

Report Number 2010053/WCHAR01

**Walking, Cycling and Horse-Riding
Assessment Report**

**Job No:
2010053**

CONTENTS

1. Scheme Details	3
1.1. SCHEME CLIENT / DEVELOPER	3
1.2. LEAD ASSESSOR	3
1.3. OTHER ASSESSMENT TEAM MEMBERS	3
1.4. DESIGN TEAM LEADER	3
1.5. SCHEME LOCATION AND DESCRIPTION OF HIGHWAY WORKS.....	4
1.6. WCHAR STUDY AREA.....	5
2. WCHAR Assessment.....	6
2.1. ASSESSMENT OF WALKING, CYCLING AND HORSE-RIDING POLICIES AND STRATEGIES	6
2.2. COLLISION DATA	6
2.3. MULTI-MODAL TRANSPORT SERVICES AND INTERCHANGE INFORMATION	6
2.4. TRIP GENERATORS	7
2.5. SITE VISITS.....	8
2.6. LIAISON WITH KEY STAKEHOLDERS.....	8
2.7. EXISTING PEDESTRIAN, CYCLIST AND EQUESTRIAN FACILITIES	8
2.8. WALKING, CYCLING AND HORSE-RIDING SURVEY DATA (LARGE SCHEMES ONLY).....	34
2.9. LIAISON WITH LOCAL USER GROUPS AND WIDER PUBLIC (LARGE SCHEMES ONLY).....	34
3. User Opportunities	35
3.1. GENERAL.....	35
3.2. STRATEGIC OPPORTUNITIES	37
3.3. WALKING SPECIFIC OPPORTUNITIES	37
3.4. CYCLING SPECIFIC OPPORTUNITIES	38
3.5. HORSE-RIDING SPECIFIC OPPORTUNITIES.....	38
4. Walking, Cycling and Horse-Riding Assessment Team Statement.....	39
Appendix A – enter title.....	40
Appendix B – enter title.....	41
Appendix C – enter title.....	42

1. Scheme Details

1.1. Scheme Client / Developer

Name: XLB Property
Organisation: XLB Property
Email:
Tel:

1.2. Lead Assessor

Name: Julian Smith
Organisation: Gateway TSP
Email: jsmith@gateway-tsp.co.uk
Tel: 01483 679350

1.3. Other Assessment Team Members

Name:
Organisation:
Email:
Tel:

Name:
Organisation:
Email:
Tel:

