

REPORT

Havant Property Investment LLP

32 New Lane, Havant

February 2021

Non-Motorised User Context Assessment

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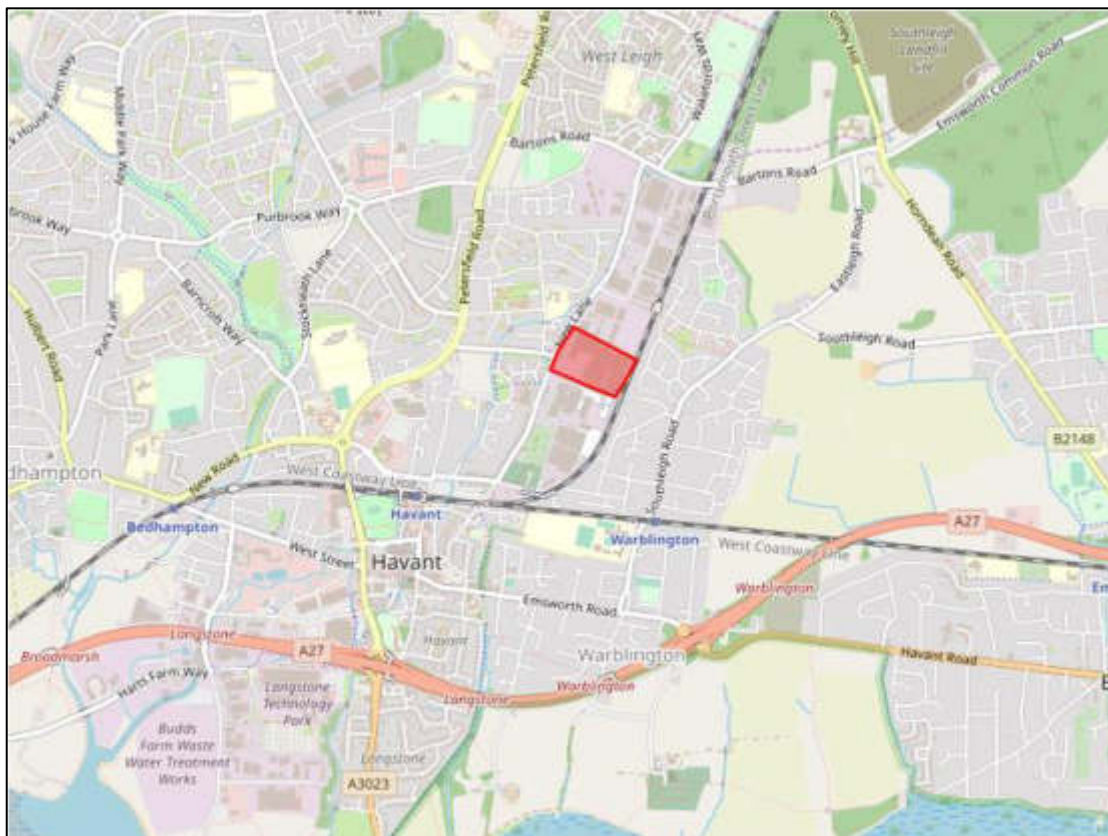
Appendices

Appendix A – Existing and Proposed Site Access

1 Introduction

- 1.1 In June 2020, a pre-planning application scoping note was submitted to Havant Borough Council (HBC) as the local planning authority and Hampshire County Council (HCC) as the local highway authority with respect to the development of a distribution centre, shown in **Figure 1.1**.

Figure 1.1 – Site Location



- 1.2 The 'Proposed Development' is for a 'last mile' distribution centre of approximately 14,000 sqm, where parcels are delivered via small vans to customers in the local area. The occupier is looking to consolidate their operations on one site. This is opposed to vans being stored in the local area on separate sites.
- 1.3 Following the submission of the pre-planning application scoping note, HCC requested a Non-Motorised User Context Assessment (NMUCA) to be undertaken to support the planning application and explore opportunities to improve sustainable access to the site to encourage modal shift and reduce the reliance on the private car by its workers.

2 Non Motorised User Context Assessment

Background

- 2.1 The GG 142 (formerly HD42/17) of the Design Manual for Roads and Bridges (DMRB) was employed as the guidance in preparing this NMUCA. The purpose of GG 142 is to ensure the integration of all walking, cycling and equestrians throughout the highway scheme design process, enabling the design team to identify opportunities for improved facilities and incorporation into the local and national network.
- 2.2 In regard to the criteria outlined within Table 2.2.1 of GG 142 and the size and significance of the proposed scheme, it is deemed appropriate to assess the proposed development in respect to the requirements of a small highway scheme.
- 2.3 With respect to this, the aims of this NMUCA is:
- a) “To gain an appropriate understanding of all relevant existing facilities for pedestrians, cyclists and equestrians (users) in the local area.*
 - b) To provide background user information that can be referred to throughout the design process.*
 - c) To identify opportunities for improvements for users.”*
- 2.4 The requirements for the assessment of a small highway scheme are set out within paragraph the DMRB GG 142, and are as follows:
- Review of walking, cycling and horse-riding policies and strategies relevant to the scheme area;
 - Collision data – analysis of all collisions in the study area;
 - Description of local public transport services and interchange information;
 - Description of key trip generators and local amenities;
 - Evidence of site visit;
 - Evidence of consultation with key stakeholders;
 - Description and review of existing walking, cycling and horse-riding network facilities within the local area; and
 - Outlining the identified user opportunities.
- 2.5 In addition to the above, the following documents have been reviewed for context when undertaking the assessment which provide guidance on the requirements for non-motorised users:
- DfT Local Transport Note 2/08 – Cycle Infrastructure Design
 - DfT Local Transport Note 1/12 – Shared Use Routes for Pedestrians and Cyclists
 - DfT Inclusive Mobility
 - CIHT Guidelines for Providing for Journeys on Foot.

