

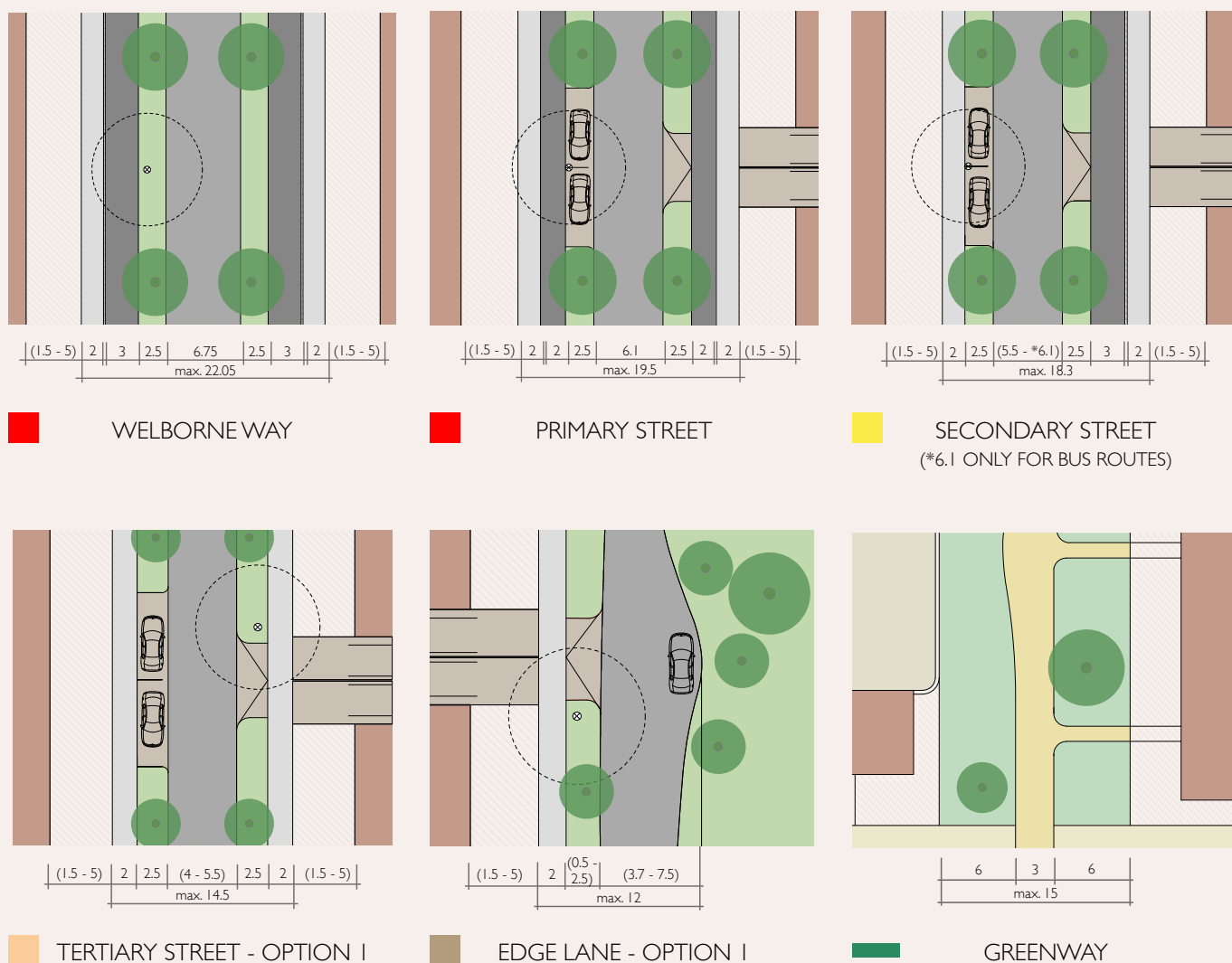
# 5. MOVEMENT STRATEGY

## 5a. STREET HIERARCHY

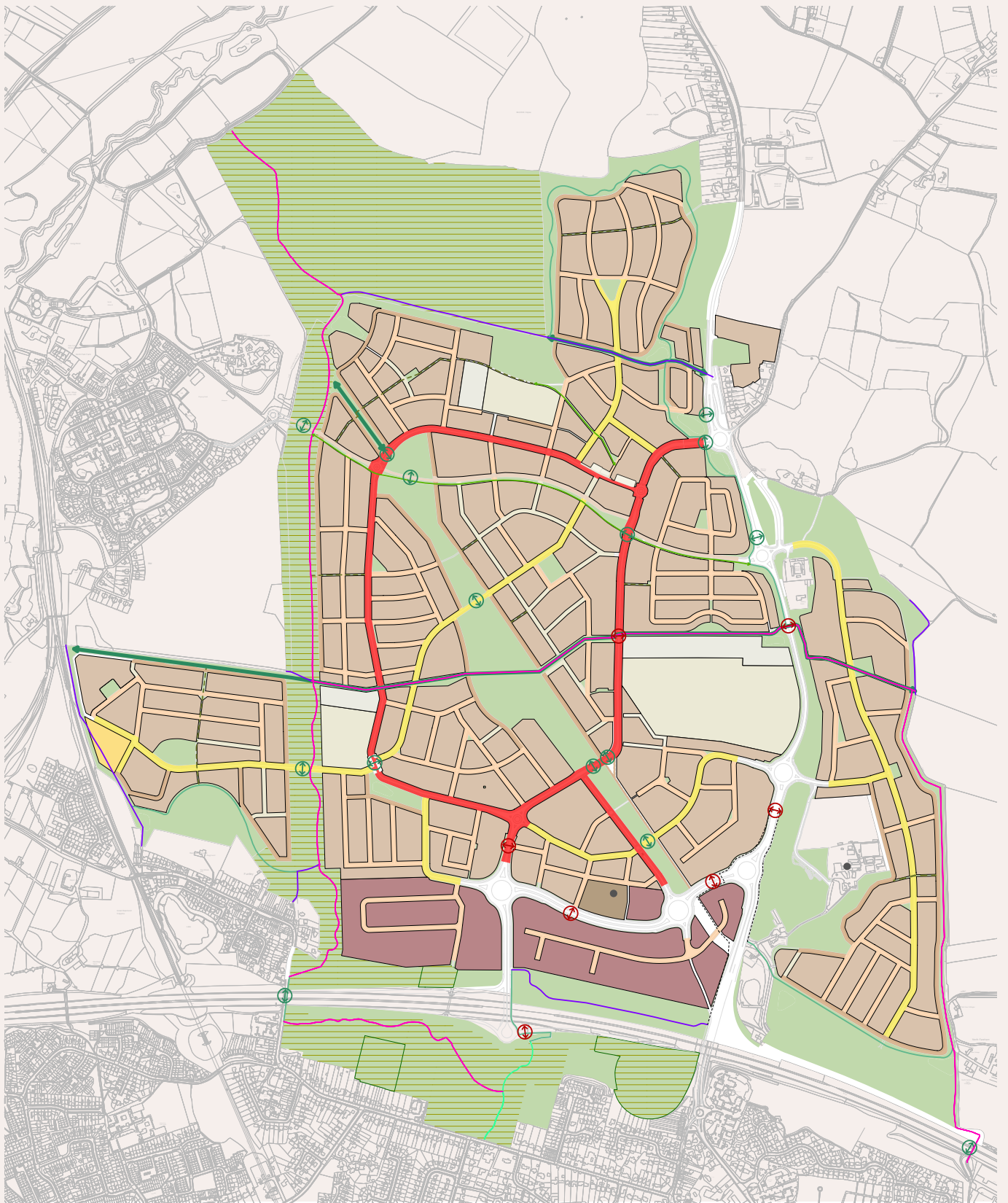
A defining element of Welborne will be its clear hierarchy of street types based on connectivity and importance of route. The hierarchy of streets is based on a carefully considered rationale that focuses on safety and legibility for all use.

Walking and cycling are intended to be the main methods of transportation. Safe cycling routes are well integrated in the street network through the provision of cycleways on Welborne Way, primary and secondary streets. Junctions and crossroads are equally a key feature; at Welborne they will be designed to prioritise pedestrian and cycle movement.

A selection of the street types that form the street network at Welborne, further detail is provided in Section 7.



# ILLUSTRATIVE STREET HIERARCHY PLAN



## KEY

- |                                                                                                      |                                                                                                                                   |                                                                                                                                                          |                                                                                                                     |
|------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
|  Primary street   |  Tertiary street (Science and Technology Park) |  Unsignalised pedestrian crossing                                     |  Illustrative green link       |
|  Secondary street |  Rail halt (if required)                       |  Signalised pedestrian crossing                                       |  Strategic open space route    |
|  Tertiary street  |  PRoW brideway<br>3m-wide where new            |  Greenways<br>incorporating PRoW brideways and footpaths as indicated |  Illustrative open space route |
|  Edge lane        |  PRoW footpath<br>1.5m-wide where new          |  Strategic green link                                                 |  10K loop connection           |
|  Knowle Road      |                                                                                                                                   |                                                                                                                                                          |                                                                                                                     |

Indicative plan, all areas subject to detailed design

# 5b. JUNCTIONS & CROSSROADS

At Welborne junctions and crossroads are an opportunity to assist with the placemaking principles and vision. Junctions and crossroads will be designed to give priority to pedestrians and cyclists to enable them to move around easily and safely. On primary and secondary streets crossings will be provided on a raised surface, so that pedestrians and cyclists can cross on a level surface. This will act to slow traffic on the approach to the crossing as part of a slow speed streets strategy.