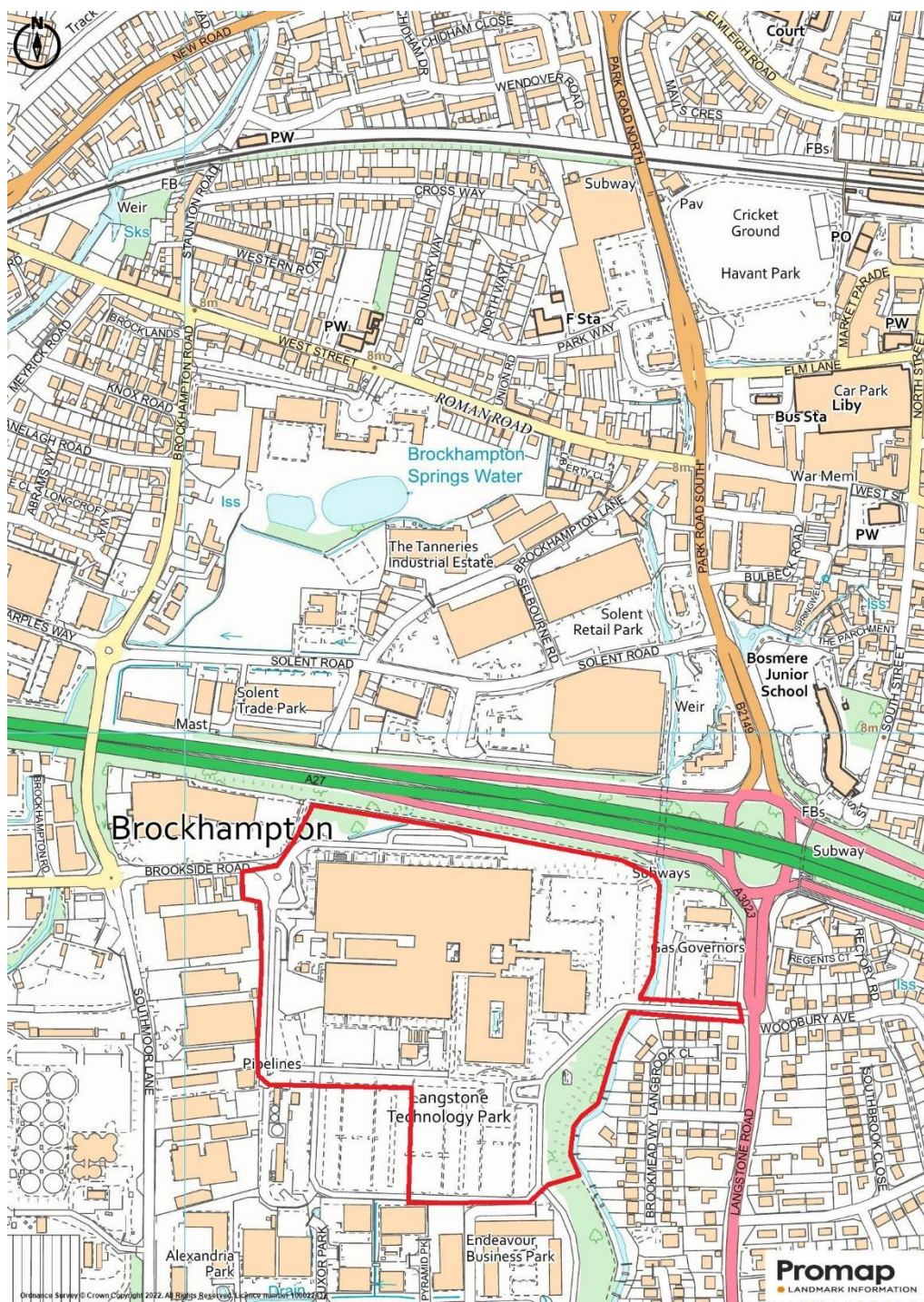
1.4. Design Team Leader

Name: John Russell
Organisation: Motion
Email: jrussell@motion.co.uk
Tel: 0118 206 2930

1.5. Scheme Location and Description of Highway Works

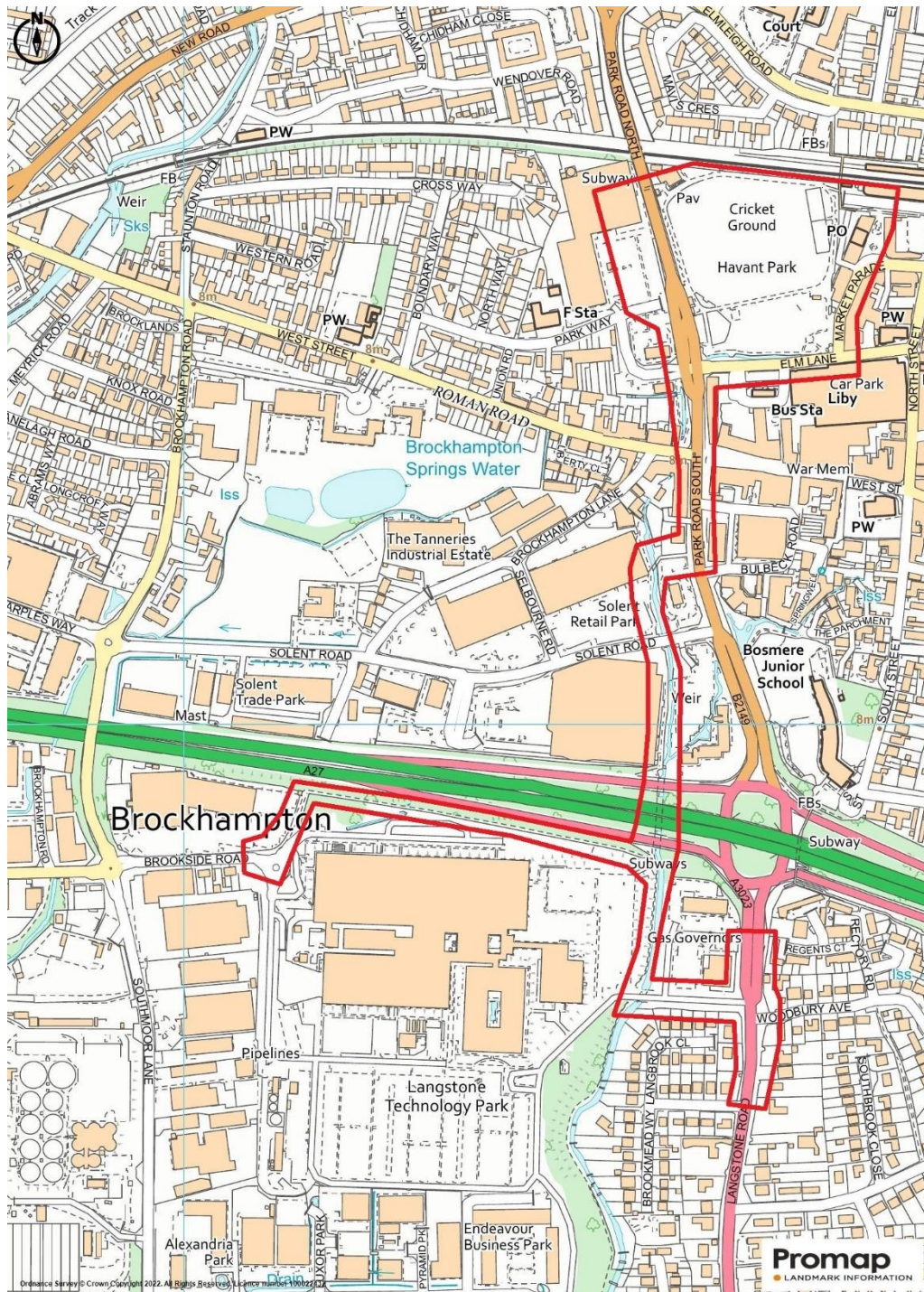
This assessment relates to the proposed redevelopment of Langstone Technology Park, Havant, Hampshire (the development site). The site is located to the south of Havant Town Centre, south of the A27 and west of the A3023 Langstone Road as shown edged in red in the location plan below.

