

Technical Note

Project	Winchester School of Art	Project No	14398
Subject	HCC Highways Post-Submission Comments	Date	21 August 2026
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1.1 Introduction

1.1.1 This Technical Note (TN) is written on behalf of Turner & Townsend (Leeds) on behalf of University of Southampton (the Applicant) to address the post-submission consultation comments provided by Hampshire County Council (HCC) Highway officers, dated 11 June 2026, in relation to a submitted full planning application, which seeks consent for the construction of a new single storey education building together with associated internal and external alterations at the Art Rooms, Winchester School of Art, Park Avenue, Winchester.

1.1.2 The planning application is currently 'live' under Winchester City Council (WCC) Ref: 26/00866/FUL.

1.1.3 For completeness, the planning application comprises:

"Erection of a single storey education building, plus rooftop plant room, connecting to the existing South Side and Administration Buildings; minor alterations to the existing buildings; alterations to existing entrance from Park Avenue to remove vehicular access, minor alterations to the existing entrance from North Walls including widening of footpath; reconfiguration of car parking spaces and access road; site wide landscaping including demolition of existing structures and replacement boundary treatment; ground works for installation of drainage attenuation tanks; and associated works."

1.1.4 HCC provided their formal response on 10th June 2026. Within this response, HCC stated that the application, as submitted, attracts a highway objection due to insufficient information.

1.2 Additional information requested

1.2.1 The response details that the following information would be required to be submitted in order to satisfy the requirements of HCC Highways:

- **Active Travel and Connectivity Plan**
 - full plan of pedestrian and cycle routes:
 - (i) within the site
 - (ii) connections to surrounding highways
 - clarification of route status (public/private/shared/cyclable)

- assessment of relevant local strategy/policy and how this has been incorporated within the development.
- **Movement and Demand Assessment**
 - quantification of walking and cycling trips
 - identification of key desire lines (incl. station, Easton Lane, city centre)
- **Off-Site Assessment**
 - assessment of surrounding network conditions
 - identification of any mitigation required (where proportionate).

1.2.2 CampbellReith acknowledge receipt of the full consultation response, which provides further context as to the rationale pertaining to the request for the additional information outlined above, and also provides additional design-related comments outside of the summary of further information required, which have also been addressed within this TN.

Cycle Parking

1.2.3 HCC have stated that the proposed short-stay cycle parking spaces are “not clearly identified on the submitted plans and further detail is required.”

1.2.4 With reference to Drawing No. 0781-PLI-XX-ZZ-DR-L-0100, by Plincke, within **Appendix 4**, a total of 4 No. Sheffield Stands are situated to the north of the proposed shared foot/cycleway route off Park Avenue, providing a total of 8 No. short-stay cycle parking including provision for 2 No. enlarged/cargo-style cycle parking spaces, contained within the same area.

Multi-Modal Trip Generation

1.2.5 Within HCC’s consultation response, the following was stated:

"Given the length of time since the survey was undertaken there may be factors which have influenced or changed the multi-modal splits. However, given the restrictions on on-site parking and the proposed reduction in parking spaces, it is considered that the development will result in negligible additional vehicular trips to the site.

However, although the TA presents the trip generation as numbers on site at any one time, which is relevant in terms of capacity, it is also relevant to consider total additional trips to the site. On this basis, even accepting the pre-COVID data and not taking into consideration any modal shift targets, there would be approximately an additional 370 students walking to the site (circa 740 two-way trips) and around 60 cycling (circa 120 two-way trips)."

1.2.6 The Applicant wishes to state that while updated student travel survey data (2024) is available as part of the wider UoS Travel Plan data, the subsequent modal share data collected as part of the 2024 surveys indicates substantially fewer trips by walking/cycling occurring during 2024, when compared to 2019 – the latter of which has been used to inform the modal share proportions for the campus. On this basis, and in keeping with the UoS’s aspirations to encourage active travel modes as the primary mode of travel to/from the campus, there would be approximately an additional 333 students walking to the site (circa 666 two-way trips) and

around 54 cycling (circa 108 two-way trips), albeit based on the current cohort of 900 students attending the campus each day.

1.2.7 The walking/cycling modal share target outlined within the submitted Travel Plan, for all enrolled students, is as follows:

- Increase the modal share proportion of student trips made to/from the site by walking and cycling by a combined total of 4% by Year 3 and of 8% by Year 5.

1.2.8 Hence, should the walking/cycling modal share targets outlined within the submitted Travel Plan be met by the end of the five-year monitoring period, which coincides with the predicted 2500 students currently predicted to be enrolled at WSoA in the next five years (albeit 1500 are estimated to be on the campus each day) this would equate to a total of 615 students walking to the site (circa 1230 two-way trips) and around 150 cycling (circa 300 two-way trips). It should be noted that the 2019 student modal share data indicates that a total of 52% of students will use public transport to travel to/from the campus, comprising of 50% via public/university-linked buses and 2% via train.

1.2.9 While mitigation is proposed to complement existing and future increases in walking/cycling demand to/from the campus, as outlined above, it is recommended in any case that a staff/student travel survey be undertaken at the earliest opportunity, explicitly for the Winchester School of Art campus. This will allow the campus to establish an accurate baseline modal share, to then allow for more informed 'hard' and 'soft' measures to be implemented on the campus, where applicable, in the future.

Trip Distribution and Assignment

1.2.10 HCC have stated that:

"As a minimum we would expect analysis of where students are likely to be travelling from (e.g. rail station/bus stops/accommodation locations), and an appropriate assessment of key routes based on this analysis."

1.2.11 CampbellReith have undertaken an Active Travel Zone (ATZ) Assessment of key walking/cycling routes to/from the campus and all nearby key destinations/facilities used by students. Refer to the Report contained within **Appendix 1**, which demonstrates the conclusions of this assessment, including any possible mitigation that could be explored in critical locations along each route.

Technical Detail

1.2.12 Within the Technical Detail section of HCC's consultation comments, a series of design observations were provided from a non-motorised user, visibility and vehicle tracking perspective - both internally as well as off-site (as part of the proposed off-site works to be delivered under the Section 278 Agreement). The following paragraphs provide clarification on the key items raised by HCC:

NMUs

- It is acknowledged that kerbing upstands and kerb lines may need to be changed to meet HCC standard detail HCC11/C/065. This can be investigated further at detailed design stage (Section 278) post-receipt of planning consent, whereby the condition of the existing kerbing will be considered.
- Concerns regarding pedestrian visibility and intervisibility when looking north into the site to/from North Walls are acknowledged. Refer to Drawing No. 14398-CRH-XX-XX-DR-6202-P1 within **Appendix 2** which shows how pedestrian visibility splays of 1.5m x 15m can be achieved in all directions from the proposed tactile paving, as well as how 25m forward visibility can be achieved between the drivers eyesight lines of an Estate car along North Walls, and a 10.0m Rigid Truck travelling towards the junction within the site boundary. The drawing also shows how an Estate car can wait within the junction bellmouth while the 10.0m Rigid Truck egresses from the site access and onto North Walls.
- The Applicant acknowledges the location of the existing post box within proximity of the new footway link to the site. However, the location of the post box is not considered to interfere with the maintaining of an attractive walking route to/from the site from via North Walls.