Knowle Road will also include raised surface crossing junctions.

Selected key junctions will also require a special enhanced design response, these are where important junctions occur in locations such as the Village Centre and District Centre.

Details on key junctions, crossroads and typical junctions are provided in section 7.

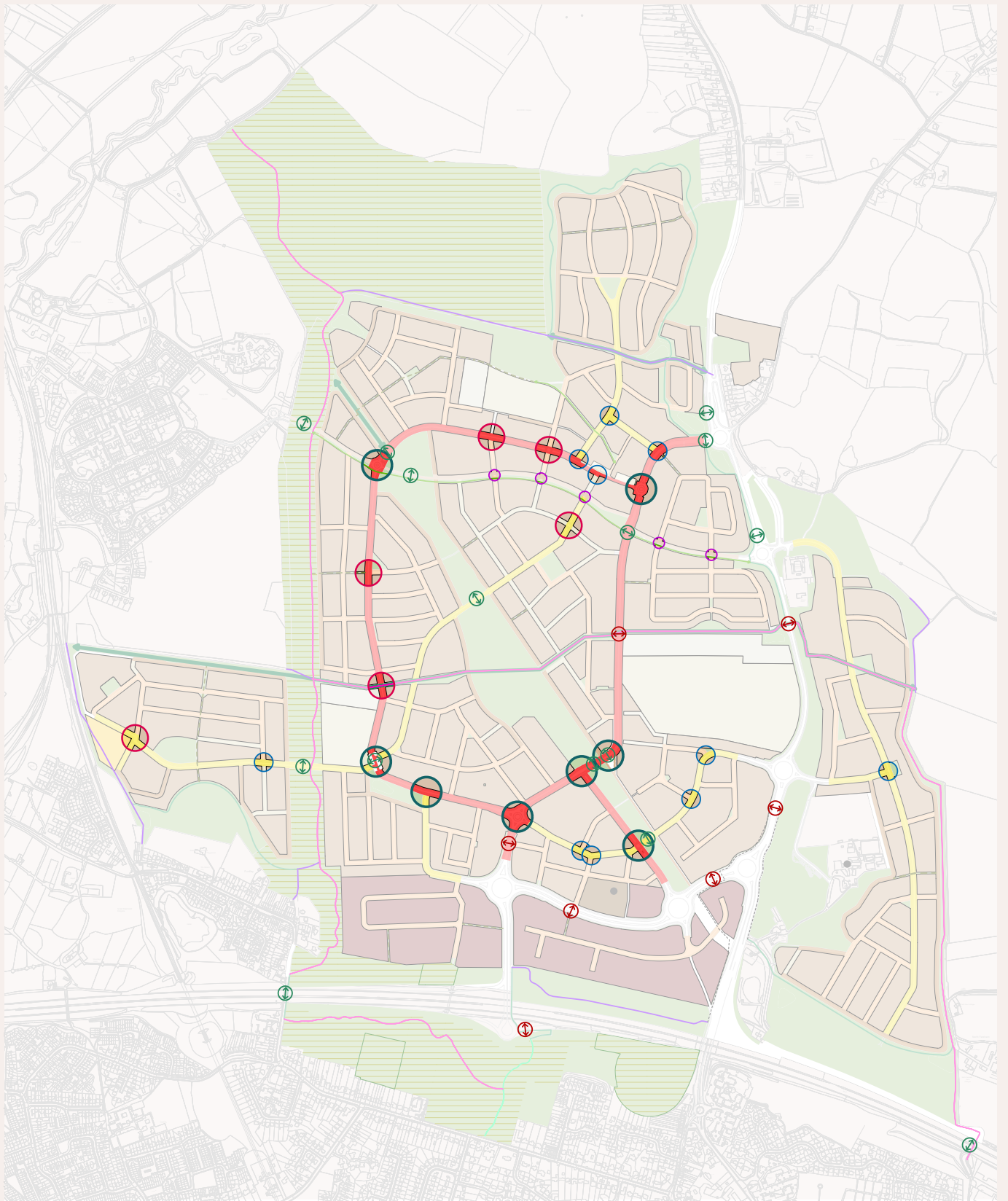
Example of a crossroad on a primary street