The proposed development involves the demolition of 51,755m² of existing floorspace (predominantly office but including labs, industrial, data centre and ancillary uses) and its replacement with up to 63,290m² (gross external area) of land use class B2, B8 and E(g)(ii)-(iii) (R&D and light industrial) and ancillary uses (Class E(b) and E(d)).



1.6. WCHAR Study Area

This WCHAR assessment has been carried out in order to assess the key pedestrian and cycle routes connecting the development site to Havant. In particular the routes between the development site and (i) nearby bus stops and (ii) Havant railway station. The assessment also considers connectivity of local cycle routes and Footpath 51 which is located on the eastern boundary of the development site. The extent of the WCHAR assessment is indicated by the red line in the plan below.



2. WCHAR Assessment

2.1. Assessment of walking, cycling and horse-riding policies and strategies

The following walking, cycling and horse-riding policies and strategies have been analysed as part of the assessment.

- Cycle Havant Brochure – Identifies the local off-carriageway cycle routes and recommended on-carriageway routes
- Designing for Walking (CIHT) – Provides design guidance for pedestrian facilities
- LTN1/20 - Provides design guidance for cycling infrastructure
- MfS 1 & 2 - Provides general guidance for pedestrian and cycle facilities on non-trunk roads
- CD143 - Provides design guidance for pedestrian and cycle facilities on trunk roads

2.2. Collision data

Collision data has been obtained from the Crashmap database (crashmap.co.uk) for the latest 5-year period. This shows that four collisions involving pedestrians or cyclists occurred on the pedestrian / cycle routes that fall within the extent of this assessment. Those collisions are summarised below:

- Friday 6th January 2017, 10:04pm – A collision occurred at the signalised pedestrian crossing on Elm Lane, near the junction with Market Parade. It involved a car striking a pedestrian on the crossing, resulting in serious injuries to the pedestrian. The collision occurred during darkness on a wet/damp road.
- Tuesday 4th July 2017, 11:08am – A collision occurred at the signalised pedestrian crossing on Elm Lane, near the junction with Market Parade. It involved a car striking a pedestrian on the crossing, resulting in slight injuries to the pedestrian. The collision occurred during daylight on a dry road
- Friday 11th August 2017, 6:22pm - A collision occurred at the signalised junction of Elm Lane / Park Street North. It involved a car striking a pedestrian at the junction (not on a crossing), resulting in slight injuries to the pedestrian. The collision occurred during daylight on a dry road.
- Tuesday 11th December 2018, 10:11am - A collision occurred at the entrance to the bus station on Elm Lane. It involved a bus striking a pedestrian during a left turn manoeuvre, resulting in slight injuries to the pedestrian. The collision occurred during daylight on a dry road.

