

# Walking, Cycling, Horse Riding Assessment Review (WCHAR)

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**Interbridges Site, Emsworth**

**On behalf of: PNH Properties**



# Document Control Sheet



**PNH Properties**  
Unit 5, Passfield Business Centre  
Lynchborough Road  
Liphook  
Hampshire GU30 7SB



**Bellamy Roberts**  
Clover House  
Western Lane  
Odiham  
Hants RG29 1TU  
Tel 01256 703355

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|                    |                       |                             |        |            |
|                    |                       |                             |        |            |

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# 1 Scheme Details

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**1.1** This Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) has assessed the walking and cycling routes to public transport facilities and the immediate vicinity of the site, which includes Emsworth Railway Station, bus stops, Emsworth Town Centre, New Brighton Road, the B2148 Horndean Road, and Southleigh Road. Given the nature of the proposed development, it is not considered that horse riding will represent a viable means of travel for future staff and visitors of the proposed development. Therefore, only walking and cycling have been considered for this audit.

**1.2** This WCHAR has been prepared in accordance with Hampshire County Council (HCC) Technical Guidance Note TG19, and the Design Manual for Roads and Bridges (DMRB) GG142 guidance.

## **Scheme Client/Developer**

Organisation: PNH Properties

## **Lead Assessor**

Name: Rose Kleingeld

Organisation: Bellamy Roberts

Email: [info@bellamyroberts.co.uk](mailto:info@bellamyroberts.co.uk)

Tel: 01256 703355

## **Scheme Location and Description of Highway Works**

**1.3** The scheme seeks full planning permission for the development of 14 Class E commercial units with a net floor area of 2,221.3m<sup>2</sup> along with two storage yards totalling 1,098.6m<sup>2</sup>, a new vehicular access onto North Street will be provided and an existing uncontrolled pedestrian crossing will be relocated.

**1.4** The site is bound by the A27 to the north, the Havant to Brighton and London Victoria railway line to the south and is located on the eastern side of North Street / New Brighton Road (B2148). An extract of the site location plan is provided in Figure 1, and the full plan is presented at **Appendix 1**.

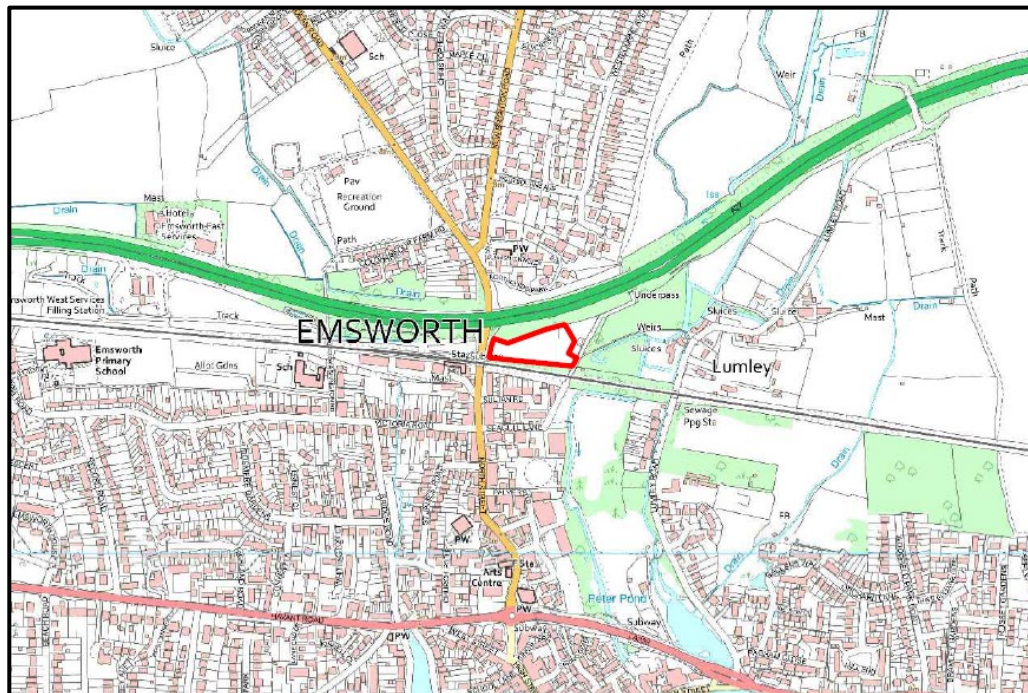


**Figure 1: Site Location Plan**

- 1.5** North Street / New Brighton Road (B2148) is a single carriageway road which is subject to a speed limit of 30mph. It has footways present on both sides, approximately 2m wide.
- 1.6** An uncontrolled pedestrian crossing is located at the location of the proposed access and will be relocated approximately 26m north to accommodate the proposed vehicle access.
- 1.7** In addition, Emsworth railway station is located immediately west of the site, and the nearest bus stop is approximately 115m to the south.

#### **WCHAR Study Area**

- 1.8** Hampshire County Council Highway Authority in their consultation response to the proposed development scheme, dated the 13<sup>th</sup> February 2025, requested that a WCHAR be undertaken. Their response states that:

*A WCHAR however should consider the suitability of the walking and cycling routes in the immediate vicinity of the site. The Havant LCWIP identified opportunities for improvement to the route on the A259 which directly benefits enabling cycling from the wider Havant area to the development site. The walking infrastructure from the bus stops*

*identified should also be reviewed given the need to navigate the A259/North Street roundabout. Opportunities to prioritise walking from the site to the centre of Emsworth should be considered.*

- 1.9** The GG142 guidance advises that Table 2.2.1 should be used to determine whether a large or small highway scheme process is applied. This Table has been provided below at Table 1.

**Table 1: Scheme Size Definitions**

| Scheme Size                 | Description                                                                                                                                                                                                                                                                                                                                                |
|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Large highway scheme</b> | Highway schemes comprising new road construction (including new motorways), significant changes to an existing all-purpose trunk road or significant changes to an urban environment consisting of both the trunk road network and local highway network. In addition, any scheme aimed principally at providing for pedestrians, cyclists or equestrians. |
| <b>Small highway scheme</b> | Highway schemes comprising minor changes to an existing all-purpose trunk road, or changes to existing motorways or trunk road junctions that affect the local highway network in a rural area.                                                                                                                                                            |

- 1.10** With reference to Table 1, the scheme can be considered a small highway scheme and in accordance with GG142.

- 1.11** This WCHAR has assessed the walking and cycling routes to the key facilities in the local area. Given the nature of the proposed development, it is not considered that horse riding will represent a viable means of travel for future residents of the proposed development. Therefore, only walking and cycling have been considered as a means of transport for this audit.

## 2 Background Information

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### Assessment of Walking, Cycling and Horse-Riding Policies and Strategies

#### *National Planning Policy Framework (NPPF)*

- 2.1** The National Planning Policy Framework (NPPF) sets out the Governments planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced.
- 2.2** Under the heading of 'Promoting sustainable transport', paragraph 109 states that *"transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*
- a) making transport considerations an important part of early engagement with local communities;*
  - b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
  - c) understanding and addressing the potential impacts of development on transport networks;*
  - d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
  - e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
  - f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains".*
- 2.3** Under the heading of 'Considering Development Proposals', paragraph 115 sets out the four key transport requirements, stating *"in assessing sites that may be*

*allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach”.*

#### **Personal Injury Accident (PIA) Data**

**2.4** PIA data for the most recent 5-year period was obtained from Hampshire Constabulary (01/01/2019 to 31/12/2023).

**2.5** The collisions are classed into three categories: ‘slight’, ‘serious’, and ‘fatal’. The definitions of which are provided as follows:

- **Slight Injury** - Injuries of a minor nature such as sprains, bruises or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not pre-requisite for an injury to be defined as slight).
- **Serious Injury** - Injuries for which a person is detained in hospital as an inpatient or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the collision. A serious category therefore covers a very broad range of injury.
- **Fatal Injury** - Injuries which cause death either immediately or at any time up to 30 days after the collision.