Visibility

- HCC requested that pedestrian visibility splays are shown at the proposed site access, from the tactile paving with a 1.5m x-distance (set-back). Refer to Drawing No. 14398-CRH-XX-XX-DR-6202-P1 within **Appendix 2** which shows how pedestrian visibility splays of 1.5m x 15m can be achieved in all directions from the proposed tactile paving. It should be noted that the proposed crossing points across the site access is an existing, dropped kerb arrangement, which is being enhanced as a result of the proposed development via the provision of tactile paving. On this basis, no further consideration is necessary.

Vehicle Tracking

- HCC stated that a car and 4.6t light van passing at the junction are to be shown. Refer to Drawing No. 14398-CRH-XX-XX-DR-6201-P2 within **Appendix 2**, which has been updated to show a 4.6t van passing a car at the junction with no conflict.
- HCC also requested that intervisibility splays are provided around the site access and frontage with North Walls where cars may need to wait for larger vehicles when turning in (and vice versa). This has been addressed within Drawing No. 14398-CRH-XX-XX-DR-6202-P1 within **Appendix 2**.

Stage 1 Road Safety Audit

- 1.2.13 The Applicant requests that any required Road Safety Audit is progressed in conjunction with the works secured under the Section 278 Agreement, post-receipt of planning consent. It is suggested that a Road Safety Audit could be secured by planning condition.

Proposed Shared Foot/Cycleway and Future Connectivity

- 1.2.14 HCC's consultation comments regarding the Proposed Development's provision of active travel infrastructure and permeability between the campus and the local walking/cycling network stated that:

"The Highway Authority has carefully considered current policy and strategy objections, and representations requesting a public through-route across the site. Enhanced permeability to the site is expected, particularly given the quantity of student accommodation off the Easton Lane corridor and the potential for students to travel sustainably from other areas around the city, and such a route is referenced in local strategy (LCWIP / Movement Strategy).

The Highway Authority considers that:

- *insufficient information has been provided to demonstrate how the development integrates with the wider walking and cycling network;*
- *the internal route strategy is not clearly defined in terms of continuity, accessibility, or suitability for walking and cycling movements;*
- *it is unclear whether future permeability opportunities are preserved or compromised.*

The Highway Authority considers that the application does not provide sufficient evidence to demonstrate that the scheme meets policy expectations for connectivity."

- 1.2.15 CampbellReith, together with relevant members of the wider design team, subsequently attended a virtual workshop with HCC Highway Officers during July 2026. The purpose of this meeting was to ensure that HCC's rationale and position was fully understood by the Applicant. Within this meeting, HCC Highway Officers advised that the following key design and policy-led principles had not been considered as part of the initial submission:

- The application, as submitted, proposed to remove the primary pedestrian/cyclist access to/from the campus and the eastern side of Park Avenue, in favour of the construction of the new link-building. The plans submitted as part of the planning application only indicated a pedestrian link to/from the campus to the north of Handy Villas, meaning that cyclists would be required to cycle along a convoluted route via North Walls to access the campus and cycle parking; and
- The application fails to acknowledge the proposals contained within the City of Winchester Local Cycling and Walking Infrastructure Plan (LCWIP), which sets out aspirations for a low-traffic alternative walking, wheeling and cycling route through the campus from North Walls to Park Avenue, without requiring to use the signal-controlled junction at the southern end of Park Avenue.

- 1.2.16 The Applicant acknowledges concerns from HCC regarding the quality of existing and future pedestrian/cyclist connections to the campus, and to this end proposes to deliver a shared foot/cycleway facility of 4.5m in width, between the campus and the eastern side of Park Avenue, in accordance with adopted design guidance such as LTN 1/20. It is the intention for the shared foot/cycleway facility to follow the alignment of the formerly proposed pedestrian

access to the campus, north of Handy Villas, adjoining the eastern side of Park Avenue, to the west, and the western side of the internal access road.

1.2.17 Refer to Drawing No. 14398-CRH-XX-XX-DR-H-6220-P3 within **Appendix 3**.

1.2.18 The provision of the 4.5m shared foot/cycleway facility will result in the following improvements in pedestrian and cyclist desire-lines to/from the campus and the local walking/cycling network:

- Pedestrians will utilise the existing footway along the eastern side of Park Avenue, as per the existing situation, to access the campus; and
- Cyclists will access the campus via a cycle off-slip off the eastern side of Park Avenue, adjoining the shared facility.

1.2.19 In terms of design principles, the following measures are proposed:

- Corduroy paving at all key interfaces along the route, both along Park Avenue and internally, within the campus;
- 0.5m lateral clearance buffers have been allowed for along the edges of the shared foot/cycle facility and the proposed footpath connection to the site access, in line with LTN 1/20;
- The footpath at the eastern end of the shared-use facility has been re-aligned to better suit the desire line, when crossing the shared-use facility;
- 8 No. Short-stay cycle parking spaces have been provided within close proximity to the shared foot/cycleway; and
- Appropriate regulatory signage to TSRDG and LTN 1/20 standards to better support pedestrians/cyclists transiting between the footpaths and shared-use areas.

1.2.20 It should be noted on Drawing No. 14398-CRH-XX-XX-DR-H-6220-P3 within **Appendix 3** that the proposed 3.0m wide footpath connection, between the site access and the southern edge of the shared foot/cycleway facility, has been provided with the appropriate width (3.0m) and lateral clearances (0.5m on both sides) to enable this extent to be converted into an extension of the shared foot/cycleway, for use by cyclists, should future demand dictate. However, as part of these revised proposals, this footpath will be in use for pedestrians only at this stage – with regulatory signage being implemented to prevent its use by cyclists.

1.2.21 It is considered that implementation of a shared foot/cycleway for the use by campus staff and visitors, while safeguarding the appropriate widths (including lateral clearances) for an additional 3.0m foot/cycleway to adjoin this in future if required, satisfies the requirements of HCC and the adopted LWCIP in providing infrastructure for an aspirational cycle link, to better connect local established routes, and for wider public benefit.