## KEY

- |                                                                                    |                                                        |                                 |
|------------------------------------------------------------------------------------|--------------------------------------------------------|---------------------------------|
| Footway (Paving Slabs)                                                             | Street lamp (min. 5m offset to tree trunk)             | Granite Sett Grip               |
| Carriageway (Tarmac)                                                               | Trees                                                  | Catchpit/Gully                  |
| Cycleway (Tarmac)                                                                  | Parking & Driveway Crossovers (Permeable block paving) | Bioretention System             |
| Tree verge                                                                         | Crossroad Junction Surface (Resin bonded gravel)       | Dropped flush kerb for drainage |
| Concrete Kerbs (100mm high)<br><small>Conservation kerbs in special places</small> | Cycleway Tactile Paving                                | Adoption Boundary               |
| Tactile Paving                                                                     | Integrated Cycleway Symbol                             |                                 |
| Granite slabs                                                                      |                                                        |                                 |

# KEY JUNCTIONS PLAN



## KEY

- |                                                                                     |                                                                     |                                                                                     |                                                |
|-------------------------------------------------------------------------------------|---------------------------------------------------------------------|-------------------------------------------------------------------------------------|------------------------------------------------|
|  | Key Enhanced Junctions on Primary Street                            |  | Knowle Road Crossroads / Pedestrian Crossovers |
|  | Crossroads / Pedestrian Crossovers on Primary and Secondary Streets |  | Unsignalled Crossing Point                     |
|  | T - Junctions on Primary and Secondary Streets                      |  | Signalled Crossing Point                       |

## 5c. ACTIVE TRAVEL STRATEGY

A proposed hierarchy of active travel routes within the street network and open spaces make best use of existing footways and cycling provision and connect the community to local facilities. This will enable walking and cycling for everyday activities, such as getting to school or to the shops, as well as recreational loops and connections out to the wider countryside and into Fareham.

Key infrastructure improvements will be provided on Kiln Road, Maylings Farm Road, Miller Drive, Arundel Drive, Grove Road, Park Lane, Westbury Path, Funtley Road, A32 Wickham Road, Broadcut and Highlands Road. These facilities, together with improvements provided through Fareham Leisure Centre, will create sustainable transport links, promoting active travel to Fareham town centre, railway station, educational and leisure facilities. Improvements to the A32 Hoads Hill, A334 Winchester Road together with Lavey's Lane/Fontley Road will provide links for active travel towards Wickham and Whiteley.

### WALKING

The Welborne masterplan builds on the 'walkable neighbourhood' concept, where a local centre with facilities are within a 5- to 10-minute (approximately 400m) walking distance.

### CYCLING

The network of cycling routes aims to serve a variety of different users. These will be distributed throughout the network. Some will be dedicated to cyclists, some will be shared. Likewise, some routes will be on streets and some will be on specific green routes. Appropriately located and designed cycle parking is to be provided at local community facilities in accordance with Fareham's cycle parking standards. Provision should be conveniently located, easy to use and secure.

### HORSE RIDING

Sections of the existing PRow network or diverted routes will be upgraded to provide a continuous bridleway link from Fareham. Horse box parking facilities will be provided at Funtley Hill and Dashwood SANG carpark.

#### KEY COMPONENTS *(Must be adhered to)*

##### Paths within the street network:

- **Welborne Way:** There will be dedicated 3m cycleways on both sides with segregated footways.
- **Primary streets:** There will be dedicated 2m one way cycleways on both sides with segregated footways.
- **Secondary streets:** There will be a dedicated 3m two way cycleway on one side with segregated footways.
- **Tertiary streets and edge lanes:** Varies per option, pedestrian footway on one side or no footway. These streets and lanes will be designed with an emphasis on pedestrians and cyclist comfort so cycling along the carriageway feels safe.
- **Safe routes to schools:** All primary and secondary streets shall be designated with safe routes to schools.

Right: Illustrative image of a proposed active travel route



### Paths within open space:

The design of development blocks should ensure that they provide natural surveillance onto green spaces effectively and there is easy access to green corridors for recreational purposes.

- Provision has been made for recreational routes that create a village circuit as part of the 10k Park around the whole Garden Village and smaller circuits of varying lengths around neighbourhoods. These multifunctional routes will provide the development with nature and fitness trails at appropriate locations and with a legible wayfinding strategy. Recreational loops are provided as part of the three SANGs. See Strategic Design Code for further detail.

