage on-street parking along a significant section of the road.
- This footway is quite narrow, but typical footfall is likely to be low/medium unless during school dropped off and pick-up times.
- Lots of on-street parking and therefore doors opening on to the narrow footway.

¹ <https://transport.southampton.gov.uk/tcf/woolston-and-itchen-atz/>

- Narrow residential road with on-street parking
- Continuous crossing to be installed as part of TCF programme
- Other signing highlighting the school and '20mph is plenty'

Recommended Interventions

- A continuous crossing will be provided at the Fort Road / Porchester Road junction as part of the TCF programme

2 Portsmouth Road between Enfield Grove and Hazeleigh Avenue

Existing Conditions and Key Issues

- Footway west of Hazeleigh Ave is below 1.5m.
- Southern footway is less than 1.5m in places. Northern footway is a bit wider about still around 1.5m.
- Some driveways with access.
- One bus stop with a shelter and seating. Other stops are bus stops with flags only.
- Crossings on Hazeleigh Avenue and West Road with Portsmouth Road are setback from the junction off the desire line.
- Medium to high traffic volumes next to narrow footways. Route is also mixed traffic. Speed limit is 30mph, but narrow footways make it feel unpleasant.
- No signing, but unpleasant route.

Recommended Interventions

- 2.1 Consider tightening junctions with wider splays and improving pedestrian priority through installation of continuous crossings.
- 2.2 Widen footway west of Hazeleigh Avenue

3 West Road, Inkerman Road, Oak Road, Florence Road, John's Road and Obeslick Road

Existing Conditions and Key Issues

- Only greening located in private gardens and no space to accommodate on footways.



- Footways are in generally good condition
- Footway parking on West Road leaving less than 1.5m footway.
- Some posts but street furniture is limited in this residential area.
- Some crossings, including West Road / Portsmouth Road, are setback from the junction due to tight junctions and not enough space to provide them on the corners.
- Obeslisk Road can become busy during school drop off and pick up times.
- There is lots of on-street parking which could reduce visibility of pedestrians when walking alongside vehicles.

Recommended Interventions

- 3.1 Woolston ATZ will include the installation of dropped kerbs and tactiles at these locations: Oak Road / Florence Road, Florence Road / John's Road or John's Road / Obeslisk Road junction
- 3.2 New zebra crossing facilities will be installed on Obeslisk Road as part of TCF programme

4 Woolston District Centre - Victoria Road and John Thornycroft Road between Portsmouth Road and Vosper Road

Existing Conditions and Key Issues

- Victoria Road is one-way so noise from traffic is lower throughout this section. However, Victoria Road / Portsmouth Road forms part of the Air Quality Management Area.
- The route south of Portsmouth Road has seen significant investment over recent years, including footway paving, ground level planting and tree installation.
- Public seating is available on Victoria Road.
- Informal crossing facilities provided throughout District Centre.
- Victoria Road / Portsmouth Road includes a diagonal crossing.
- Traffic is discouraged from using Victoria Road

via the one-way system and 20mph speed limit.

- There is some signing in the area directing people towards Woolston Station, but signing could be improved/expanded.

Recommended Interventions

- 4.1 A continuous crossing at Obeslisk Road and Victoria Road could be beneficial .
- 4.2 Improve signing to Woolston station.

5 Portsmouth Road between Victoria Road and Enfield Grove

Existing Conditions and Key Issues

- Overgrown vegetation and some cracked paving slabs.
- Very active area with footfall to from the transport interchange.
- Western part of the route near Victoria Road forms part of the AQMA.
- Bins from the commercial properties opposite interchange are on the footway.
- Some greening, including trees, along the route.
- Footway is mixed of new and old paving, and tarmac. Some cracked slabs but largely in good condition.
- Significant variation in width along this section with the narrowest points being to the immediate east of Portsmouth Road / Itchen Bridge roundabout.
- Portsmouth Road is on a gradual gradient from starting point with Victoria Road to end point near Portsmouth Rd / Itchen Bridge Roundabout.
- Some additional seating at the Woolston transport interchange.
- Toilets near transport interchange at Woolston Station but closed.

Recommended Interventions

- 5.1 Better crossing facilities near the interchange would improve pedestrian

safety and crossing experience. Currently lack on provision within the interchange (and wide splay) and east of the interchange.

- 5.2 Repair/replace cracked paving slabs.

- 5.3 Investigate reopening toilets near transport interchange.