1.2.22 While the Highway Authority acknowledges that the development would not result in a severe highway impact, it is considered that the introduction of the replacement pedestrian/cycle route through the campus represents an important route to encourage safe, active travel.

Clarification on Internal Routes

- 1.2.23 HCC also requested that further clarification be provided as to the status of the routes proposed within the campus as part of the planning application, both within the site, as well as the connections proposed to surrounding streets.
- 1.2.24 With reference to Drawing No. 0781-PLI-XX-ZZ-DR-L-0100, by Plincke, within **Appendix 4**, it has been illustrated how the revised masterplan adjoins the local road and active travel network, as well as the status of each route, and how key internal routes and facilities, such as cycle parking, will be accessed from the proposed shared-use facility.

Off-Site Assessment

- 1.2.25 As requested by HCC, CampbellReith have also undertaken a qualitative, desktop-based assessment of the condition of the surrounding active travel network, along key desire lines and routes likely to be frequently used by students and staff alike. While HCC Highway Officers stated that they *"would normally require, as standard, a WCHAR to support an application of this type and scale"*, it is considered that the undertaking of a Active Travel Zone (ATZ) Assessment, in line with TfL's long-established methodology, and with reference to the 10 Healthy Streets indicators, better supports the assessment of legacy routes to/from key destinations frequented by students and staff.
- 1.2.26 Refer to **Appendix 5** which contains the ATZ Assessment, based on a series of key pre-determined routes to/from the campus. This also includes the subsequent conclusions and recommendations for any mitigation that could be considered to be implemented, subject to feasibility, to improve the quality of the route.

1.3 Summary and Conclusions

- 1.3.1 This TN has been written to address the post-submission consultation comments provided by Hampshire County Council (HCC) Highway officers in relation to a submitted full planning application, which seeks consent for the construction of a new single storey education building together with associated internal and external alterations at the Art Rooms, Winchester School of Art, Park Avenue, Winchester.

- 1.3.2 It should be reiterated that HCC have previously concluded that:

"The Highway Authority acknowledges that the development would not result in a severe highway impact and that vehicular access arrangements are acceptable in principle, subject to additional information detailed above.

However, insufficient information has been provided to demonstrate that the development delivers safe, convenient and well-integrated access for pedestrians and cyclists in accordance with national and local policy."

- 1.3.3 The key points outlined by HCC whereby further clarification would be required to satisfy outstanding concerns, have been addressed within this TN. On this basis, no further consideration is necessary.



CampbellReith
consulting engineers

Appendix 1

Active Travel Zone Assessment

Winchester School of Art

**Active Travel Zone
Assessment Technical Note**

For
Turner & Townsend (Leeds)

Project No.
14398

Date
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1.0 INTRODUCTION AND METHODOLOGY

1.1 Background to the Active Travel Zone Assessment

- 1.1.1 When larger developments are submitted for planning approval in Greater London, an Active Travel Zone (hereafter 'ATZ') Assessment can be requested by Transport for London (TfL) in accordance with their *Healthy Streets TA Guidance* (2019). The objective of the ATZ Assessment is to determine the extent at which the existing site and its surrounding infrastructure are suited to support car-free lifestyles on a daily basis.
- 1.1.2 Whilst this is still a London-centric means of assessment, CampbellReith have noted that other planning and highway authorities outside of the capital have started to adopt the principles and methodologies of the ATZ Assessment, when considering planning applications and transport schemes.
- 1.1.3 The purpose of an ATZ Assessment is to provide a qualitative assessment of the routes which users of a development would follow, when using "active travel" modes such as walking or cycling, either for a whole journey, or as part of a journey to a public transport node, or interchange point. The TfL methodology provides ten indicators for a route to be reviewed against, as set out in Figure 1.1.

Figure 1.1: ATZ indicators



- 1.1.4 As part of the comments received from Hampshire County Council (HCC) Highway Officers in June 2026 in relation to the 'live' Winchester School of Art (WSOA) planning application (Ref: 26/00866/FUL), HCC requested that an assessment of surrounding network conditions be provided, together with identification of any mitigation required, where proportionate.
- 1.1.5 It is considered that the outcomes of this ATZ Assessment could also benefit both the University of Southampton (UoS), as operator of the WSoA campus, as well as HCC with regard to the future prioritisation of active travel schemes in the wider area.
- 1.2 **Methodology for the Active Travel Zone Assessment**
 - 1.2.1 Whilst outside of London, the assessment has been undertaken in accordance with TfL's robust guidance and principles, and the subsequent conclusions are considered to act as an excellent basis to determine the infrastructure improvements, maintenance or mitigation strategies required to safeguard and improve the uptake of sustainable modes to/from the proposal site to nearby amenities.
 - 1.2.2 To establish the condition of the existing walking, cycling and public transport infrastructure within the vicinity of the site, CampbellReith have undertaken an ATZ Assessment of a number of key destinations, facilities and amenities that existing and future students and staff campus likely frequent.
 - 1.2.3 To undertake an ATZ Assessment, key destinations surrounding the site are identified, then are visited in order to document the routes which active travel users would follow.

2.0 ACTIVE TRAVEL ZONE ASSESSMENT

2.1 Active Travel Zone Destinations

2.1.1 A preliminary desktop study of the site and surrounding area was undertaken, and it determined that the relevant destinations for inclusion within the assessment, based on key destinations used by existing and future university students and staff in the area, were as follows:

- Winchester Railway Station (via Capital House);
- Erasmus Park, Easton Lane;
- High Street; and
- River Park.

2.1.2 As shown, these include a range of destination types, public transport nodes, shopping and retail areas, other education facilities, public open space and leisure.

2.1.3 The above destinations have been carefully considered to reflect the existing services and amenities available to existing students and staff of the campus. The resultant assessment also assumes that the proposed shared foot/cycleway, to be delivered through the campus via Park Avenue, is implemented as the primary route to/from the campus from the north (towards River Park), the west (towards Winchester Station) and to the south (towards the City Centre).

2.1.1 When determining the ATZ routes which are to be audited prior to undertaking the ATZ assessment, it is common practice to ensure that the start point of each route is consistent. This principle, in conjunction with the fact that a site of this scale has multiple active frontages, means that it is not always possible to determine the condition of all of the existing active travel infrastructure around the entire periphery of the site. This is largely owing to the fact that the most efficient walking/cycling route to a particular destination may not require people to travel along a particular frontage of the site.

2.1.2 The 10 Healthy Streets Indicators have been used to audit the routes from the site to each of the destinations noted above.

