

# Cycle Route 230 Feasibility Study

CASE STUDY





# Introduction

Citisense was commissioned by Hart District Council and Hampshire County Council to undertake a feasibility study assessing the deliverability and design options for Cycle Route 230, **a key corridor identified within the Local Cycling and Walking Infrastructure Plan (LCWIP).**

The objective of the study was to provide the Councils with a robust, data-driven evidence base to evaluate route options, navigate complex spatial and environmental constraints, and propose viable infrastructure typologies that deliver an accessible and connected active travel network.

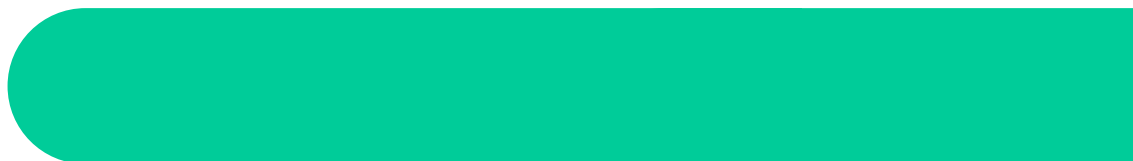
## Methodology

To ensure the proposed cycle network meets strict national standards and adapts to geographic realities, a multi-layered design and evaluation methodology was deployed:

- **Baseline Data & Tool Analytics:** Existing infrastructure was benchmarked using the CLoS tool, identifying significant baselines improvements needed in Attractiveness (17%), Cohesion (25%), and Safety (31%). Junctions were pressure-tested using Junction Assessment Tool (JAT) scoring to highlight critical risk areas.
- **Constraint Mapping:** A comprehensive spatial assessment was conducted to address major corridor friction points, classified into:
  - **Narrow Highway Extents:** Identifying where standard widths restrict dedicated infrastructure.
  - **Physical Barriers:** Documenting level changes, narrow verges, and high-speed traffic.
  - **Special Protection Areas (SPA) & Ecology:** Mapping route interfaces with sensitive habitats (protecting local bat and bird species) requiring specialized consultation.
  - **Land Ownership:** Navigating MoD and private land parcels.
- **Cross-Section Engineering:** Tailored corridor typologies were mapped to specific speed zones, ranging from a 3.0m wide off-road Shared Use Route in rural zones to segregated Two-Way and One-Way buffered cycle lanes in higher-speed (40–50mph) sections.