6 Bridge Road & Peartree Avenue between Portsmouth Road and Peartree Road

Existing Conditions and Key Issues

- Bridge Road suffers from graffiti and the footway could be improved towards Peartree Avenue.
- There are some rail and road bridge structures that reduce natural surveillance just north of Oakbank Road, including a subway on the western footway.
- Victoria Road / Portsmouth Road forms part of the Air Quality Management Area.
- There is a Memorial Park on the northeast corner of Victoria Road / Portsmouth Road.
- Ponding on the footway is an issue at various points along Bridge Road.
- Footway parking outside residential and commercial properties on Bridge Road.
- Some pinchpoints near pedestrian crossing south of Tankerville Road, bins and cars overhanging private boundaries - mostly along Bridge Road.
- A-frames present between Tankerville Road and Defender Road as well as a unkempt telephone box.
- Most bus stops are sheltered and have seating. However there are some stops that only have bus stop flags.
- There are a number of junctions with wide splays that have dropped crossings and tactiles off-set.
- No crossing facility connecting the eastern side of Bridge Road/Peartree Avenue into Peartree Green Nature Reserve.
- Visibility is generally good, but on-street parking may reduce this.
- Some signing to Woolston Station is in place but

could be improved/expanded.

Recommended Interventions

- 6.1 Remove graffiti and improve footway on bridge road near Peartree Avenue.
- 6.2 The area around Itchen Bridge could be improved through greening.
- 6.3 Improve drainage on Bridge Road
- 6.4 Consider whether current levels of lighting are sufficient.
- 6.5 Opportunity to introduce some greening or other public realm features north of Oakbank Road and near Garton Road.
- 6.6 Consider tightening junctions with wider splays and improving pedestrian priority through installation of continuous crossings. Oakbank Road and Radstock Road.
- 6.7 Add crossing facility connecting the eastern side of Bridge Road/Peartree Avenue into Peartree Green Nature Reserve.
- 6.8 Zebra crossing to be installed as part of TCF programme.
- 6.9 Add dropped kerb/tactiles at Tranby Road.
- 6.10 Improve signing to Woolston station.

7 Keswick Road and Woodley Road

Existing Conditions and Key Issues

- Footway is in good condition.
- Footways are narrow on both sides on the road, but do widen out on approach to Portsmouth Road.
- This route has some permit parking, but other parking is off-street in a designated car park.
- Crossing points where Keswick Road deviations from Woodley Road and the entrances/exits to the car park are setback from the junction.
- Fairly low traffic, one-way road, easy to cross.

Recommended Interventions

- 7.1 Add dropped kerbs and tactiles missing at Keswick Road and the car park entrances and exits.
- 7.2 Add wayfinding signage.

Prioritising Walking Improvements

Prioritising improvements

The route prioritisation process aims to identify the routes that are more likely than others to present higher benefits and achieve modal shifts. A robust prioritisation methodology is required to identify which of the routes are likely to be of the greatest importance and have the highest impact in terms of encouraging more active travel. Using the prioritisation methodology agreed upon with Southampton City Council, it combined the information derived from all previous LCWIP steps, and prioritises routes based on audit scoring and on environmental, technical, economic and social factors.

Audit scoring was based on the results of the Walking Route Audit Tool (WRAT), where each route was assessed on attractiveness, comfort, directness, safety, coherence. The lower the overall score, the greater the priority was in terms of needed walking improvements on the route.

Environmental factors were included in the prioritisation exercise by considering route gradients, the contribution of a route to improving air quality, and climate resilience (the presence of a route within an air quality management area or in a flood prone zone).

Technical factors and economic factors were included in the prioritisation exercise by expressing deliverables in unit costs aggregated to route section. For this exercise, higher costs equal more physical interventions necessary, thus a higher importance. Council feedback and detailed deliverability considerations are included in the prioritisation tool as well as a field that can be further populated and customised.

Social factors were included in the prioritisation exercise by considering the number of residents in the area and identifying areas of deprivation.

As agreed with Southampton City Council, each parameter (audit score, cost, gradient, number of residents, flooding, air quality, deprivation, and internal council review) was given a weight corresponding to how 'important' they are.

Proposed interventions (for example: street furniture and footway widening) were included and evaluated using a frequency and proportion value corresponding

to how much of a specific intervention needs to be delivered for a specific length of route. Price ranges for these were then included as part of the costing. Information relating to these route interventions were taken from the auditing exercise.