**2.6** The results obtained from Hampshire Constabulary can be seen in Figure 2 and the full collision report is attached at [Appendix 2](#).

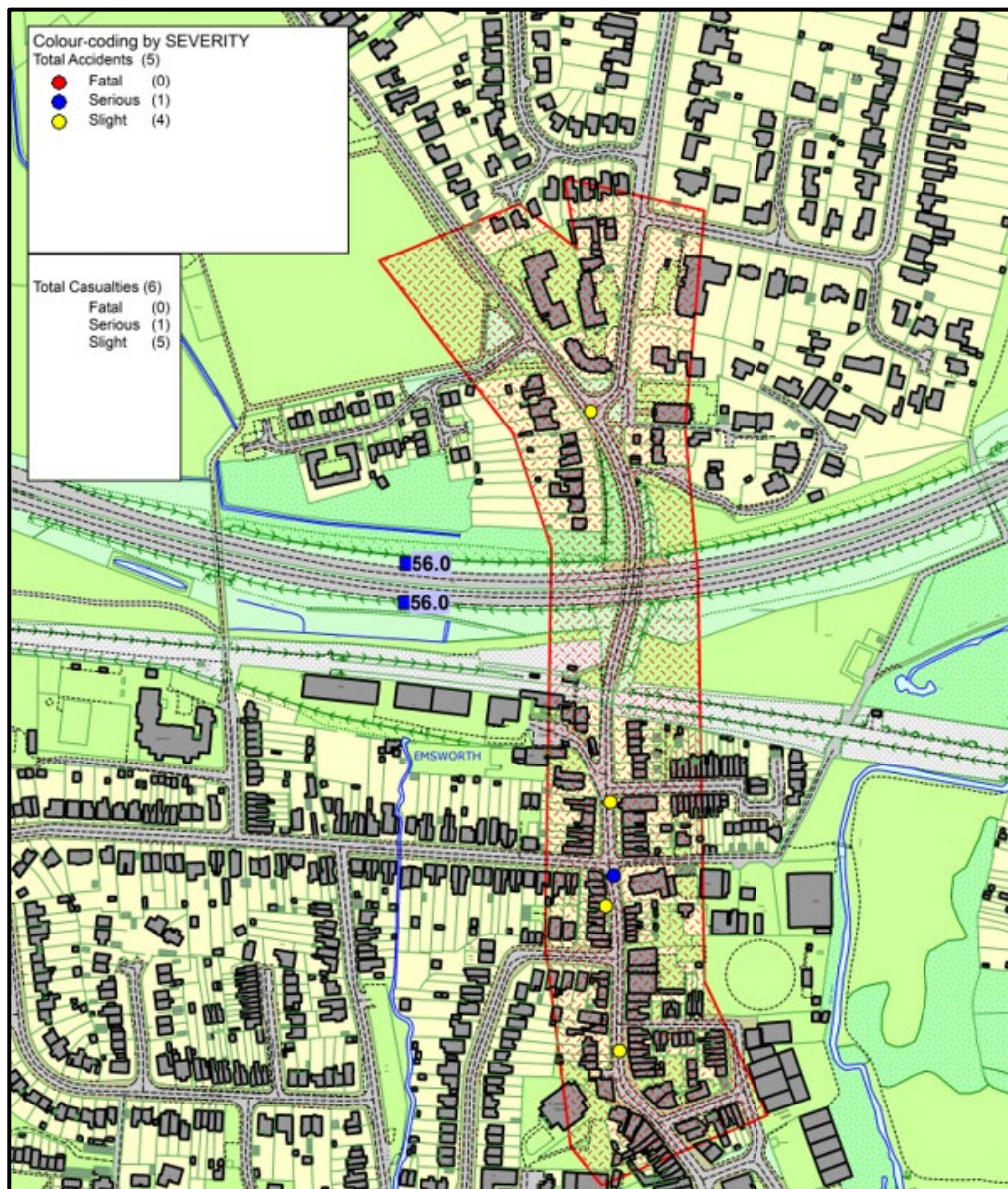


**Figure 2: Summary of PIA Data (Hampshire Constabulary)**

**2.7** A review of collision data from Hampshire Constabulary reveals that 4 'slight' accidents and one 'serious' accident occurred within the assessment area on North Street / New Brighton Road.

**2.8** Figure 2 shows that no accidents have occurred within the vicinity of the proposed access, and driver fault was the primary causation factor for these accidents. No existing issues were identified with the road layout.

- 2.9** There is no evidence to suggest any inherent safety problems within the highway network that would be exacerbated by the proposed development.

## Public Transport

### Bus Services

- 2.10** The closest bus stop to the site is Emsworth Station bus stop, located approximately 115m south of the proposed site access. This bus stop is equipped with a timetable, lighting provision, and dropped kerbs. It is served by the 27-bus service between Rowland Castle and Emsworth.
- 2.11** An additional bus service runs between Portsmouth and Chichester. For Chichester, users will be required to use the Emsworth By-Pass bus stop which is approximately 510m south walking distance from the site. This is equipped with a bus layby, lighting provision, seating, shelter, a timetable, and a bus flag.
- 2.12** For Portsmouth, users will be required to use The Square bus stop, which is approximately 650m south of the site. This is equipped with lighting provision, a bus flag, seating, and lighting provision.
- 2.13** A summary of the frequency of the 27 and 700 bus services is presented in Table 2 and a plan illustrating the routes is presented at [Appendix 3](#).

**Table 2: Summary of Bus Services**

| Bus No. | Route Summary                                            | Mon-Fri |       |       | Saturday |       |      | Sunday |       |      |
|---------|----------------------------------------------------------|---------|-------|-------|----------|-------|------|--------|-------|------|
|         |                                                          | First   | Last  | Freq  | First    | Last  | Freq | First  | Last  | Freq |
| 27      | Rowland Castle – Emsworth                                | 10:00   | 15:45 | 4/day | n/a      |       |      | n/a    |       |      |
|         | Emsworth – Rowland Castle                                | 09:05   | 14:45 | 4/day | n/a      |       |      | n/a    |       |      |
| 700     | Chichester Bus Station – Portsmouth The Hard Interchange | 06:00   | 23:40 | 3/hr  | 06:10    | 23:40 | 3/hr | 06:40  | 21:10 | 2/hr |
|         | Chichester Bus Station – Portsmouth The Hard Interchange | 05:15   | 22:25 | 3/hr  | 05:55    | 22:25 | 3/hr | 06:25  | 20:55 | 2/hr |

### *Railway Services*

**2.14** The nearest railway services are from Emsworth railway station, approximately 40m west of the site on North Street / New Brighton Road. This station is equipped with 10 car and 15 cycle parking spaces. Railway services are operated by Southern Railway for destinations such as Brighton, Southampton Central, Portsmouth & Southsea, London Victoria, Littlehampton, and Portsmouth Harbour.