2.1.3 A total of 5 Routes were devised in order to visit all of the destinations listed above. Refer to Figure 2.1 below which shows the locations of the routes and key destinations scoped into this ATZ Assessment. Refer also to **Appendix 1**.

2.2 Active Travel Zone Route 1 – Winchester Railway Station

2.2.1 This route involves walking eastbound along Station Hill and then adjoining the B3330 City Road, travelling eastbound for some 550m, adjoining the B3330 North Walls, onto Park Avenue before entering the site via the proposed shared foot/cycleway.

2.2.2 Refer to Table 2.1 which illustrates the associated assessment of ATZ Route 1.

Table 2.1: Winchester Railway Station ATZ Route 1

Healthy Street Indicator	Comments / Observations	Suggested Areas for Improvement
Pedestrians from all walks of life	The footway widths along the B3330 North Walls are not compliant in places. This is particularly apparent along the northern edge of the road, such as adjacent to the old brick wall bounding the footway and the Marston Gate residential area, as well as outside of the front gardens of residential properties. However, it appears as if the local highway authority have done as much as they can to widen the footways on the northern side of the road, within the assets/land that they likely control.	No recommendations considered necessary or proportionate.
Easy to cross	At the B3330 North Walls / Hyde Abbey Road, the footway paving slabs within the bellmouth are cracked/damaged and could cause a trip hazard. Also, no tactile paving is provided to aid visually impaired users.	Consider refreshing the cracked tactile paving at the junction and consider the implementation of tactile paving at the junction.
Shade and shelter	Considered sufficient.	No recommendations considered necessary or proportionate.
Places to stop and rest	Considered sufficient.	No recommendations considered necessary or proportionate.
Not too noisy	This part of the route involves walking along the B3330 North Walls/City Road which is lined with retailers, bus stops, food outlets and other community uses along both sides of the road which create background noise. Also, the B3420 Andover Road passes through a part of the route, which caters for a large proportion of traffic to/from Winchester from via the A34 to the north. This means that noise generated is relatively intense and can make holding a conversation difficult at crossing points.	No recommendations considered necessary or proportionate.

People choose to walk and cycle	The footway widths along the B3330 North Walls are not compliant in places. This is particularly apparent along the northern edge of the road, such as adjacent to the old brick wall bounding the footway and the Marston Gate residential area, as well as outside of the front gardens of residential properties. However, it appears as if the local highway authority have done as much as they can to widen the footways on the northern side of the road, within the assets/land that they likely control. Cyclists are required to use the carriageway along the B3330.	No recommendations considered necessary or proportionate.
People feel safe	Due to the volume of accelerating and idling traffic within the locality of the route, excessive levels of noise pollution can be felt in places throughout the day, which could create uncertainty - especially when crossing.	No recommendations considered necessary or proportionate.
Things to see and do	Considered sufficient. There is activity ongoing on-street particularly along the B3330 City Road and within adjacent businesses.	No recommendations considered necessary or proportionate.
People feel relaxed	Due to the volume of accelerating and idling traffic within the locality of the route, excessive levels of noise pollution can be felt in places throughout the day, which could create uncertainty - especially when crossing.	No recommendations considered necessary or proportionate.
Clean air	Although difficult to quantify, the presence of accelerating and idling traffic along the B3330 City Road, and in particular at the five-arm signalised junction with Andover Rd (which adjoins the A34 to the north), Sussex St and Stockbridge Rd, creates the impression that the air is not particularly clean. As there are multiple links converging in this location there is little that can be done to improve the situation.	No recommendations considered necessary or proportionate.

2.3 Active Travel Zone Route 2 – Erasmus Park, Easton Lane

2.3.1 When departing from the campus on foot or by bicycle, towards Erasmus Park, this route involves travelling southeast-bound along North Walls and Easton Lane, before adjoining the footpath or carriageway along Easton Lane and turning left into Erasmus Park. However, when travelling in the opposite direction (from Erasmus Park to the campus), the permitted route is somewhat different, in that cyclists are required to dismount from their bicycle and use the footway along the northern side of North Walls, between the Easton Lane/Durngate Car Park junction and the proposed site access off North Walls, for approximately 80m to access the campus from the proposed site access. Given that this is the most inconvenient and existing route for cyclists, this route has been assessed as part of this analysis.

2.3.2 Refer to Table 2.2 which illustrates the associated assessment of ATZ Route 2.

Table 2.2: Erasmus Park, Easton Lane ATZ Route 2

Healthy Street Indicator	Comments / Observations	Suggested Areas for Improvement
Pedestrians from all walks of life	Considered sufficient.	No recommendations considered necessary or proportionate.
Easy to cross	No tactile paving is provided at the Nickel Close / Easton Lane priority junction. The existing dropped kerbs and the surface at the point at which the footway adjoins the carriageway is poor and uneven, which could create a hazard for pushchairs, wheelchairs or scooter users. No tactile paving is provided at the Easton Lane / Durngate Car Park junction.	Consider remedial works to the footway at these locations to ensure that they benefit from an uncontrolled tactile crossing point.
Shade and shelter	Considered sufficient.	No recommendations considered necessary or proportionate.
Places to stop and rest	Considered sufficient.	No recommendations considered necessary or proportionate.
Not too noisy	Considered sufficient.	No recommendations considered necessary or proportionate.

People choose to walk and cycle	Vegetation appears to protrude over the edge of the footways along the northern side of Easton Lane, significantly reducing the amount of available footway width. When travelling from Erasmus Park to the campus, cyclists are required to dismount from their cycle and use the footway along the northern side of North Walls, between the Easton Lane/Durngate Car Park junction and the proposed site access off North Walls, for approximately 80m to access the campus from the proposed site access. This is due to the one-way (southeast-bound) flow restriction imposed on Easton Lane when adjoining North Walls.	Consider the maintenance of highway-owned vegetation to prevent possible encroachment. Consider the monitoring (through implemented Travel Plan) of student cyclist travel patterns between Erasmus Park and the campus to determine if a future foot/cycleway link between the campus and North Walls is feasible and proportionate. It should be noted that this route is the existing, long-established route that students travelling from Erasmus Park to the campus are required to take, with a review of recorded collisions in the vicinity of the North Walls/Easton Lane junction indicating no collisions have occurred involving cyclists within the most-recent five-year period.
People feel safe	Considered sufficient.	No recommendations considered necessary or proportionate.
Things to see and do	Considered sufficient.	No recommendations considered necessary or proportionate.
Clean air	Considered sufficient.	No recommendations considered necessary or proportionate.
People feel relaxed	Considered sufficient.	No recommendations considered necessary or proportionate.