- 2.6 The documents listed above including the GG 142 DMRB have been utilised to help identify the key issues relating to the different types of non-motorised users and to help provide an overall picture of the current NMU conditions.
- 2.7 The five core design principles that are common to both pedestrians and cyclists have also been used as the basis for the assessment as set out in Appendix I of the HCC Section 279 Technical Submission Requirements:
- Convenient
 - Accessible
 - Safe
 - Comfortable
 - Attractive

Proposed scheme

- 2.8 The occupier proposes to use the site as a 'last mile' distribution centre of approximately 14,000 sqm, where parcels are delivered via small vans to customers in the local area. The occupier is looking to consolidate their operations on one site. This is opposed to vans being stored in the local area on separate sites.
- 2.9 Local drivers would arrive at the site by various means of transport, collect a van and leave the site to make deliveries. Once all deliveries have been made, drivers would return the vans to the site, collect their own vehicles (if they have driven to the site), or travel home by other means of transport.
- 2.10 The operation is effectively a freight consolidation site with the number of HGVs to/from the site being minimised through the most efficient use of each vehicle to minimise movements.
- 2.11 There are three separate vehicle access/egress points from New Lane, all in the form of simple priority junctions.
- 2.12 The southern access is an existing access which would be used by HGVs and by van drivers arriving and leaving the site in their own vehicles and for vans to arrive and leave the site.
- 2.13 The central access is also an existing access and would be used by staff based on the site.
- 2.14 The proposed new northern access would be used by van drivers arriving at the site and by vans to arrive and leave the site.
- 2.15 All of the accesses have good visibility in both directions. The proposed new access is spaced so that it does not affect the existing accesses to the site and to the site to the north.
- 2.16 Entry/exit to the site is controlled by barriers and gatehouses with the barriers set back within the site to avoid any potential for queuing back to the existing public highway.
- 2.17 The existing and proposed site accesses are shown in **Figure 2.1** below and on a 1:1,000 scale plan in **Appendix A**.

Figure 2.1 – Existing and Proposed Site Access Roundabout



Policy Review

2.18 The key policies and documents that pertain to transport and which set the context for the development proposals are:

- National Planning Policy Framework, February 2019
- Havant Borough Council Development Plan

2.19 There are a number of documents that contain planning policies relevant to transport and this section of the report provides a summary of the key transport policies at national and local level in the context of the development proposals.

National Policy

National Planning Policy Framework (NPPF)

2.20 The latest version of the NPPF was published in February 2019 following a minor revision to the previously updated NPPF document published in July 2018. This version of the NPPF sets out the Government's planning policies for England and how these are expected to be applied. It replaces the previous document published in March 2012.

2.21 The NPPF reiterates that *"the purpose of the planning system is to contribute to the achievement of sustainable development"* and *"at the heart of the Framework is a presumption in favour of sustainable development"*.

2.22 Section 9 deals with promoting sustainable transport. Paragraph 102 sets out the reasons transport issues should be considered from the earliest stages of plan-making and development proposals, i.e. so that:

- *"a) the potential impacts of development on transport networks can be addressed;*

- *b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- *c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”*

2.23 Paragraph 103 states that the planning system should actively manage patterns of growth in support of the above objectives.

2.24 Paragraph 108 states that in assessing specific applications for development, the following should be ensured:

“appropriate opportunities to promote sustainable transport modes can be – or have been - taken up given the type of development and its location;

Safe and suitable access to the site can be achieved for all users; and

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.”

2.25 Paragraph 109 goes on to state:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment.”

Local Policy

Havant Borough Council Development Plan (Core Strategy)

2.26 The Development Plan for Havant Borough comprises:

- Local Plan (Core Strategy) adopted March 2011; and
- Local Plan (Allocations) adopted July 2014.

Core Strategy

2.27 Policy DM11 “Planning for More Sustainable Travel” page 145 of the Core Strategy document notes:

“The council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures including:

- *Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes.*
- *Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards.*
- *Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the Hampshire Local Transport Plan and (where applicable) the relevant sub-regional transport strategy.*
- *Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and/or the amenity of the locality.*
- *Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges.”*

2.28 Similarly, Policy DM12 “Mitigating the Impacts of Travel”, also on page 145, outlines that:

“New Developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met:

- *Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy.*
- *The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.*
- *The submission of a transport statement must accompany planning applications to explain changes to travel demand.*
- *A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority.*

- *In relation to outline planning applications, a framework for the preparation of travel assessments and travel plans will be submitted with the planning application proposals.”*

2.29 Policy DM14 “Car and Cycle Parking on Development (excluding residential)” on page 146 notes that:

“Development will only be permitted where it provides parking for cars, motor cycles and cycles in accordance with the relevant standards. Such parking provision must be appropriately located in relation to the development and be practical for its intended use.”

2.30 Policy DM16 “Freight Transport” states that:

“Freight movements resulting from a development should not impact negatively on the environment or the quality of life of those who live and work nearby. Where such developments will have a negative impact on the capacity, operation and safety of transport networks, appropriate mitigation measures should form part of the application for consideration by the council.