For each segment of the route or CWZ, a normalised value was given for each parameter between 0-1. These were averaged for each route and CWZ, to give a total percentage value. Higher total average corresponds to greater priority.

Priority Category	Criteria Assessed
Audit Scoring	1
Environmental Factors	3
Technical and Economic Factors	2
Social Factors	2

Table 4.1 Priority categories

Criteria	Weight	Description
Score	1	Areas in need of improvement
Cost	1	Total pricing
Gradient	1	Terrain gradient
Residents	2	People living within a 2 minute (100m) walking distance
Flood	1	Length of route within a flood area
Air Quality	2	Length of route within an air quality management area (AQMA)
Deprivation	2	Length of route within the 10% most deprived area
Internal Score	1	Local authority internal review

Table 4.2 Criteria used in the prioritisation methodology

Prioritisation of Key Walking Routes and Core Walking Zones

The table below presents a summary of the prioritisation exercise, including their final percentage score and total ranking. The greater the percentage score, the greater the priority. The results suggest that radial route 5 (Northam Road

Name	Sum of Minimum Cost	Sum of Maximum Cost	Average Percentage Score	Rank
Route 1 - Shirley Road to Central Station	£930,905	£3,350,304	36.7%	3
Route 2 - Hill Lane to Central Station	£877,166	£4,215,729	31.1%	6
Route 3 - The Avenue to Above Bar Street	£743,515	£3,324,396	21.2%	14
Route 4 - Bevois Valley to New Road	£1,146,700	£3,850,054	40.2%	2
Route 5 - Northam Road to city centre	£730,343	£3,806,537	44.1%	1
Route 6 - Itchen Bridge to Hanover Buildings, and to Queensway	£1,363,326	£5,553,236	33.0%	5
Route 7 - Itchen Bridge to Town Quay	£605,116	£1,109,123	33.8%	4
Bitterne	£1,157,674	£4,659,442	22.1%	13
Hospital	£1,165,330	£3,902,591	28.3%	9
Lordshill	£854,008	£4,259,498	24.5%	11
Polygon	£190,200	£710,000	28.8%	8
Portswood	£390,560	£2,689,292	25.8%	10
Shirley Road	£110,200	£390,000	29.9%	7
University	£416,181	£390,000	21.2%	14
Woolston	£811,282	£2,666,109	22.6%	12

Table 4.3 Summary of prioritisation exercise

to City Centre) should be prioritised over all other routes. When looking at the core walking zones alone, Shirley Road should be prioritised over the other walking zones. A detailed breakdown of the prioritisation exercise can be seen in Appendix 1.

Next Steps

Next Steps

Short to immediate term:

Transforming Cities

As noted in 'Connected Southampton Implementation Plan 2022-2025', funding has been secured from government grants, including: Transforming Cities (£36.1 million), Solent Future Transport Zone (£21.3 million), Highways Maintenance Block (£3.5 million), and Pothole Maintenance Fund (£2.8 million). Schemes for which funding has already been committed include Northam Ring Road, Portswood and Woolston Local Mobility Hubs, and Portswood Road and High Road Corridor Improvement.¹

Stakeholder and community engagement

Consider engagement on outputs from the LWIP potentially including: mini-engagement sessions with people living, visiting and working in the city and targeted discussions on the results of the route audits and the LWIP. This will test the conclusions of the report and help to ensure the solutions being proposed are appropriate and there is support for change.

Medium to longer term:

Identifying sources of funding

This LWIP will be a key tool for identifying future funding priorities and securing investment to deliver improvements to the walking network that are accessible to all.

Potential sources of funding to develop and deliver schemes include:

- DfT Active Travel Fund
- DfT Integrated Transport Block
- DfT Highways Maintenance Block

- DfT Capability Fund
- Community Infrastructure Levy (CIL) and s106 contributions from developers

Integration into local policy documents and designs

Southampton City Council plan to build on this LWIP by undertaking walking audits for other destinations, including schools, businesses and other local facilities and services.

Schemes will be designed as part of the ongoing development of this LWIP and to ensure that the Council has schemes ready for future funding opportunities. The LWIP outputs will be promoted for inclusion into local planning and transport policies, strategies and delivery plans. The LWIP will be continually reviewed and updated as a working document.

Making the Case

Schemes that involve significant change to the highway network to improve walking provisions can be a challenge in a car dominated context. The political, economic and policy element is often pivotal; therefore, ensuring any schemes are underpinned by strong and robust arguments that join up with the local political and community context is key.

