

# FULFLOOD LIVEABLE NEIGHBOURHOOD CONSULTATION

## Submission by Cycle Winchester, March 2026.

### 1 OVERVIEW

Cycle Winchester fully supports the aims of this scheme.

This is an opportunity to move an area of Winchester closer to the vision set out in the Winchester Cycling Charter, helping to create a place where:

- children and students can safely cycle to school and college;
- people can easily and safely cycle to work;
- residents find it convenient to use a bicycle to shop, to attend a doctor's appointment or to visit any of the city's leisure and hospitality venues;
- cyclists of all ages and abilities feel confident to be on the roads;
- our roads and public spaces prioritise people and make cycling the safe, natural choice for a large proportion of everyday journeys.

Cycle Winchester advocates for change that means more people feel able to get around by bike - but it is about far more than individual choice: there are many valuable benefits that follow, particularly those related to health and well-being.

### 2 THE WINCHESTER LCWIP – CITY FOCUS (LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN)

Several routes in the LCWIP are coincident with the Fullflood Liveable Neighbourhood. To facilitate delivery of the LCWIP and ensure that it does not remain just an aspirational strategy, it is imperative that opportunities are grasped whenever there is other work in the area. This is referenced further in our comments below.

### 3 REVIEW OF PROPOSALS

#### 3.1 Proposal: Crossing Stockbridge Road

Cycle Winchester's original submission called for safe and easy crossing points of busier roads for pedestrians and cyclists, with particular reference to this location. We are dismayed to find that cyclists have been ignored in the design. The report states that 'there is not enough space to provide a parallel crossing'. We believe that this is not the case and have had informal expert advice to support that contention. We want to see a parallel crossing with cyclists on the downhill (city) side and pedestrians on the uphill side.

We fully support the installation of raised pavements across both Fordington Road and Hatherley Road. The raised pavements should be created and clearly marked as shared spaces to allow cyclists to get on to the correct side of the road for their onward journey. This is what most cyclists will do anyway in an ad-hoc fashion but it should be made legitimate.

We are happy with the proposal to remove a single tree if deemed necessary to provide adequate space and sight lines and support the use of SuDS (Sustainable Drainage System) as long as it is a suitable non-slip surface for cyclists.

Stockbridge Road is a primary route in the City LCWIP with a recommended mandatory uphill cycle lane. The design of the proposed crossing at Hatherley Road / Fordington Road shouldn't compromise any such future development.

### 3.2 Proposal: Reducing rat-running in the east of Fulflood

We fully support the proposal to close Hatherley Road (east) to through traffic whilst allowing cyclists to pass through a modal filter.

We strongly favour Option 1.

Parked cars in Option 2 will block cyclists' easy passage through the modal filter. Experience across the city is that even if the spaces are designed to allow a clear route through for cyclists the road markings will not be respected by all drivers. We assume that the turning area will be suitable for larger vehicles.

### 3.3 Proposal: Reducing rat-running in the west of Fulflood

We support, in principle, the proposal to reduce rat-running through the west of Fulflood. We are pleased with the ambition of the scheme that has been proposed.

The modal filters should be positioned to reduce so-called rat-running and to make local journeys – for instance, to and from Westgate School – easier and more convenient by foot or cycle than by car.

We assume that all roads in the scheme – for example, Western Road - will remain accessible by large vehicles eg for waste collection, maintenance and deliveries.

Cycle Winchester doesn't have the capability to model traffic flow and test the current layout of modal filters in this section. We think there is more work to be done to find the optimal solution.

Proposals to make some streets one-way include the statement 'these could be designed to allow contraflow cycle lanes to be installed'. This should be reworded to read 'these will be designed to allow contraflow cycling with cycle lanes installed where necessary and practicable'. It is not sufficient to float a good idea without a clear commitment to implementation.