- *Proposals generating significant freight or goods movements should have good access to transport networks. Preferred sites for such development will be those which have the potential for rail access. The provision of rail freight will be encouraged wherever possible. Otherwise, such development should be located where there is ready access to roads which are higher in the road hierarchy and where sensitive areas are less likely to be affected by heavy goods vehicles; and*
- *Proposals should make reference to and be in accordance with, the Hampshire Freight Strategy.”*

Allocations

2.31 The site is not allocated within the adopted local plan.

Policy Summary

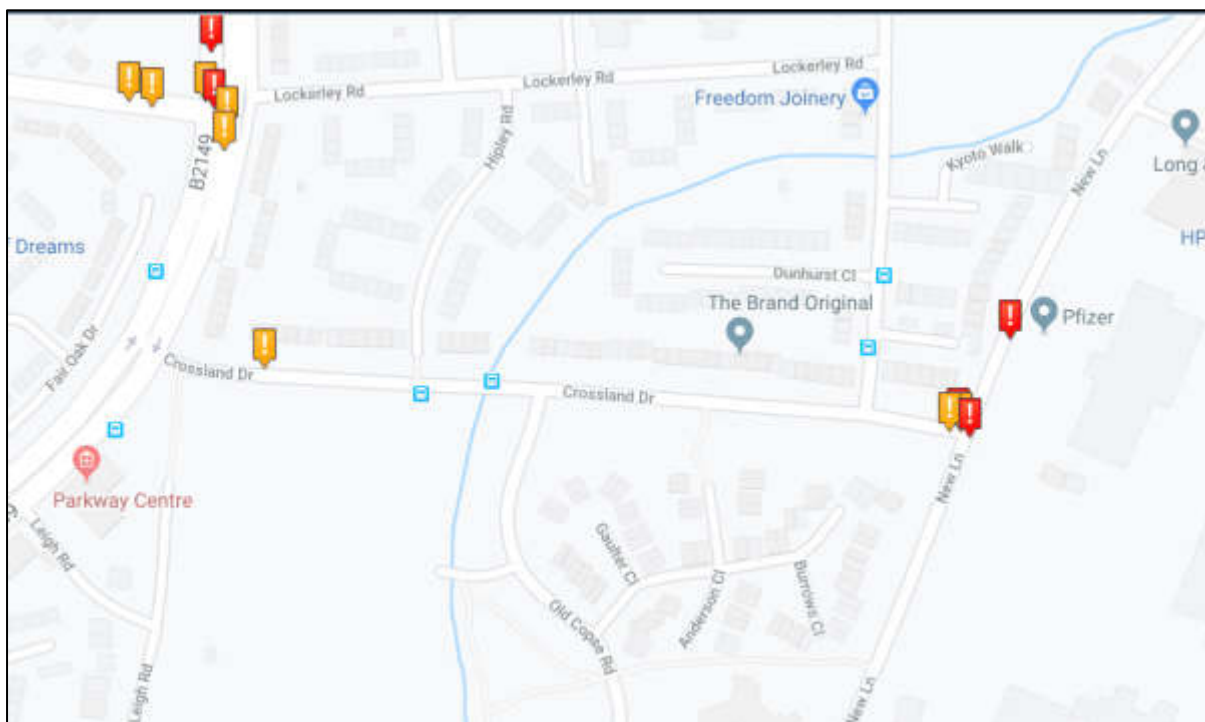
2.32 The proposed development is compliant with the above national and local policies. In particular:

- The opportunities for sustainable transport will be taken up (walking, cycling, bus services and rail services), which will contribute to improved health and quality of life for residents and positively impact on the environment;
- Safe and suitable access can be provided for all; and
- The development is located where the need to travel is minimised compared to a more dispersed or remote settlement strategy.

Collision Data

- 2.33 An inspection of personal injury collision (PIC) data held on the CrashMap database has been undertaken, based on data held for the most recent 5-year period and is shown in **Figure 2.2** below.

Figure 2.2 – CrashMap Extract



- 2.34 The CrashMap website uses data collected by the police regarding road traffic crashes occurring on British roads where someone is injured. The data is then compiled to show the location of each incident on a map.
- 2.35 **Figure 2.2** indicates that four collisions were recorded at the junction of New Lane with Crossland Drive. Two of these were classed as slight and remaining two as serious. A cluster of collisions also were recorded at the junction of B2149 with Bedhampton Way, where two serious and five slight collisions were recorded in the last five years.
- 2.36 In order to further assess the pattern of collisions and their potential link with highway design, detailed collision data should be requested from Hampshire Police.

Local Public Transport Services

- 2.37 The local transport provisions have been reviewed below in the context of the study area.

Bus Services

- 2.38 Bus stops located in proximity to the site include the 'Old Copse Road' bus stops which are situated approximately 40m apart on Crossland Drive to the west of the site (approximately a 4-minute walk).

- 2.39 Both stops provide a pole and flag arrangement with the westbound bus stop providing a bus shelter and are served by routes 20 and 21.
- 2.40 Located on St Albans Road (approximately 150m to the west of the site) 'Flexford Gardens' stop is also served by route 641 in addition. A summary of the frequency of services for these stops is set out in **Table 2.1**.