Further studies and surveys

Consider commissioning further studies and surveys required as part of the scheme development process and help de-risk schemes, for example:

- Feasibility design:
 - Traffic count surveys
 - Traffic modelling
 - Engineering design review
- Business Case (making the case for investment for prospective funders, especially relevant if bringing whole networks forward together)



Route 5: Northam Bridge

¹ See 'Connected Southampton Implementation Plan 2022-2025' (pages 21-25) https://transport.southampton.gov.uk/media/2184/scc-ltp-implementation-plan-2022-mar-9_final.pdf

Appendix

Appendix 1: Summary of prioritisation tool by route section

Route Section Name	Route Type	Weighted total average	Minimum cost	Maximum cost	WRAT score	Residents	Average gradient	Length (m)	Side road crossings	Amend signal timings	Barrier removal	Street-scaping	Signal controlled crossing	Internal score	Bench	Greenery	Planters	Way-finding	Widen footway	Length of route in flood zone (m)	Length of route in AQMA (m)	Length of route in 10% most deprived (m)
Route 5 - Northam Road. NorthamRd and Bridge	central	70%	£450,392	£2,362,236	12	922	0.6%	797	5	0	50	0	5	2	4		50	8	399	599	327	735
Hospital CWZ.2	district	47%	£745,333	£2,079,755	34	1722	0.7%	978	12	0	0	1	0	1	5	489	61	10	489	0	0	598
Route 4 - Bevois Valley Road.St Marys Rd to East Park Terrace	central	46%	£318,700	£1,048,750	33	960	1.5%	396	6	1	0	0	1	3		198	25	4	198	0	396	193
Route 1 - Shirley Road. Howard Rd to Roberts Rd	central	43%	£487,883	£1,658,925	10	1445	0.2%	580	11	1	0	0	2	3		290	36	6	290	0	0	0
Route 7 - Town Quay. PlatformRoad-TownQuay	central	43%	£353,205	£611,105	30	516	0.0%	479	6	0	0	0	1	2	2	239		5	239	0	479	0
Route 2 - Hill Lane. Raymond Rd to Commercial Rd	central	42%	£570,650	£2,597,890	17	2098	1.3%	1113	18	2	0	0	3	2			70	11	557	0	0	0
Route 6 - Itchen Bridge to City Centre. CentralBridge to Queensway	central	41%	£451,673	£2,128,638	8	884	0.4%	448	4	0	0	0	6	3	2	224	28	4	224	169	22	0
Route 5 - Northam Road. Kingsway to Northam	central	40%	£269,952	£1,424,301	33	1070	0.8%	480	4	0	0	0	3	3	2		30	5	240	27	0	430
Route 7 - Town Quay. CanuteRoad	central	38%	£241,911	£478,018	18	419	0.0%	311	5	0	0	0	1	2	2	156		3	156	0	311	0

Route Section Name	Route Type	Weighted Total average	Minimum cost	Maximum cost	WRAT score	Residents	Average Gradient	Length (m)	Side road crossing	Amend signal timings	Barrier removal	Street-scaping	Signal controlled crossing	Internal score	Bench	Greenery	Planters	Way-finding	Widen footway	Length of route in flood zone (m)	Length of route in AQMA (m)	Length of route in 10% most deprived
Route 4 - Bevois Valley Road. Bevois Hill to Rockstone Ln	central	38%	£486,516	£1,558,404	15	774	0.6%	666	3	2	0	0	1	1		333	42	7	333	0	254	0
Hospital CWZ.3	district	37%	£28,543	£38,543	21	1619	0.7%	1170	2	0	5	0	0	1				12		1038	0	0
Route 6 - Itchen Bridge to City Centre. MarshLane-EvansSt	central	37%	£302,426	£1,136,947	8	712	0.3%	341	4	0	0	1	2	3	2	171	21	3	171	233	0	0
Route 4 - Bevois Valley Road. Rockstone Ln to St Marys Rd	central	37%	£341,484	£1,242,901	19	970	2.0%	393	7	0	0	0	2	1		197	25	4	197	0	326	39
Portswood DC CWZ.3	district	36%	£130,200	£910,000	21	1714	1.3%	674	10	1	0	0	4	3						0	31	0
Bitterne DC CWZ.6	district	36%	£667,833	£3,473,911	14	1179	1.5%	607	6	0	0	1	11	2	3	303	38		303	0	0	0
Hospital CWZ.6	district	35%	£110,000	£700,000	20	2276	0.9%	1286	10	0	0	0	3	1						70	0	0
Polygon DC CWZ.3	district	34%	£65,000	£290,000	15	1459	0.2%	805	9	0	0	0	1	2						0	0	0
ShirleyRd DC CWZ.1	district	33%	£50,000	£100,000	28	1255	0.6%	685	10	0	0	0	0	2						0	0	252
Polygon DC CWZ.2	district	33%	£40,000	£80,000	16	1850	1.4%	834	8	0	0	0	0	2						0	0	0
Bitterne DC CWZ.5	district	32%	£280,099	£528,449	12	1166	0.9%	767	6	0	0	0	1	2					383	0	0	0
Lordshill DC CWZ.4	district	31%	£114,950	£1,198,825	29	1010	1.5%	879	5	0	5	1	0	2	4		55	9		0	0	295