2.4 Active Travel Zone Route 3 – High Street

2.4.1 This route, from High Street, involves walking northbound along Parchment Street for some 350m, and then adjoining the B3330 North Walls, turning right at the Park Avenue junction to enter the site via the proposed shared foot/cycleway carriageway off-slip (for cyclists) and via the existing footways (for pedestrians).

2.4.2 Refer to Table 2.3 which illustrates the associated assessment of ATZ Route 3.

Table 2.3: High Street ATZ Route 3

Healthy Street Indicator	Comments / Observations	Suggested Areas for Improvement
Pedestrians from all walks of life	The footway along both sides of Parchment Street can be subjected to footway parking, which narrows the available width for pedestrians. Should a wheelchair user, or a pedestrian with a pushchair wish to walk along here, they could be required to walk in the carriageway temporarily.	No recommendations considered necessary or proportionate given Parchment Street is already heavily restricted in terms of parking. However, the use of physical measures to prevent footway parking from occurring (such as bollards) could be explored.
Easy to cross	No tactile paving is provided at the Parchment Street / B3330 North Walls junction.	Consider remedial works to the footway at this location to ensure that it benefits from an uncontrolled tactile crossing point.
Shade and shelter	Considered sufficient.	No recommendations considered necessary or proportionate.
Places to stop and rest	Considered sufficient.	No recommendations considered necessary or proportionate.
Not too noisy	Considered sufficient.	No recommendations considered necessary or proportionate.
People choose to walk and cycle	The footway along both sides of Parchment Street can be subjected to footway parking, which narrows the available width for pedestrians. Should a wheelchair user, or a pedestrian with a pushchair wish to walk along here, they could be required to walk in the carriageway temporarily.	No recommendations considered necessary or proportionate given Parchment Street is already heavily restricted in terms of parking. However, the use of physical measures to prevent footway parking from occurring (such as bollards) could be explored.

People feel safe	Considered sufficient.	No recommendations considered necessary.
Things to see and do	Considered sufficient.	No recommendations considered necessary or proportionate.
Clean air	Considered sufficient.	No recommendations considered necessary or proportionate.
People feel relaxed	Considered sufficient.	No recommendations considered necessary or proportionate.

2.5 Active Travel Zone Route 4 – River Park

2.5.1 This route, from River Park, involves travelling along extents of a shared foot/cycleway, via the footbridge over the River Itchen, adjacent to the Bowls Club, before travelling southbound and adjoining the northern perimeter of Park Avenue to then enter the site via the proposed shared foot/cycleway carriageway off-slip (for cyclists) and via the existing footways (for pedestrians).

2.5.2 Refer to Table 2.4 which illustrates the associated assessment of ATZ Route 4.

Table 2.4: River Park ATZ Route 4

Healthy Street Indicator	Comments / Observations	Suggested Areas for Improvement
Pedestrians from all walks of life	Considered sufficient.	No recommendations considered necessary or proportionate.
Easy to cross	Considered sufficient.	No recommendations considered necessary or proportionate.
Shade and shelter	Considered sufficient.	No recommendations considered necessary or proportionate.
Places to stop and rest	Considered sufficient.	No recommendations considered necessary or proportionate.
Not too noisy	Considered sufficient.	No recommendations considered necessary or proportionate.
People choose to walk and cycle	Considered sufficient.	No recommendations considered necessary or proportionate.
People feel safe	Considered sufficient.	No recommendations considered necessary or proportionate.

Things to see and do	Considered sufficient.	No recommendations considered necessary or proportionate.
Clean air	Considered sufficient.	No recommendations considered necessary or proportionate.
People feel relaxed	Considered sufficient.	No recommendations considered necessary or proportionate.

3.0 SUMMARY AND FINDINGS

3.1 Summary

- 3.1.1 The ATZ analysis set out above had a number of recurring matters which affect the attractiveness of active travel in the wider area surrounding the site. Some matters can be improved upon, such as the provision of new dropped kerbs, crossing points, or pedestrian crossings (for example), whilst others such as existing topography, vegetation or the physical constraints from historic street geometry and layouts cannot be easily overcome.
- 3.1.2 It is considered that the outcomes of this ATZ Assessment could also benefit both the University of Southampton (UoS), as operator of the WSoA campus, as well as HCC with regard to the future prioritisation of active travel schemes in the wider area.