**2.15** Table 3 shows the destination, duration and frequency of trains at Emsworth.

**Table 3: Summary of Railway Services from Emsworth**

| Destination           | Duration          | Frequency |
|-----------------------|-------------------|-----------|
| London Victoria       | 1 hour 47 minutes | 1/hour    |
| Portsmouth & Southsea | 22 minutes        | 2/hour    |
| Brighton              | 1 hour 8 minutes  | 2/hour    |
| Southampton Central   | 45 minutes        | 2/hour    |
| Littlehampton         | 34 minutes        | 1/hour    |
| Portsmouth Harbour    | 22 minutes        | 1/hour    |

## 3 WCHAR Assessment

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### Site Visit

**3.1** The site visit was conducted on the 4<sup>th</sup> of March 2025 and comprises a walking assessment of the walking and cycling routes between the application site and the surrounding area, including:

- Emsworth Railway Station.
- Emsworth Station bus stops.
- Emsworth By-Pass bus stop.
- The Square bus stop.
- Emsworth Town Centre.
- B2148 Horndean Road.
- New Brighton Road.
- Southleigh Road.

**3.2** Consideration has also been given to the Havant Cycling and Walking Infrastructure Plan (CWIP), which identifies areas that could benefit from improvements to walking and cycling infrastructure. Whilst routes 270.1, 277.3 and 373.1 coincide with the area assessed as part of this WCHAR, no specific improvements to these routes are identified in the CWIP.

**3.3** The WCHAR has identified four key routes:

- Route 1 (**red**): New Brighton Road
- Route 2 (**green**): B2148 Horndean Road and Southleigh Road
- Route 3 (**blue**): Emsworth Railway Station
- Route 4 (**magenta**): Emsworth Town Centre and bus stops

**3.4** Figure 3 presents the routes in relation to the location of relevant areas. The full plan is presented at **Appendix 4**.

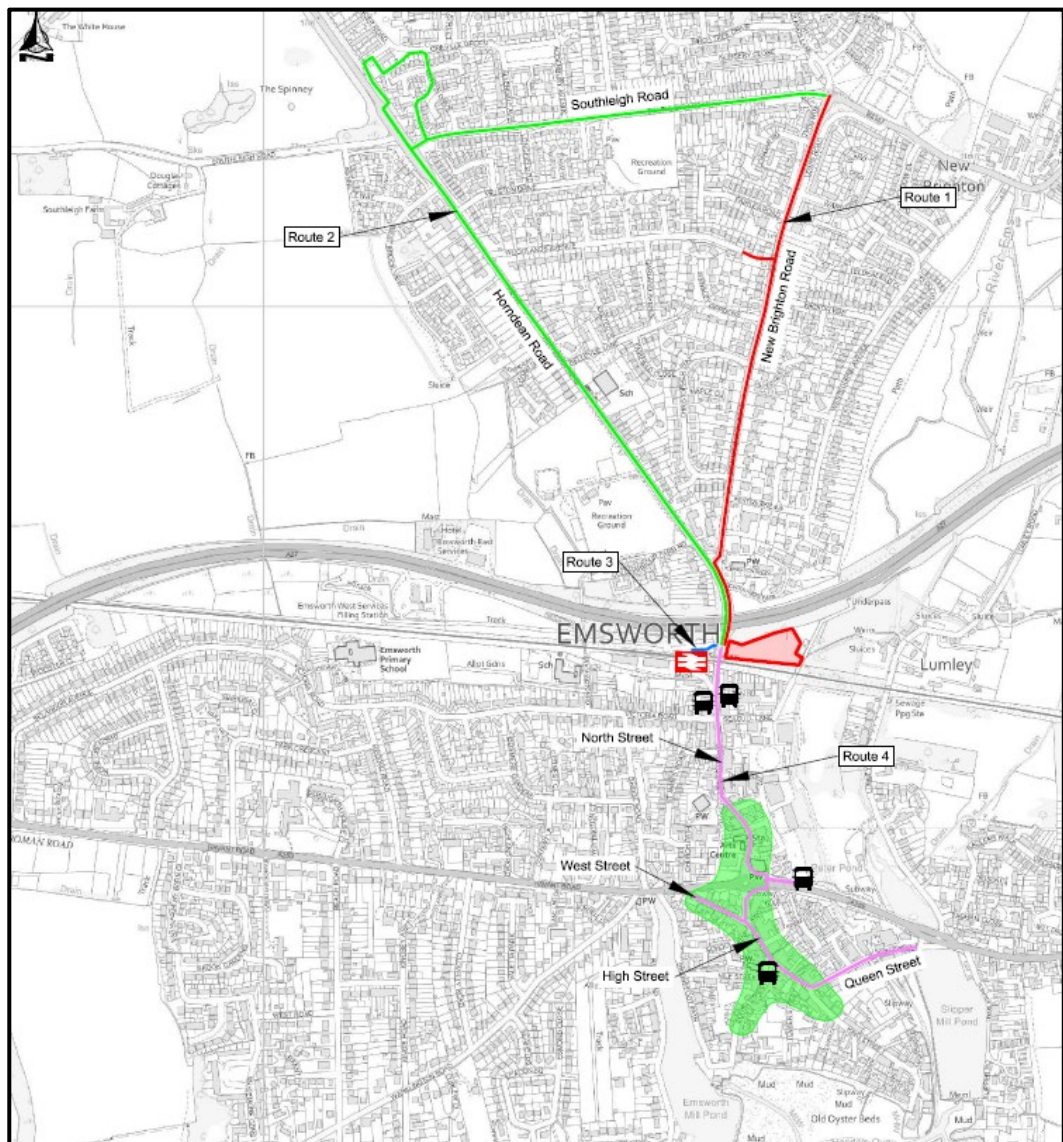


**Figure 3: Identified Walking/Cycling Routes**

#### **Route 1 (red):**

**3.5** Route 1 of the WCHAR covers from the site access, north along New Brighton Road, which primarily serves residential dwellings. The audit of this route was conducted from the site access to the roundabout, then returned in the opposite direction on the other side of the carriageway.

**3.6** Users of the site would exit towards the north and follow the footway located on the eastern side of North Street. Lighting provision and signage showing that it is a shared footway/cycleway is present, as shown in Figure 4.



**Figure 4: Horndean Road/New Brighton Road Junction**

- 3.7** As users continue north, they approach the Westbourne Avenue priority junction with New Brighton Road. The junction is equipped with dropped kerbs and tactile paving.
- 3.8** The shared footway/cycleway ends south of this junction. North of this junction, the cycle route is on-street. Red carriageway surfacing is present to direct cyclists across the junction. This is shown at Figure 5.



**Figure 5: New Brighton Road/Westbourne Avenue Junction**

- 3.9** As users continue further north, they approach the Silvertrees junction with New Brighton Road. The pedestrian crossing is equipped with dropped kerbs. Red painted surface is present across the junction where the roads meet directing cyclists.
- 3.10** Pedestrians are then required to cross the Wickor Way junction to continue north which is equipped with dropped kerbs and tactile paving. Cyclists are directed across the junction via red carriageway surfacing.
- 3.11** The Quinton Fields junction with New Brighton Road is equipped with dropped kerbs and tactile paving. Red surface is again present across the junction where the roads meet directing cyclists.
- 3.12** The following junction across Ward Crescent has no tactile paving, albeit dropped kerbs are present for pedestrians. The red painted surface continues at the junction for cyclists.