# Sites - Route Section Overview

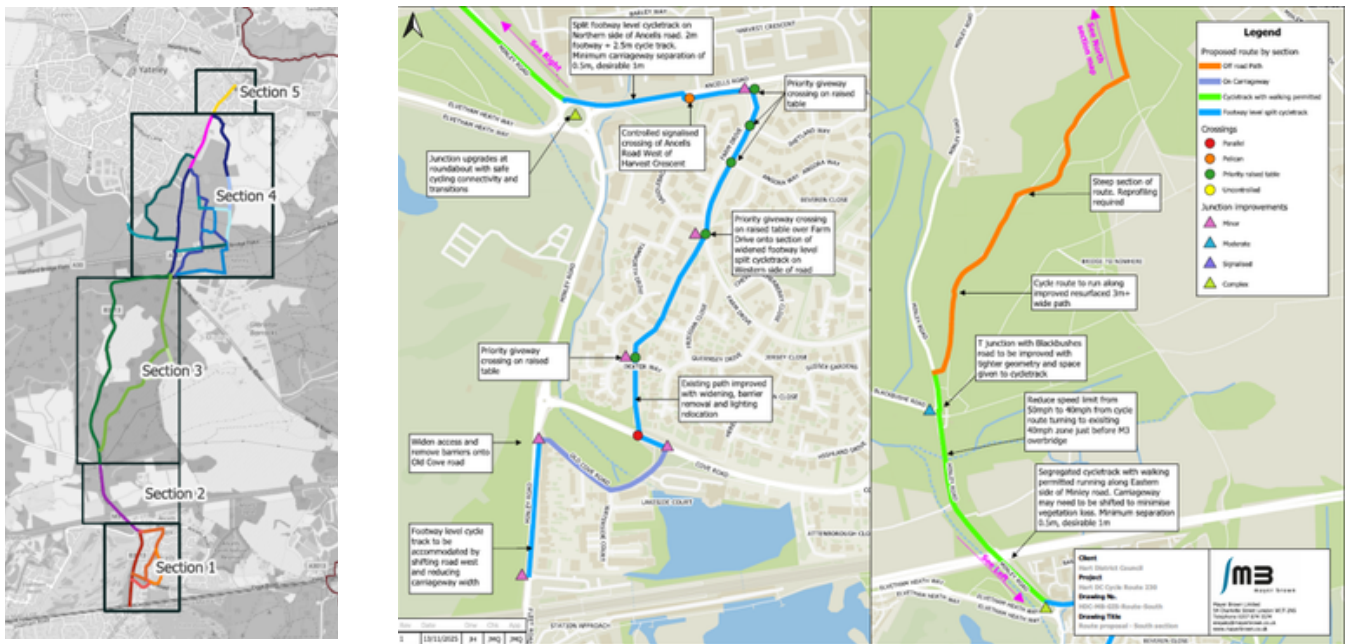
- **Section 1:** Fleet Station to Ancells Road Evaluated lower-speed urban corridors with existing footways, high pedestrian activity, and transitions onto the higher-speed Minley Road.
- **Section 2:** Ancells Road to Blackbushe Road Analyzed the transition into higher-speed rural roads currently characterized by limited active travel infrastructure.
- **Section 3:** North of Blackbushe Road to A327 Roundabout Explored off-road alignments through Ministry of Defence (MoD) land in a highly rural setting currently lacking footways or cycleways.
- **Section 4:** A327 Roundabout to Stevens Hill Mapped multiple off-road options through heavily wooded and ecologically sensitive landscapes.
- **Section 5:** Cricket Hill Lane to Yateley Assessed the final residential leg of the route featuring lower speed limits and existing pedestrian walkways.



# Scale of Delivery

The feasibility programme involved:

- **5 distinct route sections evaluated based on speed limits, land use, and infrastructure typologies.**
- **Comprehensive analysis of AADT Flows, speed data, and historical collision datasets (cyclist and pedestrian).**
- **Rigorous active travel baseline scoring utilizing Active Travel England (ATE) Route Check and Cycling Level of Service (CLOS) tools.**
- **Cross-sectional infrastructure design modeling mapped across 30mph, 40mph, and 50mph speed environments.**



## Outcomes

The project delivered an actionable, end-to-end framework for Route 230:

- **Feasibility Design Overview:** A complete engineering schematic blueprint detailing preferred routing, junction priorities (signalized crossings, priority raised verges, continuous footways), and clear allocations for highway vs. off-road space.
- **Capital Cost Estimate:** A detailed infrastructure cost computation yielding a total project estimate of **£5.96M** (inclusive of land acquisition, construction, preparation fees, and a risk/optimism bias contingency).

## Relevance

The Route 230 Feasibility Study demonstrates how local authorities can leverage data-driven active travel metrics (CLOS/ATE) to unlock complex rural-to-urban connections. By methodically balancing rigorous environmental constraints (SPAs) and multi-agency land ownership (MoD) against standard highway designs, the project establishes a scalable blueprint for building fundable, safety-compliant, and ecologically responsible cycle networks.



## OUR CAPABILITIES INCLUDE:



### **Design:**

Craft a visionary plan that fits your objectives



### **Consultation & Engagement:**

Get everyone on board with open communication and inclusive workshops.



### **Workshops with Pupils:**

Empower young voices to shape their streets.



### **Traffic Orders:**

Navigate the legalities with our expert guidance.



### **Monitoring:**

Track progress and celebrate success with data-driven insights.



### **Project Management:**

Keep your project on track, on time, and on budget.

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