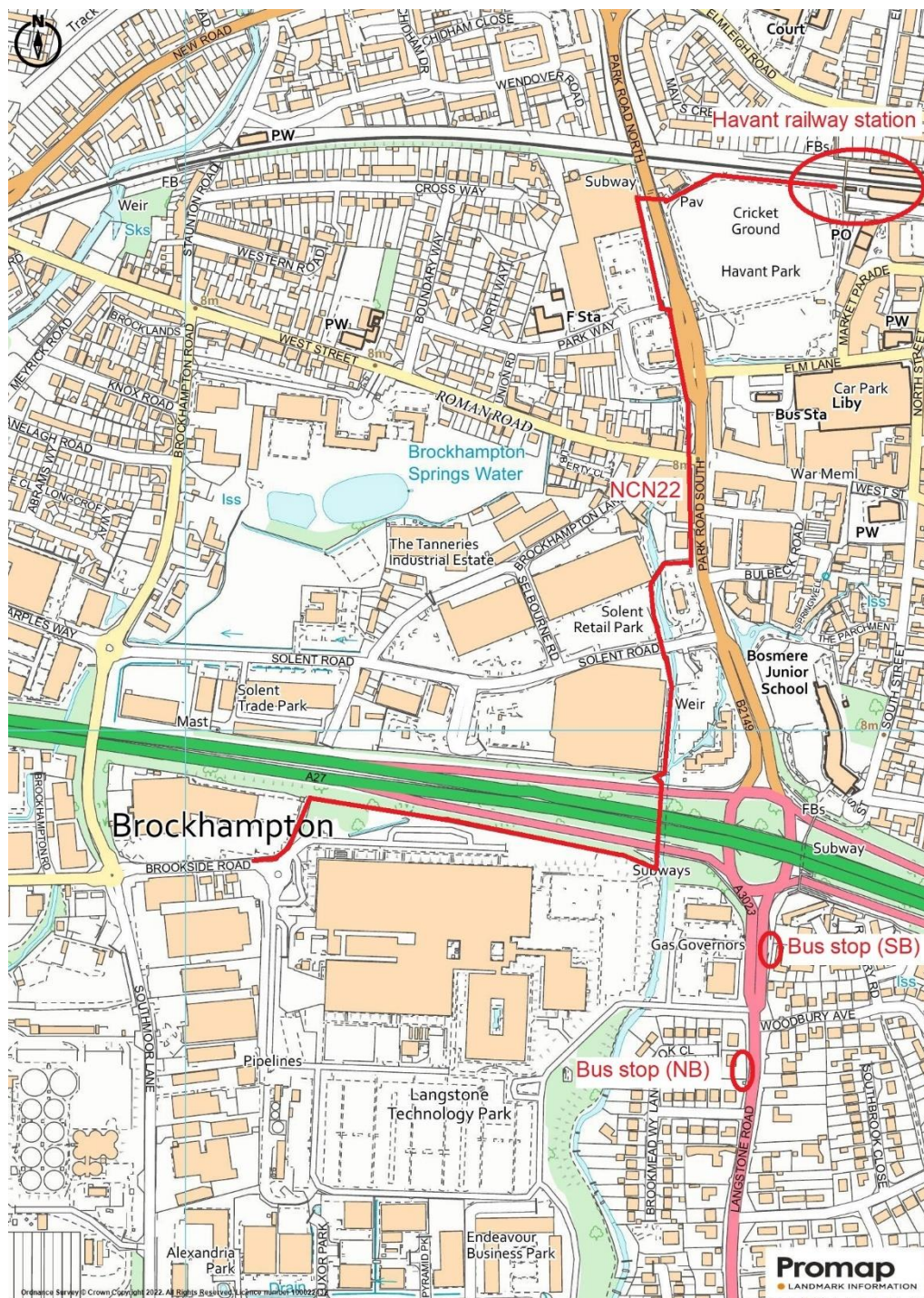
2.3. Multi-modal transport services and interchange information

Havant railway station is located on North Street, approximately 1 kilometre to the northeast of the development site. Local pedestrian and cycle routes intersect at the train station, including National Cycle Network route 22 (NCN22).