In relation to contraflow cycling, LTN 1/20 13.3.3 states:

*"cyclists can be exempted from prohibitions on movements such as no entry, no left turn and no right turn, through use of the appropriate plate ('Except Cycles')."*

Cycle bypasses present accessibility and maintenance issues, so should only be used where really necessary.

So, in relation to the modal filters, Cycle Winchester recommends:

- *If it's an unsegregated cycle contraflow after the filter point, or simply a two-way road, no cycle bypass is needed - just a "No Entry except cycles".*

Hence the two-way filter just north of the Western Road junction should not have a bypass: "No Entry except cycles" signs in both directions should suffice.

Likewise, the one-way filter north of the Fordington Road junction doesn't need a bypass: a "No entry except cycles" sign for northbound traffic is adequate.

- *However, if there's a segregated contraflow cycle lane after the filter point, it's worth having a cycle bypass feeding into it.*

So, the one-way filter on Cheriton road by the Fulflood Arms, south of the Western Road junction, probably does need a bypass.

### 3.4 Proposal: 20mph speed limit

We fully support the plan to create a 20mph speed limit in Fulflood.

The proposal says 'in Fulflood' but is not clear exactly where.

We think that the whole Fulflood area should be a 20mph 'zone' including the section of Stockbridge Road that lies within the scheme starting from the end of the current 20 mph zone sign near the railway bridge in Stockbridge Road - supported by appropriate traffic calming measures.

The traffic calming measures should have particular focus around the proposed new crossing and in the vicinity of the parade of local shops.

## 4 ADDITIONAL COMMENTS

### 4.1 Western Road

We would like to see a 'No Entry' sign with supplementary 'Except Cycles' at the entrance to Western Road. People regularly cycle along Western Road against the legal traffic direction, apparently without incident.

This evident desire line should be legitimised.

We would also like to see a raised pavement (pedestrian only) across Western Road at its junction with Stockbridge Road. This is a very busy crossing adjacent to the local shops with narrow pavements either side.

The crossing will be good for pedestrians but also benefit cyclists turning left into Western Road as cars will be approaching the junction more cautiously.

### 4.2 Berewecke Road

Cycle Winchester recommends that parking spaces be removed along this road.

All the houses along here have off-road parking.

The road is not sufficiently wide to safely accommodate two cars and a bicycle side-by-side yet drivers are often not prepared to wait to overtake a cyclist who has pulled out to pass a parked vehicle or to respect an oncoming cyclist's priority.

### 4.3 Potential upgrades to create a utility cycling route

The following paths would be very useful additions to the local cycling network if upgraded to allow cycling.

- 4.3.1. The road/path between Westgate Secondary and Primary schools (Green Lane) connecting Cheriton Road to Links Road.

Green Lane is an adopted footpath as far as its junction with Links Road. Links Road is a public highway as far as its junction with Walnut Drive and thereafter a private road. Upgrading the footway to a cycleway and using the private section of Links Road provides a cycle connection between Cheriton Road and Chilbolton Avenue.

- 4.3.2. The path between Nursery Gardens and Romsey Road.

### 4.4 Junctions and crossings out of Fulflood

It is important to remember that many cycle journeys will be *between* Liveable Neighbourhoods not just *within* them. In the case of Fulflood, there are important crossings and junctions that are all forbidding propositions for many cyclists and these should all be scheduled for improvement.

They include:

- 4.4.1. (staggered) crossing of Romsey Road between Knights Quarter and St James Lane;
- 4.4.2. crossing of Chilbolton Avenue between Green Hill Road and Sarum Road;
- 4.4.3. the roundabout at Chilbolton Ave/Stockbridge Road;
- 4.4.4. crossing of Romsey Road between St James Terrace and Clifton Terrace (the current temporary scheme is unsatisfactory for cyclists);
- 4.4.5. the junction between Andover Road and Berewecke Avenue.

#### **4.5 Reallocate Road Space / Uphill Cycle Lanes**

The following roads that lie within or along the boundary of Fulflood should each have dedicated uphill cycle lanes.