Table 2.1: Local Bus Services

Number	Route	Frequency
20	Portsmouth – Cosham – West Leigh – Havant	2 per hour
21	Portsmouth – Farlington – West Leigh – Havant	6 per hour
641	Purbrook (Oaklands School) Leigh Park – Denvilles – New Brighton – Rowlands Castle – Southbourne	1 per day (school service)

Railway

- 2.41 Havant railway station is the nearest railway station to the site. It is located approximately 1km south west of the site. Havant is a junction station that provides passengers with an interchange between the West Coastway line and Portsmouth Direct Line. The station therefore provides the access to Portsmouth, London Waterloo, London Victoria via Gatwick Airport, Brighton and Southampton.
- 2.42 The station provides 92 secure cycle storage spaces and a car park with 492 (including eight accessible) spaces.
- 2.43 A summary of the destinations reachable from this station and the services provided on a typical weekday are set out in **Table 2.2**.

Table 4: Railway Services – Havant Railway Station

Destination	Journey time (mins)	Frequency (per hour)
Southampton Central	41	2
London Waterloo	80	2
Brighton	65	3
Portsmouth Harbour	20	5
Littlehampton	40	2
Bognor Regis	32	4
Portsmouth and Southsea	12	7
London Victoria via Horsham	105	2

Note: Only showing direct trains

Key Trip Generators and NMUCA Study Area

- 2.44 The Key trip generators and local amenities surrounding the site have been assessed to identify common walking routes that might be undertaken as part of the proposed development.
- 2.45 Given that the site comprises of employment use only, external trip generators for the site include:

- Nearby Residential Area - Crossland Drive;
- Public Transport Stops - Crossland Drive (Old Copse Road) Bus Stops (350m);
- Public Transport Stations - Havant Rail Station (1.1km); and
- Nearby Shops - North Street including Waitrose & Partners Food store (Havant town centre) (1.2-1.5km).

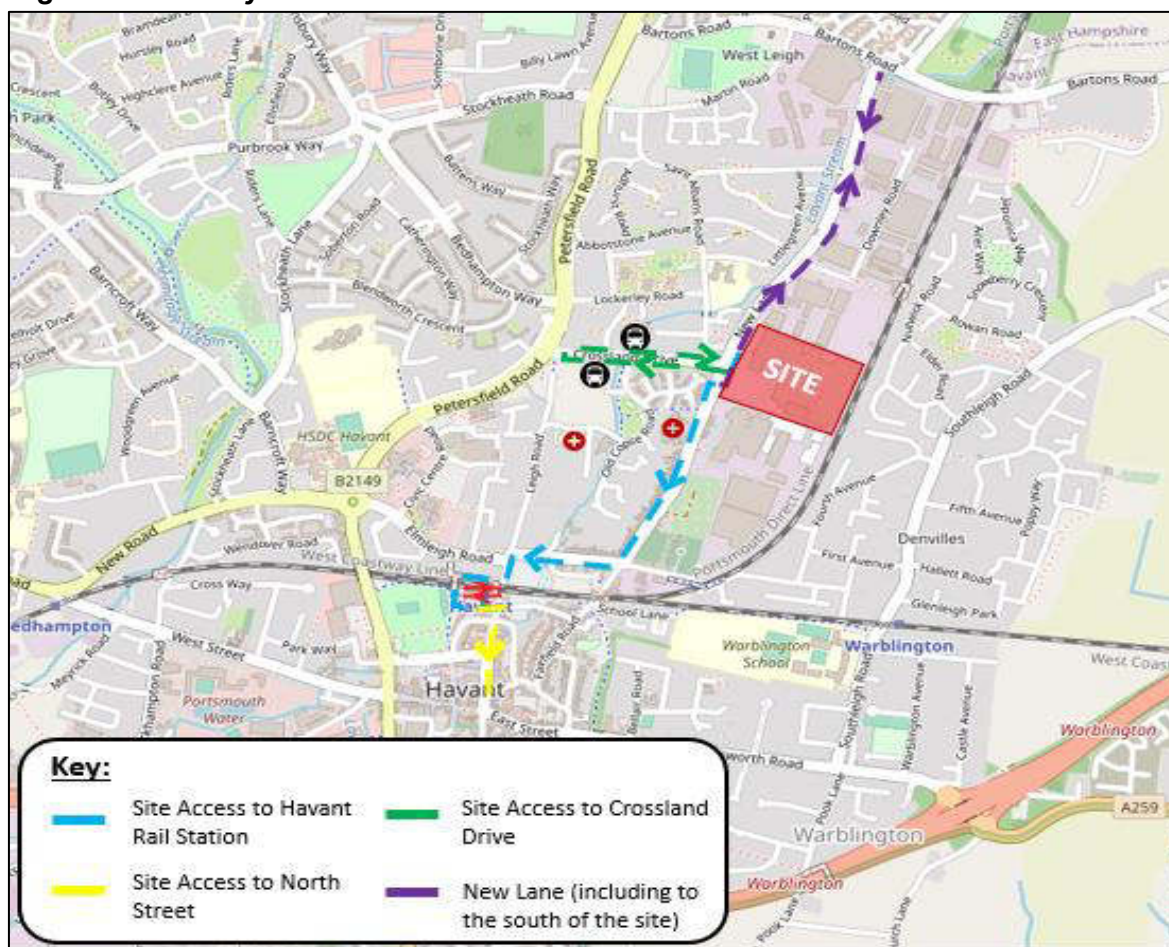
2.46 Vectos have therefore identified key routes in which employees will utilise when travelling to/from the site and will therefore be used as the study area for this assessment.