Appendix 1

Extent of Active Travel Zone Routes





Winchester School of Art
 Client: Turner and Townsend

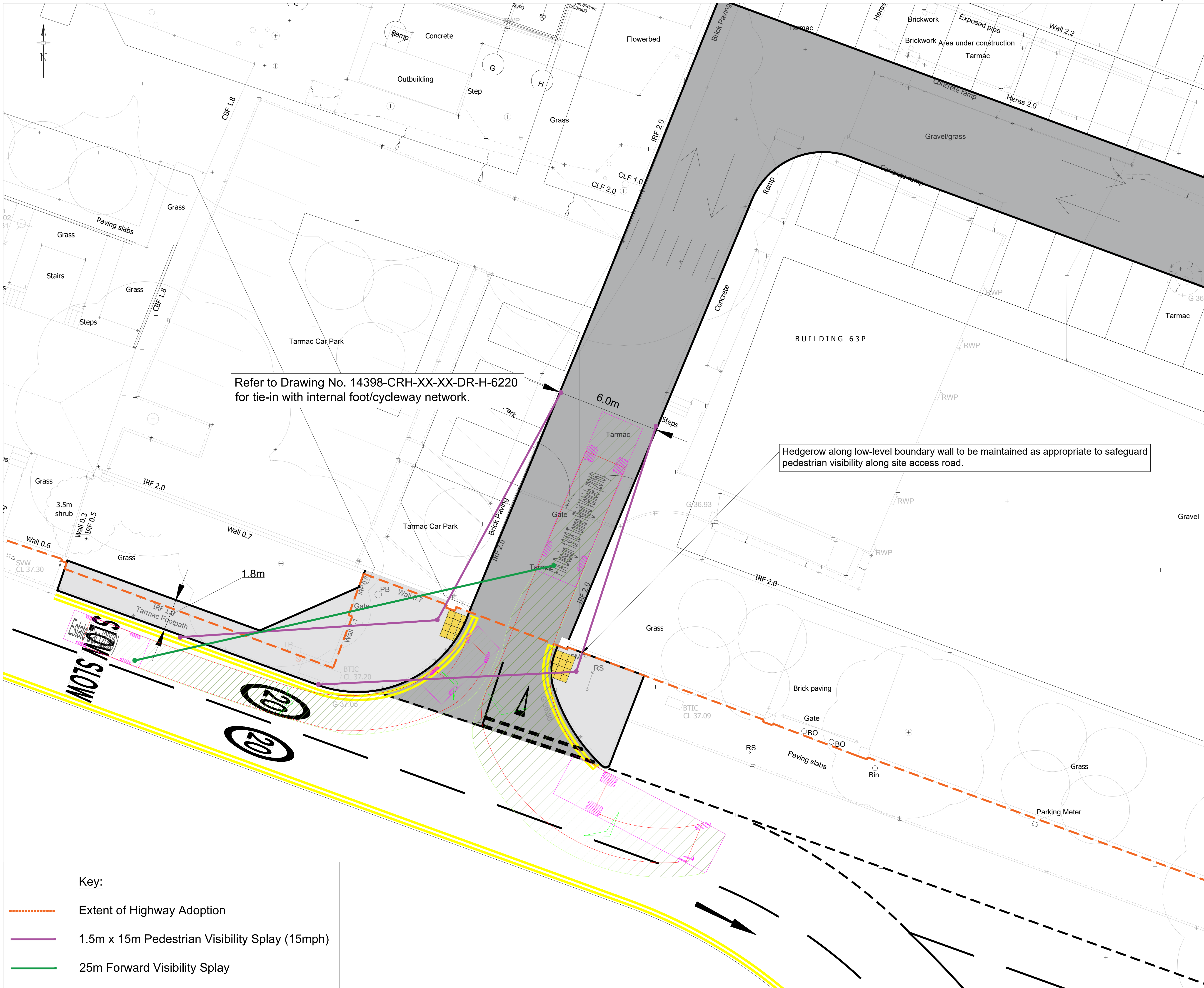
Figure 2.1:
 Extent of ATZ Destinations



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Appendix 2

Updated Site Access and Swept Path Analysis Drawings



Hedgerow along low-level boundary wall to be maintained as appropriate to safeguard pedestrian visibility along site access road.

Notes

1. Do not scale from this drawing on print or electronically. Work from figured dimensions only.
2. No deviation from the details on this drawing is allowed without CampbellReith's prior permission in writing.
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6. Drawing status:

Work in progress

S0 - Initial status

Shared (Non-contractual)

S1 - Suitable for coordination, **S2** - Suitable for information, **S3** - Suitable for review and comment, **S4** - Suitable for stage approval.

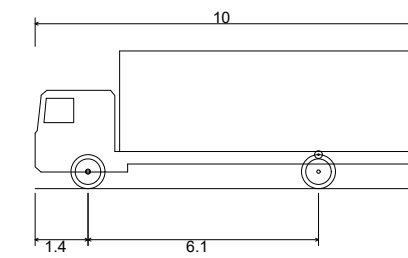
Published (For contractors purposes)

A1, A etc - Authorised and accepted ('n' relates to work stages)

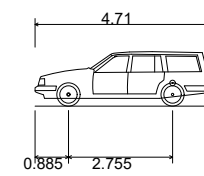
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8. Only drawings with **revision Cn** and **status A5** to be used for **Construction**.



FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

P1	Issued for information	04/08/26	TH
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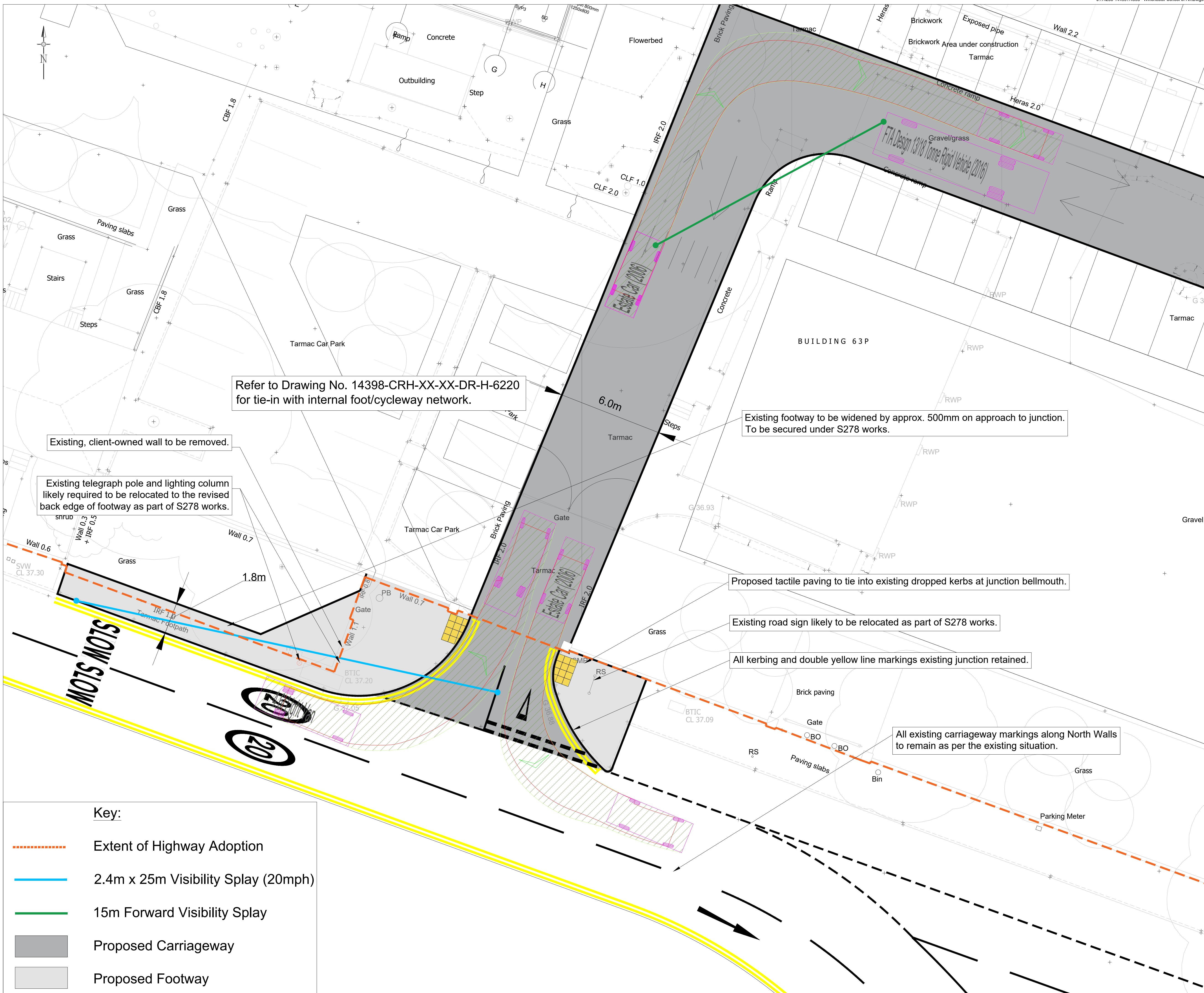
Job Title	Winchester School of Art
Client	University of Southampton

Proposed Site Access
Pedestrian Visibility Splays &
Junction Intervisibility Splays
B3330 North Walls

Drawn by	Date made	Scale @ A1	Checked by	Suitability	CR Project
TH	04/08/26	1:100	CDS	S2	14398

Project No	Orig.	Funct.	Spatial	Form	Disc.	Number	Rev
14398	CRH	XX	XX	DR	H	6202	P1

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Existing, client-owned wall to be removed.