The nearest bus stops to the development site are located at Langstone Road (northbound and southbound stops for services 30 and 31)

2.4. Trip generators

As the development site is an employment site, the key trip generators for the purposes of this assessment are considered to be the development site itself and the transport interchange locations mentioned in the section above, i.e. Havant railway station (accessed via NCN22) and nearby bus stops at Langstone Road.



2.5. Site Visits

A site visit was carried out on Friday 17th June between the hours of 11:00am and 1:30pm. During this time all areas within the extent of the assessment were visited. At the time of the site visit the weather was fine and route surfaces were dry.

2.6. Liaison with key stakeholders

The developer XLB carried out public consultations between November 2021 and January 2022. As part of this process, meetings were held with Council Officers, an invitation newsletter was sent to residential and commercial addresses in the neighbouring area, and a virtual public exhibition was held. Key local stakeholders were engaged as part of the process, including the Leader of Havant Borough Council, the Cabinet Member for Planning at Havant Borough Council, Havant Borough Council Ward Members for the proposal site, Hampshire County Councillor for the proposal site, Langstone Village Association, Langstone Residents Association, Langstone Harbour Board, Havant Civic Society, Business South, Solent LEP, Southern Policy Centre, Hampshire Chamber of Commerce, Member of Parliament for Havant. It is noted that as part of these consultations queries were raised relating to footpath permeability and requests for improvement to footpath 51b.

2.7. Existing pedestrian, cyclist and equestrian facilities

Due to the extent of the assessment, the description of the existing pedestrian and cyclist facilities has been broken down into the following routes:

2.7.1 Development Site to Havant Station (sub-divided into the following sections):

- a) Development Site to Solent Road
- b) Solent Road to Park Road South (uncontrolled crossing)
- c) Park Road South to Havant Station (via Wickes car park)
- d) Park Road South to Havant Station (alternative route via Elm Lane)

2.7.2 Development Site to Brookside Road

2.7.3 Development Site to Langstone Road

The following paragraphs are divided into these sections with photographs relating the features described.

2.7.1 Development Site to Havant Station

There is a cycle / pedestrian route between the development Site and Havant Station which forms part of National Cycle Route 22. It passes under the A27, through Solent Retail Park, alongside Park Road South, Park Road North and the Wickes store car park. There is also an alternative pedestrian only route via Elm Lane, which avoids the Wickes car park section. These sections are described in more detail below:

2.7.1(a) Development Site to Solent Road

General Arrangement:

There is an existing off-carriageway shared cycle / pedestrian route between the north-eastern corner of the development site and Solent Road to the north. This section is asphalt surfaced and passes under the A27 mainline dual carriageway, which is supported on a high-level concrete construction flyover. At this location the route also passes through two underpasses beneath the slip roads associated with the A27 grade separated junction at this location; there is also a water course directly adjacent path where it passes beneath the A27.

The route beneath the A27 flyover and slip road underpasses it is 1.9 metres wide with a headroom at the underpasses of approximately 2 metres high. The entry/egress on the northern side of the northernmost underpass includes a short steep section of ramp with a pinch-point 1.6 metres wide. The handrail height between the path and adjacent water course is deemed to be approximately 1 metre in height.

To the north of this ramp the route passes through a staggered barrier arrangement, which has a 1.5 metre gap between the barriers. At this point the route widens to 2.8 metres and continues northwards (along the eastern flank of the Tesco supermarket) to Solent Road.

Signs / lighting / security:

The section between the development site and Solent Road is not well overlooked by any adjacent properties. However, lighting is present and at the time of the site visit light flows of pedestrians and cyclists were observed. The underpasses do not have mirrors installed; however, users do have a reasonable view through before entering from either end.

There is no directional/destination signage from the development site to Solent Road in the northerly direction, or from Solent Road to the development site in the southerly direction.

It is noted that the section of path south of the Solent Road crossing (adjacent to the Tesco store) has a sign to TSRGD diagram 956, indicating that the route is for cyclists and pedestrians, oriented to face southbound users. Approximately 100 metres south there is an 'end of cycle route' sign to TSRGD diagram 965 and beyond this point there is no signage to indicate that cycle usage is permitted (i.e. the section between the development site, which passes under the A27 and through the staggered barriers). As such this is not consistent with the published NCN22 cycle route which is indicated as passing through this section.