### PUBLIC RIGHTS OFWAY STRATEGY

The site benefits from good access to existing Public Rights of Way within the site and connecting beyond to Fareham, Funtley, Knowle, Wickham and the River Meon.

The strategy for retaining, diverting, upgrading, or stopping up existing Public Rights of Way is summarised in the table below and illustrated on the plan opposite.

**Table 1:**










Strategy for retaining, diverting, upgrading or stopping up existing Public Rights of Way, subject to statutory approval

Footpath 15	Existing PRoW to be retained - outside of site boundary
Footpath 23a	Existing PRoW Footpath 23a to be upgraded to a bridleway, to provide a multi-user connection to Mayles Lane.
Footpath 23b	Eastern section to be retained in current form; western section to be diverted
Footpath 85	To be resurfaced. Possible part-diversion of PRoW, subject to potential rail halt detail design
Footpath 86	Existing PRoW to be diverted and extended to link to Funtley Hill and upgraded to bridleway status
Footpath 87	Existing PRoW to be retained, with part diversion to the south at the easternmost extent, as to provide a connection with the proposed informal pedestrian crossing in this location
Footpath 88	Existing PRoW may be extinguished and replaced by a new east-west multi-user green link to the north
Footpath 89	Potential part diversion of the western half. Diversion to go south of the M27 into Fareham Common
Footpath 90	Northern half stopped up and subway closed
Bridleway 100	Existing PRoW to be retained and upgraded
Footpath 101	Existing PRoW footpath to be diverted onto site, upgraded to a bridleway and extended to the south to provide a connection to the existing bridleway 100 and M27 bridge
Footpath 102	Existing PRoW retained as part of new east-west multi-user PRoW to the north, through new green link. Diversion to accommodate development and link to new pegasus crossing
Footpath 103	Existing PRoW to be part-diverted to the east to align with proposed site boundary

# PUBLIC RIGHTS OF WAY PLAN



**KEY**

- |                                                                                                                               |                                                                                                                                        |                                                                                                                                |                                                                                                                |  |
|-------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|--|
| <b>Public Rights of Way</b>                                                                                                   |                                                                                                                                        |  Proposed diversion/upgrade to<br>bridleway | <b>Existing Cycle Routes</b>                                                                                   |  |
|  Existing PRoW retained                    |  Multi-user link from M27 J10 works<br>to Kiln Road |  Shared-use paths retained                  |  Shared-use paths realigned |  |
|  Existing PRoW stopped up/diverted         | <b>National Cycle Network</b>                                                                                                          |  Proposed shared-used path route            |                                                                                                                |  |
|  Proposed diversion/upgrade to<br>footpath |  NCN 224                                            |                                                                                                                                |                                                                                                                |  |



## 5d. PUBLIC TRANSPORT STRATEGY

Welborne will provide a new bus route to serve the development. The proposed route will link the development site to Fareham railway station, bus station and the town centre.

The proposed route will enter Welborne via a new bus-only link located to the south of the Broadway roundabout. This would pass through the site via the High Street roundabout, connecting to the wider site via a bus-only link through the District Centre. It would then complete a circular course along the primary routes through the site including the western loop (West Way, North Drive) as well as serving the Village and District Centres and the Community Hub via Dashwood and Welborne Way.

Buses would leave the site via the Broadway roundabout, having returned to the District Centre via the bus-only link from Welborne Way.

Subject to operator requirements, the proposed bus service could operate as an extension to the existing Eclipse BRT service, or as its own independent route. Generally, bus stops will be provided within the site as illustrated on the plan opposite. The precise routing and location of bus stops will be subject to agreements with the bus operators and dealt with at Reserved Matters stage.

Welborne will also be served by the existing Route 69 that currently operates between Fareham and Winchester. There is also an existing bus Route 20 which runs between Wickham and Fareham.






Bus priority measures are provided on external roads to improve service reliability and journey times, with dedicated bus lanes available along the A32 between the Broadway roundabout and North Hill.

PUBLIC TRANSPORT PLAN: ROUTES AND STOPS










KEY

Existing public transport

-  Retained Fareham to Wickham (route 20)
-  Retained Winchester to Fareham (route 69)
-  Retained bus stop
-  Relocated existing bus stop
-  New bus stop on Knowle Road (route 20)

Proposed public transport

-  Welborne and Fareham Town one-way service on carriageway and indicative bus stops
-  Indicative bus stop
-  Dedicated bus lane section and indicative bus stops
-  Indicative bus stop

-  Rail halt (if required)
-  Village Centre and District Centre
-  Community facility