Existing telegraph pole and lighting column likely required to be relocated to the revised back edge of footway as part of S278 works.

Existing footway to be widened by approx. 500mm on approach to junction.
To be secured under S278 works.

Proposed tactile paving to tie into existing dropped kerbs at junction bellmouth.

Existing road sign likely to be relocated as part of S278 works.

All kerbing and double yellow line markings existing junction retained.

All existing carriageway markings along North Walls to remain as per the existing situation.

Key:

Extent of Highway Adoption

2.4m x 25m Visibility Splay (20mph)

15m Forward Visibility Splay

Proposed Carriageway

Proposed Footway

Notes

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 - Published (For contractors purposes)
 - A1, An** etc - Authorised and accepted ('n' relates to work stages)
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7. Work Stages:
 - 2 - Concept, 3 - Definition, 4 - Design, 5 - Build & commission, 6 - Handover
8. Only drawings with **revision Cn and status A5 to be used for Construction.**

A side-view diagram of a truck. The total length of the truck is indicated as 10. The distance between the front and rear wheels (wheelbase) is 6.1. The distance from the front of the truck to the front wheel is 1.4.

FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Diagram of a car with dimensions: total length 4.71, front wheel offset 0.855, and wheelbase 2.755.

Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Side view of a car with dimensions: total length 5.885, wheelbase 3.7, and front overhang 0.72.

4.6t Light Van	
Overall Length	5.885
Overall Width	2.000
Overall Body Height	2.526
Min Body Ground Clearance	0.299
Track Width	1.765
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000

P2	Updated as per HCC comments	04/08/26	TH
P1	Issued for information	23/10/25	TH
Rev	Description	Date	By

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Job Title **Winchester School of Art**

Client	University of Southampton
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Proposed Site Access Design B3330 North Walls

Drawn by	Date made	Scale @ A1	Checked by	Suitability	CR Project
TH	23/10/25	1:100	CDS	S2	14398

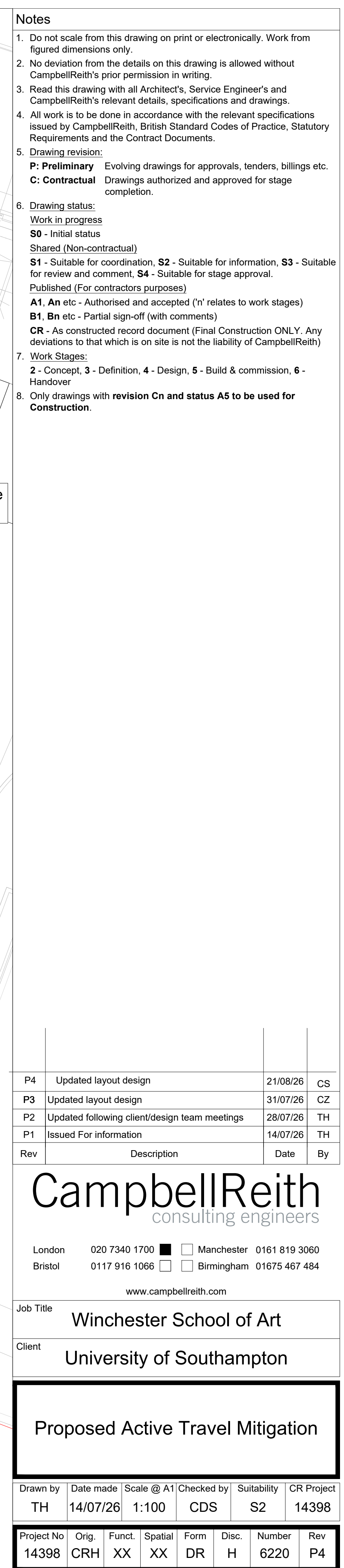
Project No	Orig.	Funct.	Spatial	Form	Disc.	Number	Rev
14398	CRH	XX	XX	DR	H	6201	P2



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Appendix 3

Proposed Active Travel Mitigation





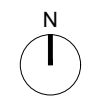
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Appendix 4

Proposed Wayfinding Strategy and Internal Walking / Cycling Routes

GENERAL NOTES:
1. DO NOT SCALE FROM THIS DRAWING. DIMENSIONS GOVERN.
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3. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK.
4. PLINCKE SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES.
5. PLINCKE ACCEPTS NO LIABILITY FOR ANY EXPENSE, LOSS OR DAMAGE OF WHATSOEVER NATURE AND HOWEVER ARISING FROM ANY VARIATION MADE TO THIS DRAWING OR IN THE EXECUTION OF THE WORK TO WHICH IT RELATES WHICH HAS NOT BEEN REFERRED TO THEM AND PRIOR APPROVAL OBTAINED.