Site Photos:

The photos below provide a visual record of the route.



Photo 1: Looking north towards the southern underpass



Photo 2: View from within the southern underpass



Photo 3: Looking south towards the northern underpass



Photo 4: Looking south towards underpass approach



Photo 5: Looking north towards Solent Road uncontrolled crossing

2.7.1(b) Solent Road (uncontrolled crossing) to Park Road South

General Arrangement:

The uncontrolled crossing at Solent Road has dropped kerbs, tactile paving and refuge island. It has a crossing width of 2.4 metres and the refuge island is 2 metres wide. The crossing is lit by street lighting on Solent Road.

On the northern side of the crossing the route continues in the form of an asphalt path which passes through staggered barriers (with a 1.5 metre gap between barriers). The path has a width of 3 metres and continues along the eastern edge of the Solent Retail Park. Tree growth on this section has resulted in restricted headroom, and signs lighting being partially obscured.

The route passes over a small water course via a short bridge with parapets approximately 1.4 metres in height and handrails approximately 0.9 metres in height. Here the path turns through approximately 90 degrees towards the east and forms a perpendicular junction with Park Road South. At this location there is a staggered barrier arrangement; however, at the time of the site visit one of the barriers was folded back.

Signs / lighting / security:

At the time of the site visit Solent Road and Solent Retail Park were busy with constant traffic and pedestrian flows. The road, surrounding car parks as well as the pedestrian cycle route itself are all lit, although tree growth may partially obscure some of the lighting units. The short section of route between the watercourse bridge and Park Road South is not overlooked.

There is no directional/destination signage in either direction at the Solent Road Crossing. At Solent Retail Park there is a non-standard signage adjacent to the car park indicating 'Town Centre' (at the time of the visit this was obscured by tree growth). At the southern end of the bridge at Solent Retail Park, there is non-standard Solent Retail Park branded 'totem' style signage adjacent indicating 'Town Centre', 'Bus Stations' and 'Havant Railway Station' destinations in the northerly direction.

At the junction with Park Road South, there is TSRGD compliant signage indicating NCN22 as well as 'Town Centre', 'Rowlands Castle' and 'Emsworth' destinations in the northerly direction and 'Portsmouth' and 'Cosham' destinations in the southerly direction.

There is signage throughout to TSRGD diagram 956, indicating that the route is for cyclists and pedestrians.

Photos:

The photos below provide a visual record of the route.

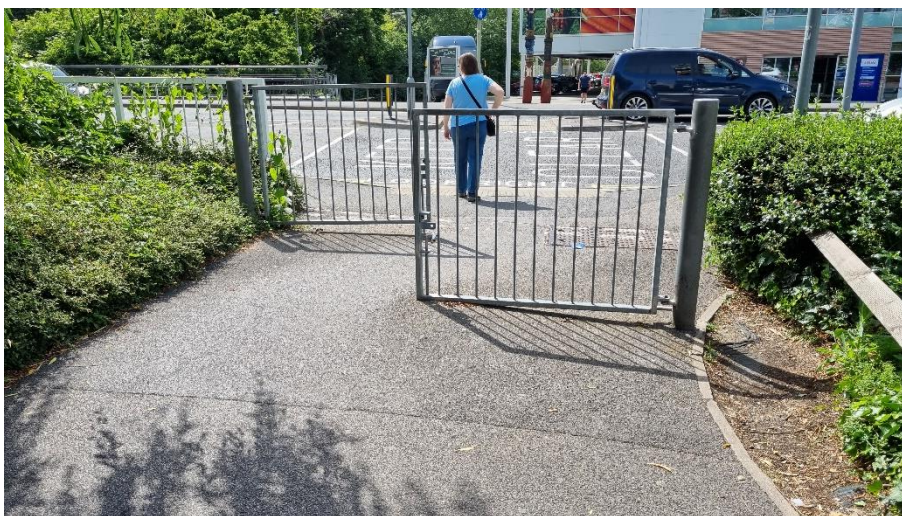


Photo 6: Looking south towards Solent Road crossing



Photo 7: Looking north towards Solent Retail Park



Photo 8: Looking south (tree growth at Solent Retail Park)