2.47 The key routes to/from the site include:

- Havant Rail Station;
- North Street (incl to Waitrose & Partners);
- Crossland Drive (incl to bus stops); and
- New Lane (site access road).

2.48 The study area and resulting key routes are shown in **Figure 2.3** below.

Figure 2.3 – Study Area



Liaison with key stakeholders

- 2.49 A pre-application scoping note was submitted to the HBC/HCC.
- 2.50 Feedback from both of the parties stated that a NMU Context Assessment should be undertaken, with a focus on investigating the lack of pedestrian crossings on New Lane including at the Crossland Drive junction and 350m to the south of the site whereby the pedestrian footway terminates.

Existing pedestrian, cyclist and equestrian facilities within the local area

- 2.51 This NMUCA assesses the current walking cycling and equestrian provision on the routes, the study area outlined in **Figure 2.3**, that are either likely undertaken by the existing and proposed employees of the site.
- 2.52 To assess the current walking, cycling and equestrian provisions in detail a review was undertaken using the images undertaken and feedback from a site visit.

Route to Havant Rail Station

- 2.53 This section focuses on the current walking, cycling and equestrian provisions on route to Havant Rail Station.

Pedestrians and Visually/Mobility Impaired

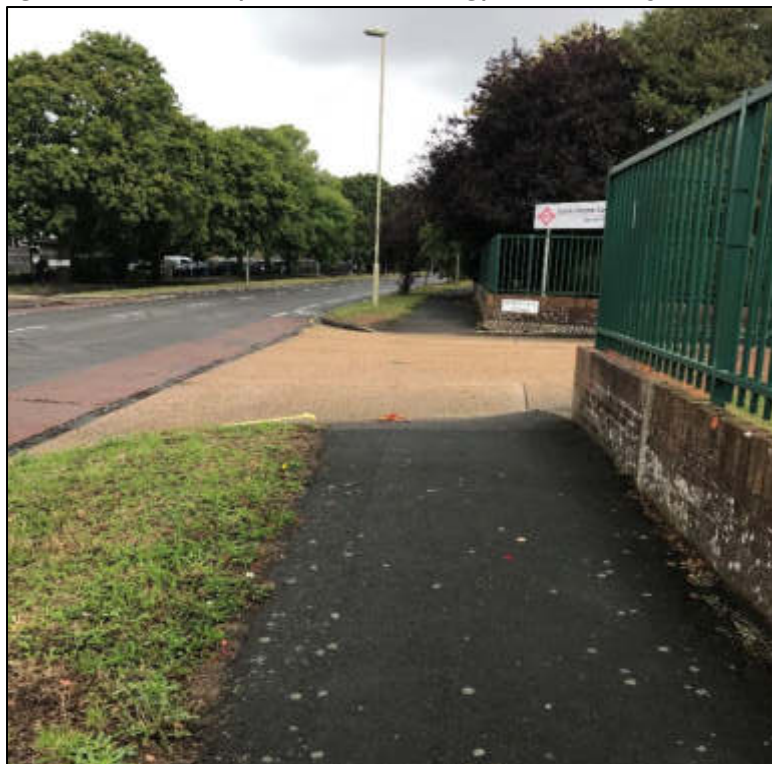
- 2.54 When travelling to Havant Rail Station pedestrians would route south via New Lane, onto Eastern Road, then Leigh Road before using the ramp over the railway line and turning left into the railway station.
- 2.55 Alternatively, pedestrians can route south from New Lane before turning right at Waterloo Road and entering the railway by turning right. However, it is noted that this route is not fully accessible for physically impaired users, as pedestrians will need to cross over the railway line via a pedestrian footbridge with steps at the southern end of New Lane as shown in **Image 1** below.

Image 1: New Lane Pedestrian Footbridge



- 2.56 Currently there is an existing footway on both sides of New Lane in proximity to the site. The footway is wide enough to accommodate a pedestrian and wheelchair user side-by-side. Dropped kerbs are provided for sensory impaired users on approach to vehicle access points to employment sites which indicate to pedestrians that they are approaching a road. See **Image 2**.

Image 2: New Lane (northward facing) in proximity to the site



- 2.57 It is noted that there are slight changes in gradients on New Lane however these are not considered to be significant or detrimental to those who are visually or physically impaired. This section of New Lane in proximity to the site and the employment area is generally free from obstructions with street lighting provided at regular intervals.
- 2.58 When departing the site southwards towards there are no formal crossing opportunities for pedestrians. However, there are several opportunities where the kerbs are dropped which provide an informal crossing opportunity for pedestrians to cross New Lane, an example shown in **Image 3**.

Image 3: New Lane (northward facing) in proximity to the site



- 2.59 Furthermore, when undertaking the NMUCA between the hours of 1130-1430, as shown in **Images 4** and **5** below, a low level of traffic was observed on New Lane. It therefore felt safe to cross New Lane comfortably given the low level of traffic.

Image 4: New Lane (southward facing) in proximity to the site



Image 5: New Lane (southward facing) in proximity to the site



- 2.60 As shown in **Image 6** approximately 350m south of the site on the eastern side of New Lane the width of the footway decreases becoming narrow, which may limit the ability of wheelchair users to access the footway and would result in pedestrians in close proximity to moving traffic if forced onto the road when encountering another pedestrian. The footway then terminates.

Image 6: New Lane 350m (south of the site)



- 2.61 Although no formal crossing is provided for pedestrians at this section of New Lane, pedestrians are afforded good visibility in order to cross New Lane safely (**Image 7**).