- 3.13** As users approach the four-arm roundabout, the footway transitions to a shared footway/cycleway. Road markings are present directing cyclists to the main carriageway where the shared footway/cycleway ends. All arms of the roundabout are equipped with refuge islands, dropped kerbs, and tactile paving.
- 3.14** When travelling south to the application site from the roundabout, there is a short section of shared footway/cycleway on the approach to the roundabout south of this, no footway is present. Pedestrians can travel south via Racton Road.
- 3.15** Approximately 50m south, pedestrians can rejoin New Brighton Road at the Fairlea Road junction. As with the other side junctions along this route, dropped kerbs are present and red carriageway surfacing to direct cyclists across the junctions.
- 3.16** Just south of the junction, a pedestrian link between New Brighton Road and Woodlands Avenue is provided. This link provides a convenient connection for residents located within these areas.
- 3.17** Continuing south, pedestrians are required to cross Wensley Gardens and Christopher Way, both of which both are equipped with dropped kerbs and red carriageway surfacing to direct cyclists across the junctions.
- 3.18** Close to the New Brighton Road junction with the B2148 Horndean Road, a hedge runs along the western side of the carriageway beside the footway. As shown in Figure 6, parts of the hedge extend over the footway, reducing the available width for pedestrians.



**Figure 6: Hedge Over Encroaching Footway**

**Route 2 (green):**

**3.19** Route 2 of the WCHAR covers Horndean Road and Southleigh Road, which primarily serve residential areas. Footways are present on both sides of the carriageway. The route begins on the eastern footway of Horndean Road, heading northwest to the staggered junction with Southleigh Road. It then continues along the southern footway of Southleigh Road towards the east before switching to the northern footway and heading west. The route then crosses the staggered junction and follows the western footway along Horndean Road to the site.

**3.20** Pedestrians are first required to cross the New Brighton Road/Horndean Road junction with Horndean Road. Dropped kerbs are located on New Brighton Road approximately 15m from Horndean Road, as shown in Figure 7. The dropped kerb on the southeastern side of the crossing also serves as an access to dwellings and a church.



**Figure 7: New Brighton Road Pedestrian Crossing**

- 3.21** Approximately 390m north along New Brighton Road a Toucan crossing is present which provides access to Emsworth Park. The footway along the eastern side of Horndean Road transitions to a shared footway/cycleway, with wayfinder signage present at the crossing.
- 3.22** Pedestrians and cyclists then meet the Bellevue Lane junction where they are directed to a crossing equipped with dropped kerbs and tactile paving. Signage is present indicating that it is a shared footway/cycleway, albeit this does not continue onto the northern side of the junction or along the eastern side of Horndean Road.
- 3.23** Users continue north and then arrive at the Woodlands Avenue junction. Dropped kerbs are present at the junction. Approximately 95m north, users then approach the Helston Drive junction, and the crossing is equipped with dropped kerbs and tactile paving. The footway transitions into a shared footway/cycleway at this location.

**3.24** An uncontrolled crossing, equipped with dropped kerbs, tactile paving, and refuge island, provides access to the residential development served by West Brook View on the western side of Horndean Road.

**3.25** As users approach the Horndean Road / Southleigh Road staggered junction there is a designated on-street cycle lane which directs cyclists onto the shared footway/cycleway, as shown in Figure 8.



**Figure 8: Horndean Road/Southleigh Road Staggered Junction**

**3.26** Pedestrians and cyclists then continue north along the footway to Southleigh Road, where the shared footway/cycleway ends and cyclists are directed to an on-street cycle lane along both sides of Southleigh Road.

**3.27** Approximately 200m east from the Horndean Road / Southleigh Road staggered junction, pedestrians are required to cross the Longfield Road junction, equipped with dropped kerbs, and red carriageway surfacing directing cyclists across the junction.

**3.28** Approximately 100m further to the east, pedestrians arrive at the Hedgerow Gardens junction with Southleigh Road, equipped with dropped kerbs and tactile paving. Red carriageway surfacing is present to direct cyclists across the junction.

**3.29** Pedestrians then continue along the footway and cyclists along the on-street cycle lane to the four-arm roundabout with Southleigh Road / Redlands Lane / Westbourne Road / New Brighton Road. Dropped kerbs, tactile paving, and a refuge island are present on the Southleigh Road arm of the roundabout.

**3.30** A pedestrian footpath link is located just north of the crossing over Southleigh Road/Horndean Road staggered junction which provides access to residential areas served by Cotton Drive. The link provides access to the footway on the eastern side of Horndean Road providing a route towards the staggered junction.

**Route 3 (blue):**

**3.31** Route 3 of the WCHAR is the route to/from Emsworth Railway Station and explores the existing infrastructure present at the station.

**3.32** To access the railway station users will be required to cross the North Street carriageway via the relocated crossing.

**3.33** Users of the site would enter/exit the railway station via the link from the northern side of the station which connects to the western footway/cycleway along North Street. The link provides access to the ground floor of the station at the underpass where a ramp and steps to Platform 1, and sheltered cycle parking are accessed from. Figure 9 shows the underpass where the stairs and ramp lead to Platform 1.



**Figure 9: Emsworth Station Underpass**

- 3.34** A ticket machine, seating, and passenger information board are available on Platform 1. The underpass at the railway station provides convenient access to both platforms of the station.
- 3.35** Further sheltered cycle parking, a ticket machine, and a ramp are present on the southern side of the station which provides access to Platform 2, via the underpass. Figure 10 shows the steps to Platform 2 from within the underpass, facing to the south of the railway station.



**Figure 10: Emsworth Station Underpass**

#### **Route 4 (magenta):**

- 3.36** Route 4 of the WCHAR covers the route to/from Emsworth Town Centre and associated bus stops. This route leads south from the application site via the footway on the eastern side of North Street. No footway is present on the western side of North Street at this location.
- 3.37** Route 4 starts at the site access and heads south toward Emsworth Town Centre. It then continues along High Street before turning onto Queen Street. The route then retraces its path on Queen Street and High Street before turning onto West Street, where it ends.
- 3.38** Pedestrians would exit the site and stay on the footway on the eastern side of North Street towards heading south and under the railway bridge. A guardrail is present between the footway and carriageway under the bridge.
- 3.39** Pedestrians then follow the footway until they meet the Sultan Road junction with North Street, which is equipped with dropped kerbs and tactile paving. Just south of the junction, an uncontrolled crossing equipped with dropped

kerbs and tactile paving over North Street. The crossing is conveniently located next to the Emsworth Station bus stops. Both bus stops are equipped with bus flags. This is shown in Figure 11.



**Figure 11: Emsworth Station Bus Stops**

- 3.40** Approximately 40m south of this, pedestrians cross the Seagull Lane junction, which is equipped with dropped kerbs and tactile paving.
- 3.41** Pedestrians continue south on North Street until they reach the four-arm roundabout with North Street / A259 / High Street. The North Street arm of the roundabout has dropped kerbs and tactile paving, including a refuge island. A pedestrian underpass is provided beneath the eastern arm of the A259.
- 3.42** Just east of the underpass is the Emsworth By-Pass bus stop, equipped with a shelter, seating, bus flag, and timetable. The underpass has a ramp and stairs accessible to all users. See Figure 12.



**Figure 12: A259 Underpass**

- 3.43** Pedestrians then continue south towards the High Street where another crossing, equipped with dropped kerbs, tactile paving, and refuge island, is present on the High Street arm of the roundabout.
- 3.44** South of the roundabout, pedestrians then cross the King's Terrace junction which has dropped kerbs. Spring Gardens junction to the south of the junction also has dropped kerbs.
- 3.45** Dropped kerbs and block paving across High Street and St Peter's Square provide access to The Square bus stop.
- 3.46** The bus stop has a shelter, seating, bus flag, and timetable, as shown in Figure 13.