A1 Original Sheet Size
0mm 50mm



KEY:

Existing (Retained)

- FP-E PCC Flag Pavers
- AV-E Asphalt (Vehicle grade)
- SG-E Self-binding Gravel (Pedestrian grade)

Proposed

- S01 PCC Flag Pavers (Pedestrian grade)
- S02 Stone flag pavers (Pedestrian grade)
- S03 PCC block pavers (Vehicle grade)
- S04 PCC block pavers (Pedestrian grade)
- S05 PCC sett pavers (Pedestrian grade)
- S06 Asphalt (Vehicle grade)
- S07 Asphalt (Pedestrian grade)
- S08 Self-binding Gravel (Pedestrian grade)
- S09 PCC tactile flag paving, pimple (Pedestrian grade)
- S10 Steel-frame boardwalk
- FE1 Line marking, thermoplastic, white colour
- S12 Line marking, thermoplastic, yellow colour

- FE4 1.2m-height timber post-and-rail fence
- FE5 1.8m-height PPC steel grating fence
- FE6 1.8m-height timber tongue-and-groove fence
- S11 1.2m-height timber post-and-rail gate - 1.2m c/c incl. padlock closure
- S12 1.8m-height PPC steel grating gate - 1.2m c/c incl. manual locking mechanism

- F01 6.0m automated drop-arm barrier (incl. fob entry post)
- F02 1.0m high galvanised steel bollard (existing relocated)
- F03a 2.0m picnic table - PPC steel frame with timber seats (6-8 seat capacity)
- F03b 2.0m picnic table - PPC steel frame with timber seats (4-6 seat capacity + wheelchair user)
- F04a 3.0m linear bench - PPC steel frame with armrests and timber seats (6-8 seat capacity)
- F04b 2.0m linear bench - PPC steel frame with armrests and timber seats (4-5 seat capacity)
- F05 0.5m cube stool - PPC cube with timber seat (1 seat capacity)
- F06a Semi-circle bench quadrant - PPC steel frame with timber seat, high back and 2m armrests (3 seat capacity)
- F06b Semi-circle bench quadrant - PPC steel frame with timber seat (3 seat capacity)
- F07 Door guards - Galvanised steel with tapping rail Finish to match existing bollards
- F08 Building access control post - Stainless steel column to M&E Engineer's details & specification
- F09 Secure cycle store - 4 1x21 6x2 1m (H) galvanised steel structural weldmesh sides and steel roof (incl. 26m cycle hoops)
- F10 1.8m wheel stop - Recycled rubber, black colour with white reflective bands
- F11 PCC step units plus PPC handrails mounted on concrete upstands (to Part M)

P09	STAGE 3 - S3 ISSUE - PLANNING	06.03.25	GW	AA
P08	STAGE 3 - S3 ISSUE - F09 CAPACITY	17.03.25	GW	AA
P07	STAGE 3 - S3 ISSUE - F08 POSITIONS	20.03.25	GW	AA
P06	STAGE 3 - S3 ISSUE - S278 BOUNDARY	20.03.25	GW	AA
P05	STAGE 3 - S3 ISSUE	20.03.25	GW	AA
P04	STAGE 3 - S3 ISSUE	24.02.25	GW	AA
P03	STAGE 3 - S3 ISSUE	23.02.25	GW	AA
P02	STAGE 2 - S3 ISSUE	11.11.25	GW	AA
P01	STAGE 2 - S3 ISSUE	30.10.25	GW	AA
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Drawing:
**MAJOR WORKS
SITEWIDE HARDWORKS PLAN**

Date:
30.10.25

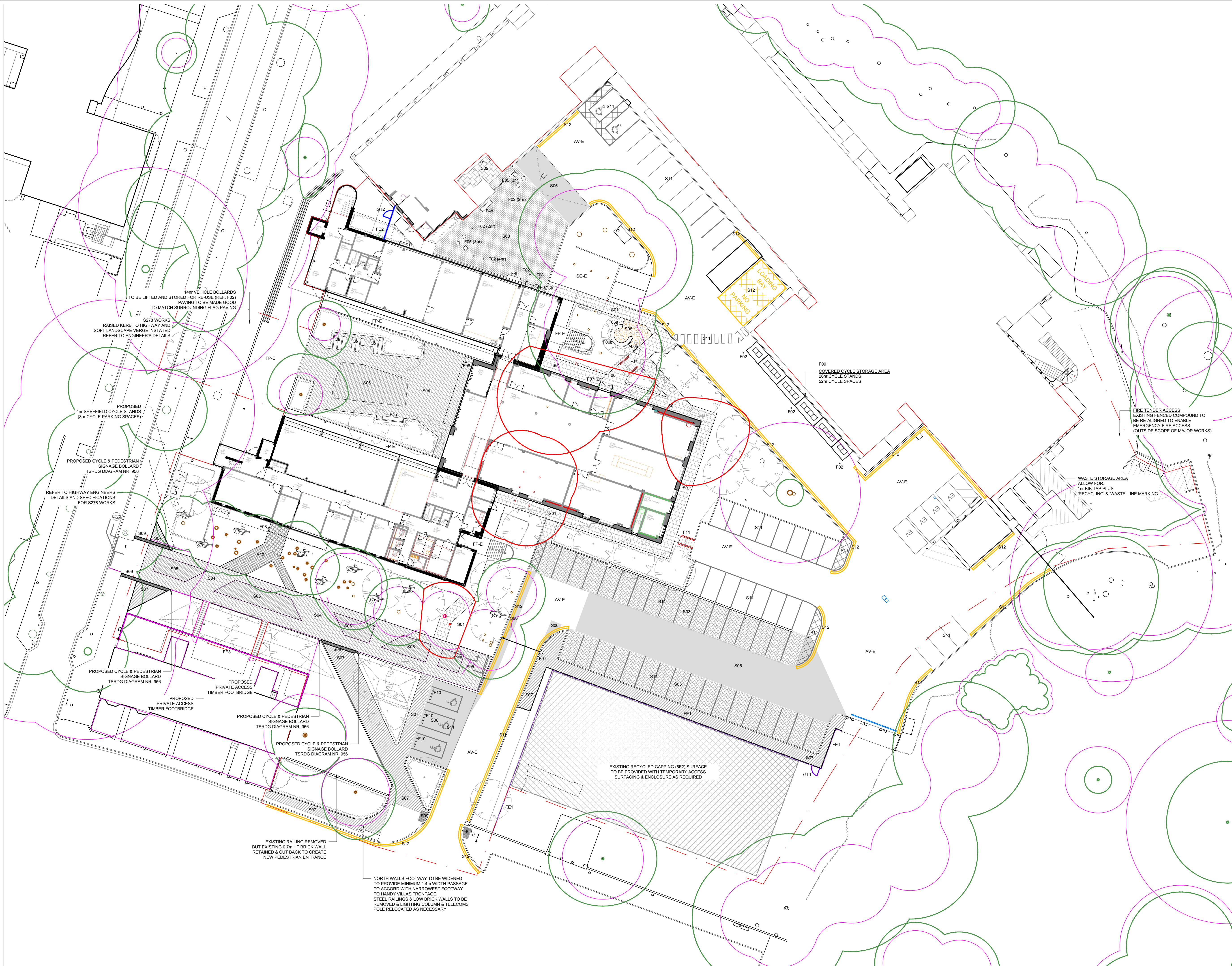
Status:
S3 - FOR REVIEW & COMMENT

Drawing No:
0781-PLI-XX-ZZ-DR-L-0100

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App'd:
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