Route Section Name	Route Type	Weighted total avergae	Minimum cost	Maximum cost	WRAT score	Residents	Average gradient	Length (m)	Side road crossing	Amend signal timings	Barrier removal	Street-scaping	Signal controlled crossing	Internal score	Bench	Greenery	Planters	Way-finding	Widen foot-way	Length of route in flood zone (m)	Length of route in AQMA (m)	Length of route in 10% most deprived
Route 1 - Shirley Road.Roberts Rd to Central Stn	central	31%	£443,023	£1,691,379	14	792	2.1%	534	4	0	4	0	3	3		267	33	5	267	0	0	0
Woolston DC CWZ.6	district	30%	£557,303	£1,729,277	20	771	1.8%	716	8	0	0	2	1	3	4	358	45		358	0	2	0
Route 6 - Itchen Bridge to City Centre. ItchenBridge-CentralBridge	central	30%	£322,052	£905,470	21	552	1.6%	426	4	0	4	1	0	3	2	213	27	4	213	426	0	0
Portswood DC CWZ.1	district	28%	£102,902	£982,234	21	1073	2.0%	711	7	0	0	0	0	3	4		44	7		0	0	0
Lordshill DC CWZ.5	district	28%	£343,477	£1,510,187	25	956	1.1%	753	5	0	10	2	1	2	4		47		376	0	0	0
ShirleyRd DC CWZ.2	district	27%	£60,200	£290,000	24	1003	0.4%	452	8	1	0	0	1	2						0	0	0
Polygon DC CWZ.1	district	27%	£55,000	£270,000	20	1155	1.3%	780	7	0	0	0	1	2						0	0	0
Bitterne DC CWZ.4	district	26%	£11,200	£21,200	21	718	0.9%	341	2	0	6	0	0	3						0	0	0
Route 3 - The Avenue.Law Courts to Cenotaph	central	25%	£247,168	£1,139,374	23	668	0.9%	543	6	1	0	0	1	2			34		272	0	0	0
Portswood DC CWZ.2	district	25%	£20,200	£50,000	25	556	0.5%	371	4	1	0	0	0	3						0	0	0
Woolston DC CWZ.2	district	25%	£67,120	£94,974	28	404	0.0%	157	4	0	0	0	0	3					79	0	0	0
Hospital CWZ.7	district	25%	£19,926	£29,926	29	1162	0.8%	595	2	0	5	0	0	1				6		0	0	120
Route 6 - Itchen Bridge to City Centre.EvansSt-HannoverBuildings	central	24%	£287,175	£1,382,182	24	324	0.4%	284	2	0	0	0	4	2	1	142	18	3	142	0	0	0
Route 3 - The Avenue.The Avenue (Northlands Rd) - Law Courts	central	24%	£380,978	£1,678,758	35	944	0.4%	843	11	2	0	0	1	1			53		421	0	0	0
Woolston DC CWZ.3	district	24%	£35,000	£70,000	29	874	1.5%	610	7	0	0	0	0	3						0	0	0