**Figure 13: The Square Bus Stop**

- 3.47** Pedestrians continue southeast along the High Street which then transitions to Queen Street. Private accesses served along the road have red block paving along the footway. At the Frankland Terrace junction, dropped kerbs and block paving are present.
- 3.48** The section of Route 4 that assesses West Street is accessed via a junction served from High Street, which has dropped kerbs and tactile paving. Pedestrians continue along West Street where red block paving is present at private accesses. The northwestern end of West Street has a pedestrian/cycle link connecting to the southern side of the A259.

## 4 User Opportunities

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**4.1** The proposed development will provide 14 Class E commercial units with a total floor area of 2,221.3m<sup>2</sup> along with two storage yards totalling 1,098.6m<sup>2</sup>.

**4.2** The WCHAR Audit has identified several locations on the route where improvements or maintenance would be beneficial. These are set out below:

### Route 1 (red)

**4.3** Improvements:

- Tactile paving at Ward Crescent junction
- Tactile paving at Wensley Gardens junction
- Tactile paving at Christopher Way junctions (north and south)
- Maintenance of hedges/greenery on New Brighton Road narrowing the footway

### Route 2 (green)

**4.4** Improvements:

- Tactile paving at New Brighton Road junction
- Tactile paving at Woodlands Avenue junction
- Maintenance of hedges/greenery on Southleigh Road narrowing the footway
- Tactile paving at Cotton Drive junction

### Route 3 (blue)

**4.5** Improvements: *none identified*

### Route 4 (magenta)

**4.6** Improvements:

- Tactile paving at King's Terrace junction

**4.7** While the Local Cycling and Walking Infrastructure Plan recommends introducing traffic calming measures to reduce vehicle speeds on New Brighton Road, Southleigh Road, and Horndean Road, the audit identified that the

existing infrastructure is sufficient to accommodate the level of cyclist movements expected from the proposed development.

### **Conclusion**

**4.8** Given the scale and nature of the proposed development, the site is not expected to generate a high level of pedestrian or cyclist movements. While the exact number of people walking or cycling to the site has not been identified, it is likely to be relatively low. As such, it would not be appropriate for the scheme to fully fund all the improvements identified in the WCHAR Audit or to undertake maintenance work, which remains the responsibility of the Highway Authority.

**4.9** The most appropriate approach would be to contribute to improvements identified in the immediate vicinity of the site. This includes the crossing at the New Brighton Road junction identified in Route 2. The development will pay a financial contribution through CIL which could facilitate the improvements identified.

## 5 Walking, Cycling and Horse-Riding Assessment Team Statement

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### Lead Assessor

- 5.1** As Lead Assessor, I can confirm that this walking, cycling and horse-riding assessment report has been compiled in accordance with HCC Technical Guidance Note 19 (TG19) and DMRB document GG142.