Image 7: New Lane 350m (south of the site)



- 2.62 Pedestrians then cross onto the southern side of Eastern Road via an informal crossing, whereby dropped kerbs with tactile paving are provided to aid sensory impaired users. The footway terminates on the northern side of Eastern Road.
- 2.63 Eastern Road provides a wide footway and is free from obstructions, as shown in **Image 8**.

Image 8: Eastern Road (northwest facing)



- 2.64 Lastly, pedestrians continue southbound on Leigh Road (**Image 9**) before using the footbridge over the railway line, provided in the form of a ramp, therefore accessible for wheelchair users.

Image 9: Railway Ramp (north facing)



Cyclists

- 2.65 Cycle provision along the route to the station is considered good with formal on-road cycle lanes along the entirety of New Lane as shown in **Image 10**, separating cyclists from the general traffic and larger goods vehicles which may route along New Lane to access the industrial units.
- 2.66 Eastern Road is a residential road with the presence of street lighting and low urban speed limit of 30mph are considered conducive for cycling. Upon approaching Leigh Road and Havant railway station cyclists must push their bike across the ramp over the railway line. Sheltered cycle parking is provided at the station.

Image 10: Cycle Lane on New Lane



Equestrians

- 2.67 There is no equestrian interest along this route.

Route to North Street

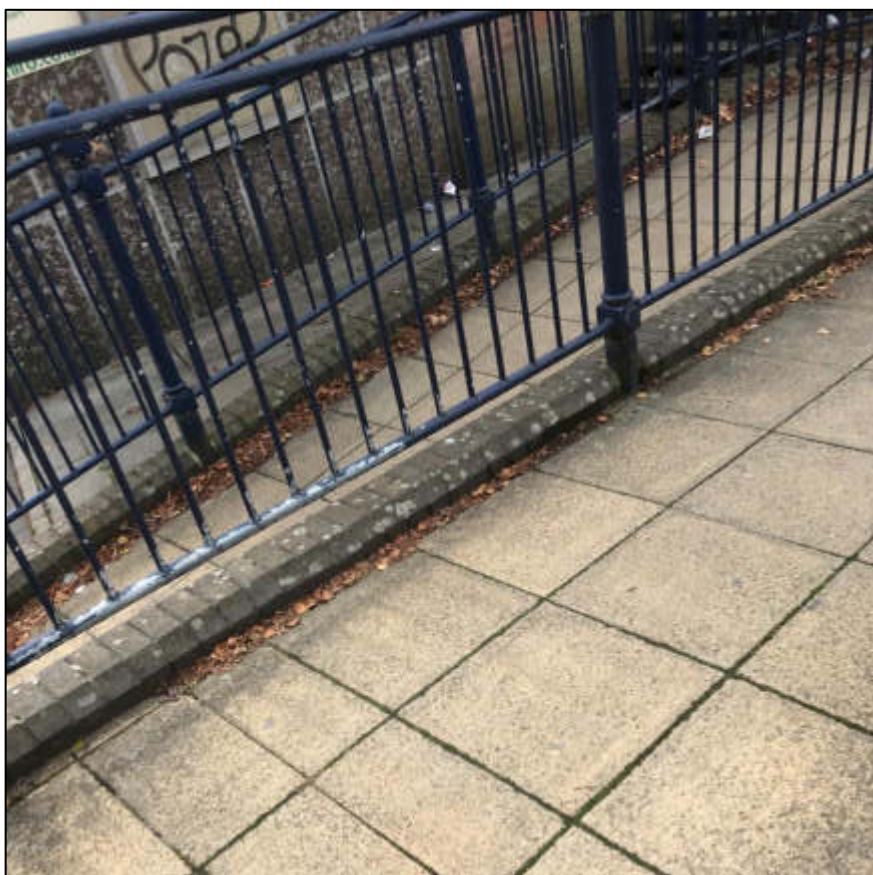
- 2.68 This section focuses on the current walking, cycling and equestrian provisions on route to North Street, whereby local amenities are found including retail shops.
- 2.69 To access North Street, there are two available routes, as set out above, whereby pedestrians can continue south from the site on New Lane across the footbridge, or turn onto Eastern Road, utilising the step-free access by Havant railway station.

- 2.70 For the purposes of this assessment, the route utilising the step-free access has been reviewed. As to avoid repetition, the route from the step-free access ramp at Havant Station to North Street will be reviewed.

Pedestrians and Visually/Mobility Impaired

- 2.71 When departing the ramp over the railway line, a step free access route is again provided for wheelchair users or for those who are physically impaired as to route out of the station, separating pedestrians away from the station access road, (**Image 11**).

Image 11: Railway Ramp (north facing)



- 2.72 It is noted that there are bollards provided on the footways when departing the station which although provide protection from the road, may also cause minor obstruction for wheelchair users when meeting another pedestrian.
- 2.73 Pedestrians immediately turn right onto North Street, whereby retail units are located including the food store Waitrose & Partners.
- 2.74 Minor obstructions were caused due to on-street furniture including bins, bollards and from retail frontages which encroached upon the footway, reducing the effective width of the footway and creating pinch points at certain sections along North Street.
- 2.75 The footways are in good condition with flat surfaces which do not present many issues for wheelchair users in terms of the gradient (**Image 12**).