Route Section Name	Route Type	Weighted total average	Minimum cost	Maximum cost	WRAT score	Residents	Average gradient	Length (m)	Side road crossing	Amend signal timings	Barrier removal	Street-scaping	Signal controlled crossing	Internal score	Bench	Greenery	Planters	Way-finding	Widen foot-way	Length of route in flood zone (m)	Length of route in AQMA (m)	Length of route in 10% most deprived
Woolston DC CWZ.1	district	23%	£25,000	£50,000	36	793	0.6%	462	5	0	0	0	0	3						0	0	0
University CWZ.4	district	22%	£35,000	£70,000	21	820	0.5%	771	7	0	0	0	0	1						0	0	0
University CWZ.2	district	22%	£31,778	£46,778	18	728	0.6%	710	3	0	20	0	0	1	4					0	0	0
Hospital CWZ.5	district	22%	£236,528	£1,004,366	26	1052	1.8%	608	3	0	5	0	0	1		304	38			65	0	0
Route 5 - Northam Road. Palmerston to Kingsway	central	22%	£10,000	£20,000		345	1.9%	212	2		0	0	0	0						0	114	0
Bitterne DC CWZ.7	district	22%	£15,000	£30,000	27	813	1.0%	509	3	0	0	0	0	2						0	0	0
Polygon DC CWZ.4	district	22%	£30,200	£70,000	22	672	1.2%	497	6	1	0	0	0	2						0	0	0
University CWZ.3	district	22%	£50,000	£100,000	23	1371	2.1%	1064	10	0	0	0	0	1						0	0	0
Lordshill DC CWZ.1	district	22%	£11,000	£21,000	27	910	2.1%	1070	2	0	5	0	0	2						236	0	0
Lordshill DC CWZ.3	district	21%	£364,581	£1,489,485	29	679	2.3%	877	5	0	5	1	0	2	4		55		438	0	0	14
Woolston DC CWZ.4	district	21%	£37,217	£67,217	38	190	0.8%	481	6	0	0	0	0	3				5		0	89	0
Lordshill DC CWZ.2	district	21%	£20,000	£40,000	31	911	1.3%	601	4	0	0	0	0	2						0	0	0
Bitterne DC CWZ.3	district	21%	£108,966	£320,127	21	260	0.9%	223	4	0	10	0	1	2					112	0	0	0
Route 2 - Hill Lane. Commercial Rd to Civic Centre	central	21%	£306,517	£1,617,839	25	247	1.5%	611	3	0	4	0	3	2			38	6	306	0	0	0
Route 7 - Town Quay. ItchenBridge-Royal CrescentRd	central	20%	£10,000	£20,000	17	247	2.0%	352	2	0	0	0	0	2						60	61	0

Route Section Name	Route Type	Weighted total average	Minimum cost	Maximum cost	WRAT score	Resident	Average gradient	Length (m)	Side road crossing	Amend signal timings	Barrier removal	Street-scaping	Signal controlled crossing	Internal score	Bench	Greenery	Planters	Way-finding	Widen foot-way	Length of route in flood zone (m)	Length of route in AQMA (m)	Length of route in 10% most deprived
Portswood DC CWZ.4	district	20%	£78,378	£468,378	34	825	2.3%	559	6	0	0	0	2	3				6		0	0	0
Woolston DC CWZ.5	district	20%	£75,000	£630,000	28	492	2.2%	358	3	0	0	0	3	3						0	8	0
Portswood DC CWZ.5	district	20%	£58,879	£278,679	26	543	2.4%	579	6	1	0	0	1	3				6		0	0	0
University CWZ.1	district	18%	£299,403	£552,832	18	540	2.5%	769	7	0	0	0	1	1	4				384	0	0	0
Bitterne DC CWZ.8	district	18%	£0	£0	27	311	1.1%	187	0	0	0	0	0	2						0	0	0
Bitterne DC CWZ.1	district	16%	£7,331	£12,331	25	228	1.5%	129	1	0	0	0	0	2	1					0	0	0
Hospital CWZ.1	district	16%	£0	£0	35	1341	2.9%	586	0	0	0	0	0	1						113	0	0
Bitterne DC CWZ.2	district	16%	£5,000	£10,000	34	381	1.1%	353	1	0	0	0	0	2						0	0	0
Woolston DC CWZ.7	district	15%	£14,642	£24,642	30	155	2.3%	309	2	0	0	0	0	3				3		0	0	0
Hospital CWZ.4	district	15%	£25,000	£50,000	21	827	3.1%	477	5	0	0	0	0	1						21	0	0
Route 3 - The Avenue. Above Bar Street - New Road	central	14%	£115,369	£506,264	32	27	0.3%	304	1	1	0	0	0	1			19		152	0	0	0
Bitterne DC CWZ.9	district	11%	£62,245	£263,425	31	159	2.7%	150	0	0	0	1	0	2	1	75	9			0	0	0