**Name:** Rose Kleingeld  
**Position:** Transport Planner  
**Organisation:** Bellamy Roberts

**Signature:**

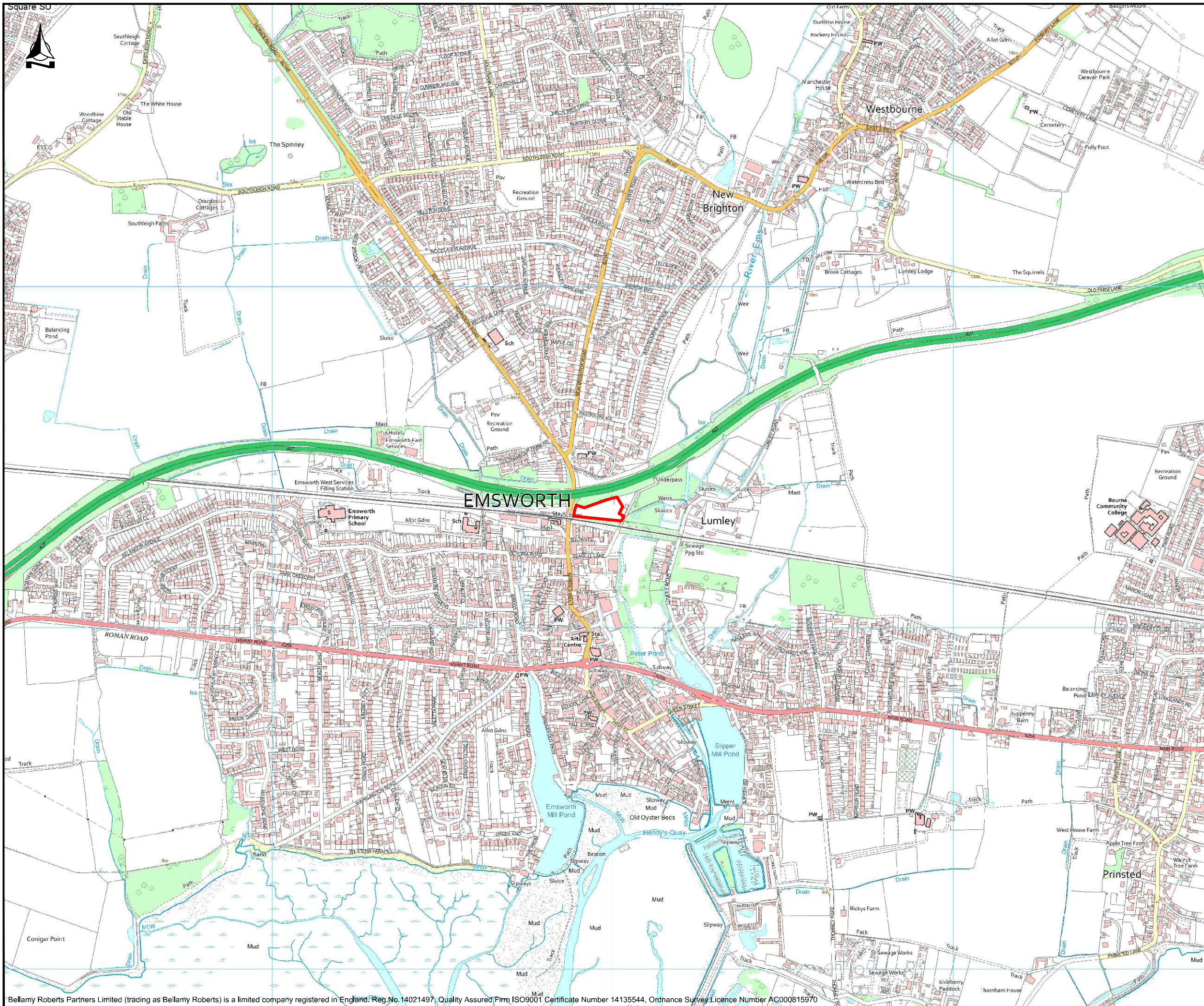


**Date:** 06/03/2025

# APPENDICES

# APPENDIX 1

## Site Location Plan



Notes

— Site



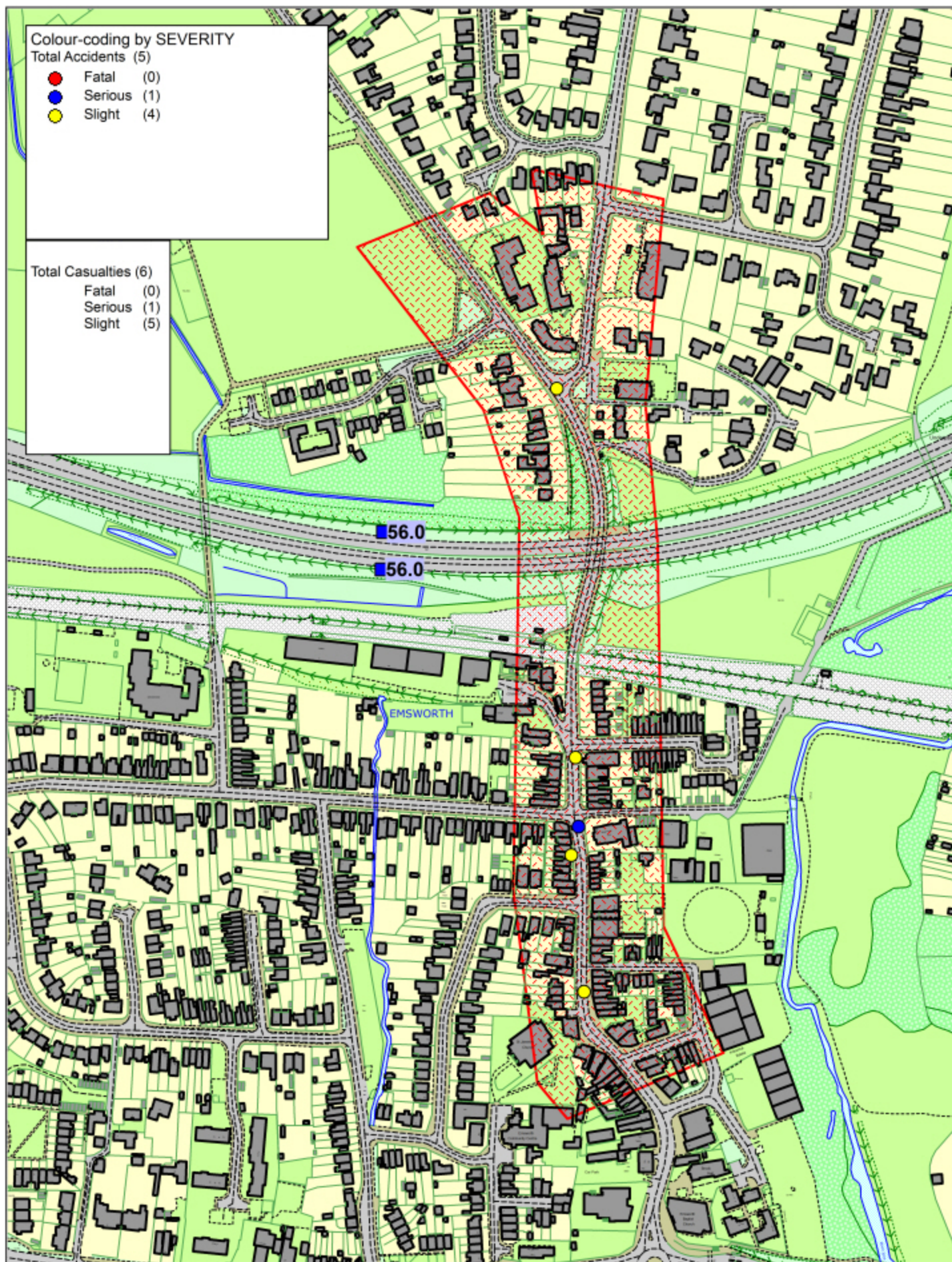
**Bellamy Roberts**  
Clover House  
Western Lane  
Odiham  
Hampshire, RG29 1TU  
Tel: 01256 703355  
Email: info@bellamyroberts.co.uk

|          |                             |             |            |
|----------|-----------------------------|-------------|------------|
| CLIENT   | PNH Properties              |             |            |
| PROJECT  | Interbridges Site, Emsworth |             |            |
| TITLE    | Site Location Plan          |             |            |
| DRAWN BY | MB                          | DESIGN BY   | -          |
| DATE     | 23/05/24                    | CHK BY      | MT         |
| SCALE    | NTS @ A3                    | DRAWING No. | 6096 / 301 |
|          |                             | REV No.     |            |

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# APPENDIX 2

## Personal Injury Accident Data



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Hampshire Police  
Licence No. 01021C 2024

NORTH STREET, EMSWORTH

|             |            |
|-------------|------------|
| SCALE       | 1 : 3500   |
| DATE        | 29/05/2024 |
| DRAWING No. |            |
| DRAWN BY    |            |

Accidents between dates 01/01/2019 and 31/12/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS NORTH STREET")

Selected Polygon:MS NORTH STREET

44190066281 23/02/2019 Time 2224 Vehicles 2 Casualties 1 Slight  
E:474876 N: 106085 First Road: U Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Darkness: street lights present and lit Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

| Causation |                     |              |             |
|-----------|---------------------|--------------|-------------|
|           | Factor:             | Participant: | Confidence: |
| 1st:      | Impaired by alcohol | Vehicle 1    | Very Likely |
| 2nd:      |                     |              |             |
| 3rd:      |                     |              |             |
| 4th:      |                     |              |             |
| 5th:      |                     |              |             |
| 6th:      |                     |              |             |

VEH 1 (M/CYCLE) TRAVELLING N ALONG NORTH STREET, IT IS LIKELY THAT THE RIDER IS IMPAIRED AND CROSSES THE CENTRAL LINE OF CARRIAGEWAY AND COLLIDES HEAD ON WITH VEH 2 (MINI BUS) TRAVELLING IN THE OPPOSITE DIRECTION.

Occurred on NORTH STREET AT JUNCTION WITH PALMERS ROAD, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under Going ahead other  
Vehicle movement from S to N No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Front Hit vehicle:  
Hit object in road None Off road: None  
O/S Age of Driver 30 Male  
Not hit and run Breath test Not applicable Left hand drive: No  
  
Casualty Reference: 1 Vehicle: 1 Age: 30 Male Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Minibus Going ahead other  
Vehicle movement from N to S No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 51 Male  
Not hit and run Breath test Negative Left hand drive: No

Accidents between dates 01/01/2019 and 31/12/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("MS  
NORTH STREET")

44190398663 06/11/2019 Time 1430 Vehicles 2 Casualties 2 Slight  
E:474857 N: 106505 First Road: B 2148 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled B 2147  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

| Causation |                                 |              |             |
|-----------|---------------------------------|--------------|-------------|
|           | Factor:                         | Participant: | Confidence: |
| 1st:      | Failed to look properly         | Vehicle 1    | Very Likely |
| 2nd:      | Uncorrected, defective eyesight | Vehicle 1    | Very Likely |
| 3rd:      |                                 |              |             |
| 4th:      |                                 |              |             |
| 5th:      |                                 |              |             |
| 6th:      |                                 |              |             |

VEH1 (CAR) TRAVELLING NW ALONG B2148 HORNDEAN ROAD TURNS RIGHT TO TRAVEL NE ALONG  
B2147 NEW BRIGHTON ROAD INTO THE PATH OF VEH2 (CAR) TRAVELLING SE ALONG HORNDEAN ROAD.  
Occurred on B2148 HORNDEAN ROAD AT JUNCTION WITH B2147 NEW BRIGHTON ROAD, EMSWORTH,  
HAMPSHIRE

Vehicle Reference 1 Car Turning right  
Vehicle movement from SE to NE No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or i First impact Nearside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 84 Female  
Not hit and run Breath test Not requested  
Left hand drive: No  
  
Casualty Reference: 1 Vehicle: 1 Age: 84 Female Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other  
Vehicle movement from NW to SE No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 73 Male  
Not hit and run Breath test Not requested  
Left hand drive: No  
  
Casualty Reference: 2 Vehicle: 2 Age: 73 Male Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2019 and 31/12/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS NORTH STREET")

44200336606 01/09/2020 Time 1245 Vehicles 2 Casualties 1 Slight  
E:474867 N: 106180 First Road: B 2148 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Not within 20m of junction  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: Elsewhere DfT Special Projects:

|      | Causation |              |             |
|------|-----------|--------------|-------------|
|      | Factor:   | Participant: | Confidence: |
| 1st: |           |              |             |
| 2nd: |           |              |             |
| 3rd: |           |              |             |
| 4th: |           |              |             |
| 5th: |           |              |             |
| 6th: |           |              |             |

VEH 1 (CAR) TRAVELLING N ALONG B2148 NORTH STREET WAS PARKED AND STATIONARY IN A DESIGNATED PARKING SPACE ON THE ROAD. VEH 2 (CAR) TRAVELLING N ALONG NORTH STREET HAS NOT LEFT ENOUGH ROOM AND COLLIDED WITH THE OFFSIDE OF VEH 1 AS THEY DROVE PAST THEM. Occurred on B2148 NORTH STREET, OUTSIDE NUMBER 74, EMSWORTH, PORTSMOUTH, HAMPSHIRE.