Image 12: North Street (south facing)



- 2.76 From general observations on the site visit, pedestrians felt at ease to cross North Street to access each side, as vehicles were travelling at a low speed.
- 2.77 A controlled crossing is provided just north of the roundabout with Elm Lane. This crossing provides dropped kerbs and tactile paving for visually impaired users.

Cyclists

- 2.78 It is noted that cycle lanes are not provided along the extent of North Street. However, speed limits of 20-30mph apply to nearby surrounding roads and this is therefore considered safe for on-road cycling.
- 2.79 On-street parking is permitted on North Street which therefore cause some obstructions at points for cyclists, however the road is considered to be of a sufficient width for both vehicles and cyclists.
- 2.80 On street cycling parking is provided on North Street on approach to Prince George Street.

Equestrians

- 2.81 There is no equestrian interest along this route.

Route to Crossland Drive

- 2.82 This section focuses on the current walking, cycling and equestrian provisions on route to Crossland Drive, whereby bus stops are also provided.

Pedestrians and Visually/Mobility Impaired

- 2.83 As raised by HCC, no formal crossing is provided across the eastern flank of New Lane at the Crossland Drive junction, when departing the site. However, there are dropped kerbs just south of the crossing which provide an opportunity for pedestrians to cross the road to access Crossland Drive (**Image 13**). Furthermore, dropped kerbs are provided at the junction.

Image 13: New Lane



- 2.84 As previously mentioned, during the time of the site visit this junction was not busy, allowing pedestrians to comfortably cross the road to access Crossland Drive without feeling at risk.
- 2.85 Pedestrian desire lines are present from the crossing point as shown in the image above onto Crossland Drive.
- 2.86 A minor obstruction caused by a bollard on the southern side of Crossland Drive which may hinder wheelchair users, forcing them onto the grassy verge.
- 2.87 Wide footpaths are provided along the extent of Crossland Drive (southern side) with a controlled signalised crossing located approximately 105m to the north of New Lane. The crossing provides dropped kerbs and tactile paving for visually impaired users.

- 2.88 Upon reaching the pedestrian crossing, a shared footway/cycleway is provided. This creates the occasional pinch point whereby grassy verges encroach on the footway, which may impact wheelchair users.
- 2.89 Two bus stops are provided with flagpole stops and timetabled information. The southern bus stop is provided with a bus shelter. Both bus stops were not busy and there is space for pedestrians to pass both bus stops comfortably.
- 2.90 A zebra crossing is located on approach to the B2149 which provides an opportunity for pedestrians to cross onto Petersfield Road.
- 2.91 The northern side of Crossland Drive, the footway was obstructed at several intervals due to residential bins. However, it is noted that this will not be a permanent obstruction due to the time and day of the site visit which most likely was on a collection day.

Cyclists

- 2.92 Cyclists are encouraged to cycle on road until meeting the first controlled pedestrian crossing, whereby cyclists are routed onto the shared footway-cycleway (**Image 14**). The cycleway continues onto the B2149. When travelling north on the B2149, cyclists are routed to cross via the zebra crossing onto the cycleway to the north. A shared footway/cycleway is not provided on the northern side of Crossland Drive.

Image 14: Crossland Drive



- 2.93 Cycle links from Crossland Drive are good with National Cycle Route (NCN) 22 (linking London with Portsmouth) running along the west of Crossland Drive via the zebra crossing heading south towards Havant railway station, and north along the B2149.

Equestrians

- 2.94 There is no equestrian interest along this route.

Route to New Lane

- 2.95 This section focuses on the current walking, cycling and equestrian provisions on route on New Lane.
- 2.96 Given that the southern section of New Lane has already been reviewed, consideration will be given to the northern section of New Lane.

Pedestrians and Visually/Mobility Impaired

- 2.97 Alike to the south of the site, New Lane provides a comfortable pedestrian environment with regular street lighting provided.
- 2.98 It is also noted that a pedestrian crossing is provided, located approximately 166m to the north of the site, which provides a connection to a pedestrian footway/cycleway towards the residential areas north-west of the site.

Cyclists

- 2.99 Formal on-road cycle lanes are provided along the entirety of New Lane as shown in **Image 10**, separating cyclists from the general traffic and larger goods vehicles which may route along New Lane to access the industrial units.

Equestrians

- 2.100 There is no equestrian interest along this route.