##### 4.5.1. Stockbridge Road

As noted earlier, this section of Stockbridge Road is a key element of primary route 270 in the Winchester City LCWIP.

A previous scheme on Stockbridge Road took away a lot of carriageway space that would have allowed room for an uphill cycle lane. Instead, the space was used to create a long chicane to slow downhill traffic. The rest of the 'dead' carriageway space was turned into extra wide pavements that are of no particular benefit.

A better, less space-intensive way should be found to slow traffic (along with a reduced speed limit) in order to provide room for a cycle lane.

##### 4.5.2. Romsey Road

The majority of Romsey Road adjacent to Fulflood is also part of the Winchester City LCWIP and similarly a priority route which currently is a most unpleasant and unsafe place to be on a bicycle when going uphill.

##### 4.5.3. Chilbolton Avenue

This is essentially route 310 in the Winchester City LCWIP which reads:

*"for the entire extent of Chilbolton Avenue, there appears to be scope to consider a fully kerbed cycle track, or light segregation with a reduction in speed limit to 30mph. If this is not feasible, consider a shared use path. On-street parking, including time restrictions, may require review. There should be ample road widths here. Ensure that any provision has priority over all side accesses and reduce bellmouths."*

The creation of a parking bay with a hachured strip for door opening has increased the uncertainty and danger for cyclists on this section – some cyclists unwittingly use the hachured strip as a cycle lane and some drivers get angry if cyclists aren't using it.

In a recent survey, residents of Chilbolton Avenue indicated overwhelmingly support for a speed limit reduction from 40mph to 30mph which Cycle Winchester supports.

## 5 HEARTS AND MINDS

We hope that the council will recognise the most likely objections to the scheme and work hard to develop a positive narrative and share evidence that brings as many people as possible on side.

The narrative should emphasise the big picture of a happier, healthier society and an attractive city where people want to live, learn, work and visit: a city that isn't overrun by cars, congestion, noise and pollution.

Evidence needs to be shared from similar schemes around the country to counter the concern that modal filters always shift the traffic onto neighbouring streets.

Locally the council has published data related to the temporary crossing on Romsey Road showing changes in traffic movements in the neighbouring roads. There is a lot of anecdotal evidence around resulting difficulties: rat-running on adjacent roads, dangerous U-turns, drivers going the wrong way on one-way streets and so on. If the traffic monitoring has continued perhaps there is a positive story to share – optimistically, that disruption was not that great and diminished over time.

Locally too, people had strong objections to the modal filter on College Street: probably a few people still do. But Cyle Winchester believes that the vast majority of people would see the benefits as far outweighing the inconvenience and that few would want to reverse that decision.

It's no surprise that, in our annual city-wide census, College Street / Kingsgate Street had the highest cyclist count of any location, typically around 50 cyclists in the hour.

A similar point - that people are often resistant to change and minor inconveniences until over time they come to appreciate the benefits - could be made around the traffic restrictions in The Square and, longer ago, the pedestrianisation of the High Street

Elsewhere in the city bike buses are springing up – see:

<https://cyclewinchester.org.uk/bike-bus/>.

There were seven at the last count but with talk of more soon.

There is a clearly a desire for children to cycle to school and every incentive to make the conditions right for that to happen in Fulflood.

## 6 CONCLUSION

Cycle Winchester is very encouraged by the vision set out in the Fulflood Liveable Neighbourhood scheme.

We are fully supportive of the scope of the scheme.

We trust that the council will carry out suitable feasibility tests in order to be confident that the layout of the modal filters will achieve the stated aims with minimum adverse effects.

We trust that full consideration will be given to our proposed amendments and additional measures. We are ready to discuss them further at any time.

Cycle Winchester can be contacted at [hello@cyclewinchester.org.uk](mailto:hello@cyclewinchester.org.uk).