Vehicle Reference 1 Car Parked  
Vehicle movement from Park to Parked No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 34 Female  
Not hit and run Breath test Driver not contacted  
Left hand drive: No  
  
Casualty Reference: 1 Vehicle: 1 Age: 34 Female Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Overtaking stat vehicle O/S  
Vehicle movement from S to N No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver Female  
Not hit and run Breath test Driver not contacted  
Left hand drive: No

Accidents between dates 01/01/2019 and 31/12/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("MS  
NORTH STREET")

44220320136 08/08/2022 Time 1155 Vehicles 2 Casualties 1 Slight  
E:474870 N: 106248 First Road: B 2148 Road Type Single carriageway  
Speed limit: 20 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: Elsewhere DfT Special Projects:

| Causation |              |             |  |
|-----------|--------------|-------------|--|
| Factor:   | Participant: | Confidence: |  |
| 1st:      |              |             |  |
| 2nd:      |              |             |  |
| 3rd:      |              |             |  |
| 4th:      |              |             |  |
| 5th:      |              |             |  |
| 6th:      |              |             |  |

VEH 1 (CAR) TRAVELLING SOUTH ALONG NORTH STREET COLLIDES WITH VEH 2 (CAR) TRAVELLING  
NORTH ALONG NORTH STREEET ON WRONG SIDE OF CARRIAGEWAY  
Occurred on OUTSIDE THE RAILWAY INN, NORTH STREET, EMSWORTH

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from N to S No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 36 Female  
Not hit and run Breath test Driver not contacted  
Left hand drive: No  
Casualty Reference: 1 Vehicle: 1 Age: 36 Female Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other  
Vehicle movement from S to N No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 46 Male  
Not hit and run Breath test Driver not contacted  
Left hand drive: No

Accidents between dates 01/01/2019 and 31/12/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS NORTH STREET")

44220512226 28/12/2022 Time 1157 Vehicles 1 Casualties 1 Serious  
E:474872 N: 106200 First Road: B 2148 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Stop sign Unclassified  
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
Daylight Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

| Causation |                         |              |             |
|-----------|-------------------------|--------------|-------------|
|           | Factor:                 | Participant: | Confidence: |
| 1st:      | Failed to look properly | Casualty 1   | Very Likely |
| 2nd:      | Failed to look properly | Vehicle 1    | Very Likely |
| 3rd:      |                         |              |             |
| 4th:      |                         |              |             |
| 5th:      |                         |              |             |
| 6th:      |                         |              |             |

VEH1 (CAR) TRAVELLING E ALONG VICTORIA ROAD TUNRED RIGHT ONTO NORTH STREET AT THE SAME TIME AS CAS1 (PEDESTRIAN) STARTED TO CROSS NORTH STREET TRAVELLING E. VEH1 COLLIDED WITH CAS1, KNOCKING THEM OVER.

Occurred on B2148 NORTH STREET AT JUNCTION WITH VICTORIA ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Turning right  
Vehicle movement from W to S No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 80 Male  
Not hit and run Breath test Negative  
Left hand drive: No  
  
Casualty Reference: 1 Vehicle: 1 Age: 81 Male Pedestrian Severity: Serious  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist  
  
In carr elsewhere E bound  
Driver's offside

**Accidents between dates**      **01/01/2019 and 31/12/2023**      (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS NORTH STREET")

**Notes:**

Accidents involving:

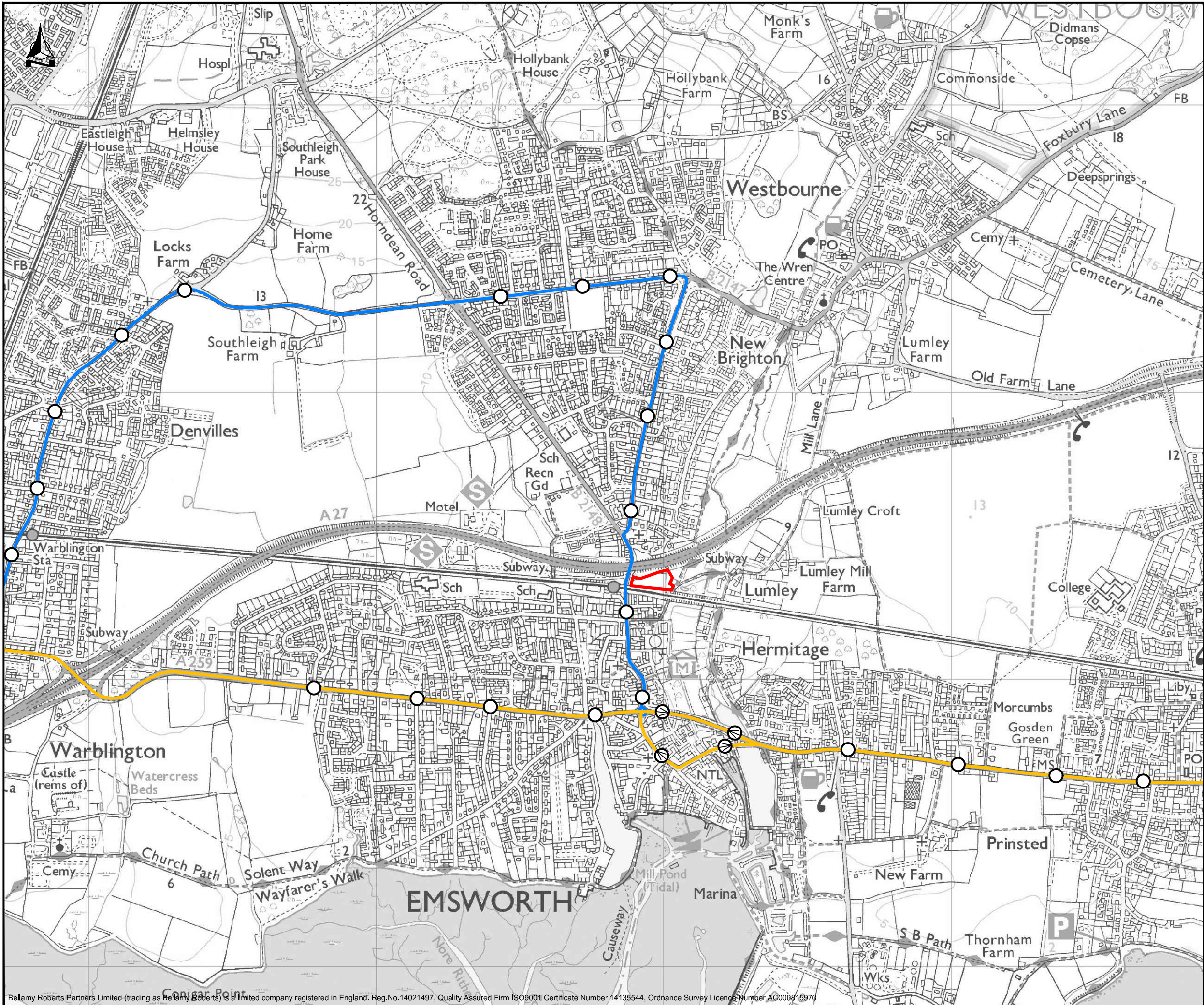
|                                          | Fatal    | Serious  | Slight   | Total    |
|------------------------------------------|----------|----------|----------|----------|
| Motor vehicles only (excluding 2-wheels) | 0        | 1        | 3        | 4        |
| 2-wheeled motor vehicles                 | 0        | 0        | 1        | 1        |
| Pedal cycles                             | 0        | 0        | 0        | 0        |
| Horses & other                           | 0        | 0        | 0        | 0        |
| <b>Total</b>                             | <b>0</b> | <b>1</b> | <b>4</b> | <b>5</b> |