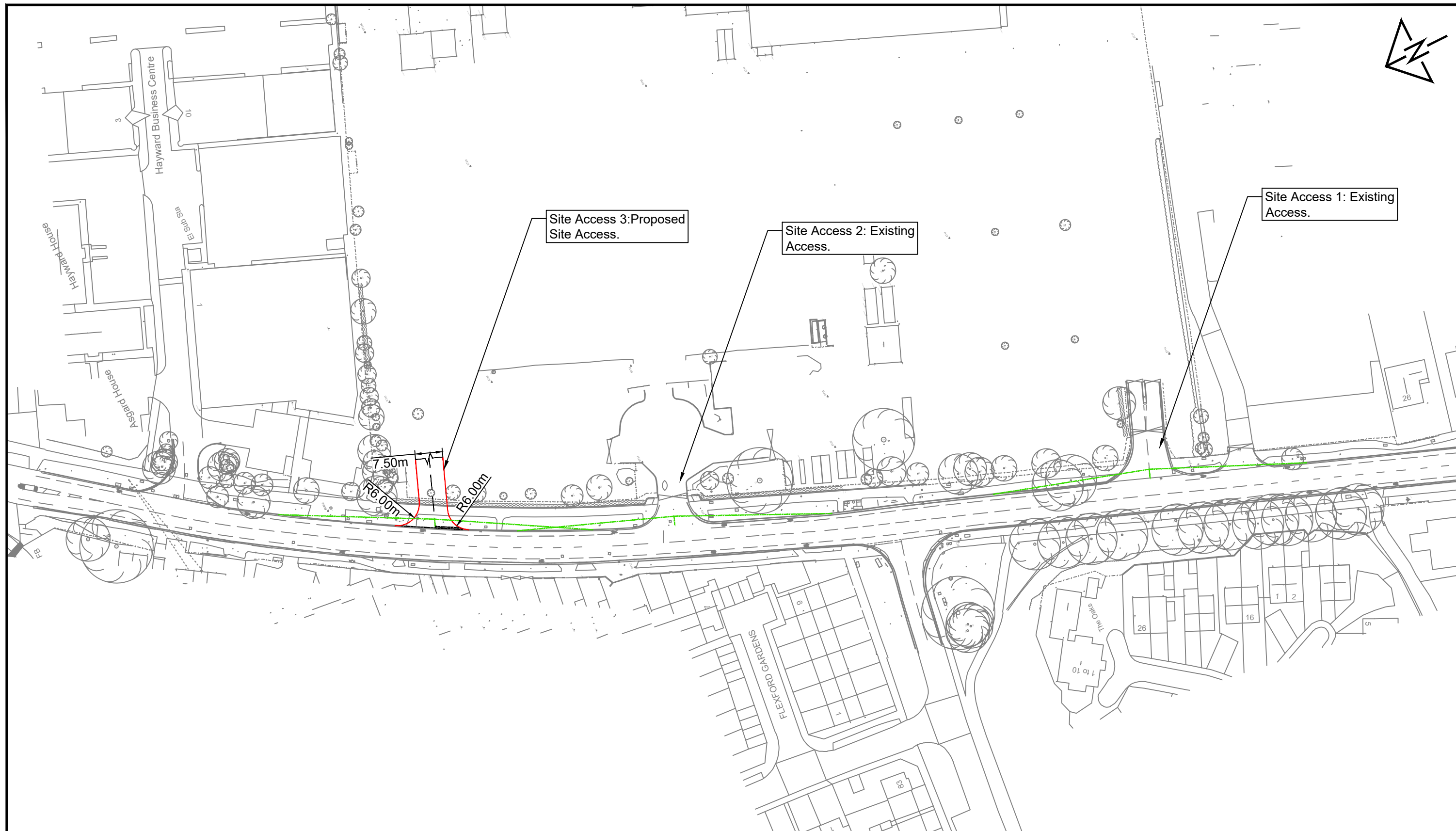
3 Non-Motorised User Context Assessment Review

- 3.1 This section reviews the existing provisions assessed within the sections above to highlight if any improvements are needed.

Review of assessment report

- 3.2 This section reviews the 'identified user opportunities from across the study area'.
- 3.3 The NMUCA assessment highlighted areas that could be improved for pedestrians, those who are visually/mobility impaired and cyclists.
- 3.4 Upon reflection of HCC/HBC comments and through carrying out the NMUCA assessment, the main issue identified is the lack of crossing points on New Lane, including at the Crossland Drive junction to enable pedestrians and cyclists to cross the existing road safely.
- 3.5 Vectos have considered a splitter island on New Lane, but this improvement has been discounted due to the negative impact on the onroad cycle routes. There is a potential accident risk of a car trying to overtake cyclists by splitter islands and knocking them into the kerb. This risk outweighs the overall benefits for pedestrians.
- 3.6 Furthermore, although no formal crossing is provided for pedestrians on New Lane (to the south of the site), pedestrians are afforded good visibility in order to cross New Lane safely and a low level of traffic was observed when undertaking the site visit.
- 3.7 To improve the existing facility, it is suggested that tactile paving should be put in place on the existing dropped kerbs at the Crossland Drive/New Lane junction, as to improve the safety of the crossing for those with visual impairments.

Appendix A



REV.	DETAILS	DRAWN	CHECKED	DATE
A	Topo and layout updated	JB	YA	08.01.2021

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

LEGEND

- PROPOSED KERBING
- - - 2.4m x 43m VISIBILITY SPLAY (MFS 30mph)

New Lane, Havant

**General Arrangement
New Lane Site Accesses**

DRAWN: KR	CHECKED: ID	DATE: 19.06.20	SCALES: 1:1000 at A3
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Kingsbridge Estates Ltd

vectos.

Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectors.co.uk

DRAWING NUMBER: 205452/PD02	REVISION: A
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Contact

London

Network Building,
97 Tottenham Court Road,
London W1T 4TP.
Tel: 020 7580 7373

Bristol

5th Floor, 4 Colston Avenue,
Bristol BS1 4ST
Tel: 0117 203 5240

Cardiff

Helmont House, Churchill Way,
Cardiff CF10 2HE
Tel: 029 2072 0860

Exeter

6 Victory House,
Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

Birmingham

Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

Manchester

Oxford Place, 61 Oxford Street,
Manchester M1 6EQ.
Tel: 0161 228 1008

Leeds

7 Park Row, Leeds LS1 5HD
Tel: 0113 512 0293

Bonn

Stockenstrasse 5, 53113,
Bonn, Germany
Tel: +49 176 8609 1360
www.vectos.eu

Registered Office

Vectos (South) Limited
Network Building,
97 Tottenham Court Road,
London W1T 4TP
Company no. 7591661