Casualties:

|                  | Fatal    | Serious  | Slight   | Total    |
|------------------|----------|----------|----------|----------|
| Vehicle driver   | 0        | 0        | 4        | 4        |
| Passenger        | 0        | 0        | 0        | 0        |
| Motorcycle rider | 0        | 0        | 1        | 1        |
| Cyclist          | 0        | 0        | 0        | 0        |
| Pedestrian       | 0        | 1        | 0        | 1        |
| Other            | 0        | 0        | 0        | 0        |
| <b>Total</b>     | <b>0</b> | <b>1</b> | <b>5</b> | <b>6</b> |

# APPENDIX 3

## Bus Routes



Notes

- Site
- Bus Stop
- Bus Routes
  - 27
  - 700



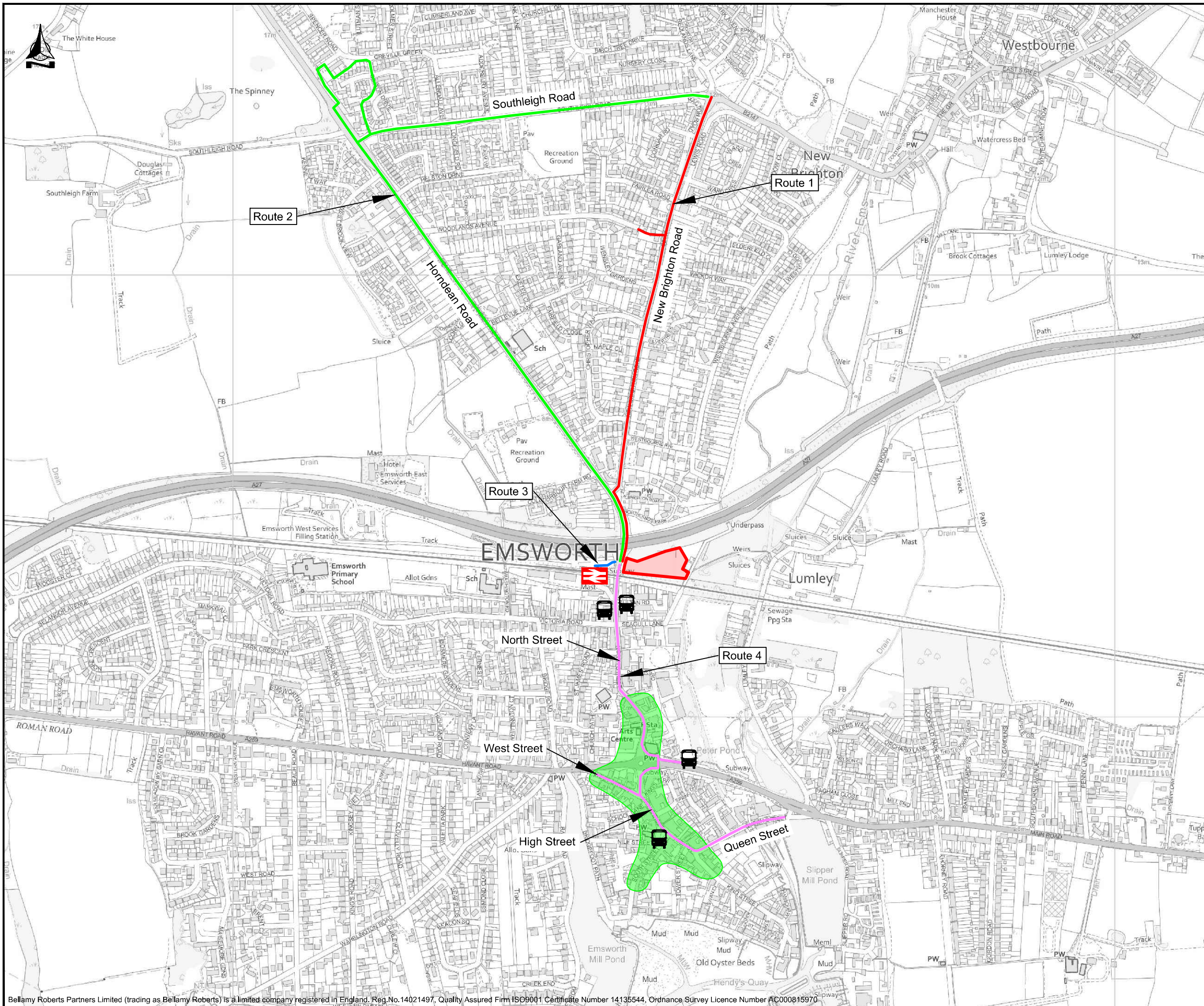
**Bellamy Roberts**  
Clover House  
Western Lane  
Odiham  
Hampshire, RG29 1TU  
Tel: 01256 703355  
Email: info@bellamyroberts.co.uk

CLIENT  
PNH Properties  
PROJECT  
Interbridges Site, Emsworth  
TITLE  
Bus Routes

|                   |                           |              |
|-------------------|---------------------------|--------------|
| DRAWN BY<br>MB    | DESIGN BY<br>-            | CHK BY<br>MT |
| DATE<br>29/05/24  | DRAWING No.<br>6096 / 304 | REV No.      |
| SCALE<br>NTS @ A3 |                           |              |

# APPENDIX 4

## WCHAR Routes Plan



Notes

- Site
- Bus Stop
- Train Station
- Emsworth Town Centre

WCHAR Routes

- Route 1
- Route 2
- Route 3
- Route 4

**Bellamy Roberts**  
Clover House  
Western Lane  
Odiham  
Hampshire, RG29 1TU  
Tel: 01256 703355  
Email: [info@bellamyroberts.co.uk](mailto:info@bellamyroberts.co.uk)

|                                        |                           |              |
|----------------------------------------|---------------------------|--------------|
| CLIENT<br>PNH Properties               |                           |              |
| PROJECT<br>Interbridges Site, Emsworth |                           |              |
| TITLE<br>WCHAR Routes Plan             |                           |              |
| DRAWN BY<br>MB                         | DESIGN BY<br>-            | CHK BY<br>RK |
| DATE<br>03/03/25                       | DRAWING No.<br>6096 / 308 |              |
| SCALE<br>NTS @ A3                      | REV No.                   |              |



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