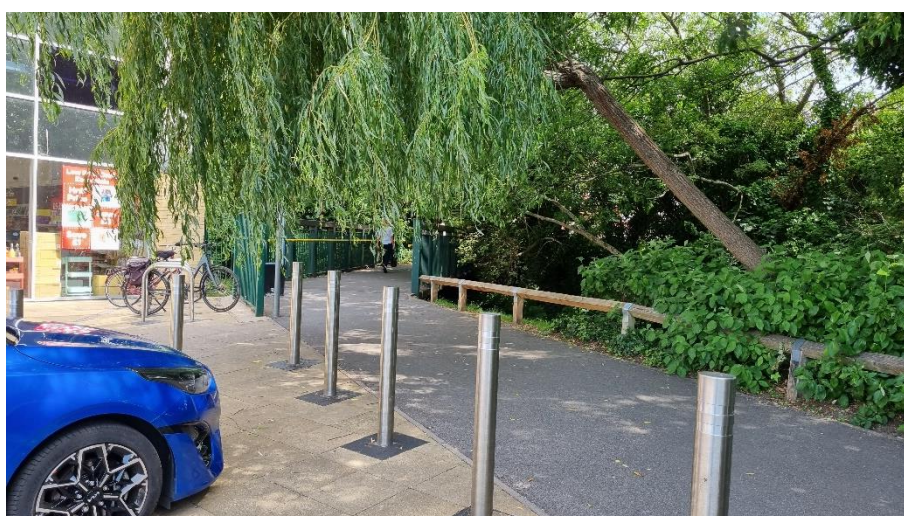


Photo 9: Looking north (tree growth at Solent Retail Park)



Photos 10 and 11: Looking north and south respectively at Solent Retail Park totem sign

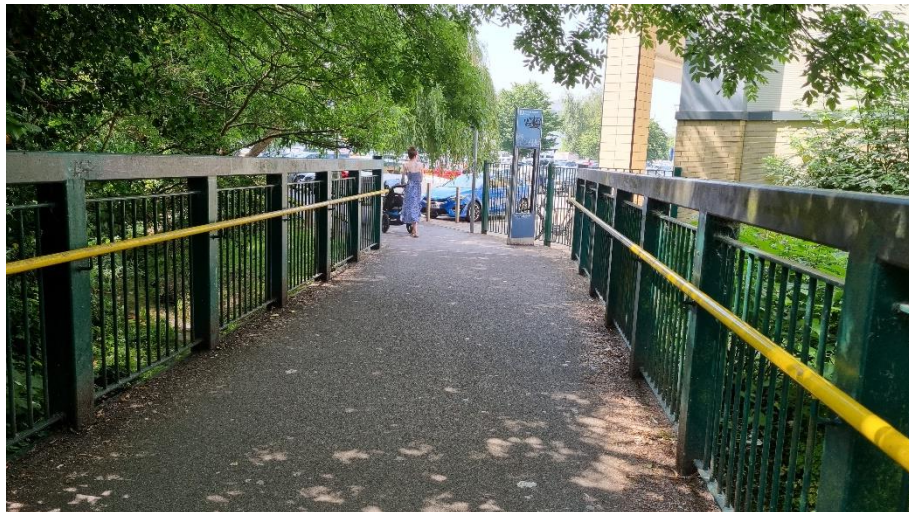


Photo 12: Looking south across bridge towards Solent Retail Park



Photo 13: Looking east towards Park Road South



Photo 14: Looking south-eastwards towards signage at Park Road South

2.7.1(c) Park Road South to Havant Station (via Wickes car park)

General Arrangement:

The route described in the section above emerges onto a shared footway / cycleway on the western side Park Road South. The footway / cycleway is flag paved and has a width of approximately 4.5 metres.

The route crosses the side road junction of West Street where there is a block paved raised table which has tactile paving giving a crossing width of 7.2 metres. On the northern side of the crossing point, five of the tactile paving slabs had been removed and infilled with asphalt.

The section of route between West Street and Park Way consists of an asphalt path which narrows to around 2 metres wide.

There is a signalised traffic junction at the Park Road South / Park Way junction which includes pedestrian / cycle crossing facilities in the form of a signal-controlled crossing with staggered refuge island. The crossing width is 2.4 metres wide and the clearance between guard railing at the staggered island is 2.8 metres. The available waiting space on the southern side is somewhat restricted due to the arrangement consisting of the narrow width of path at this section combined with the adjacent road name plate and lighting column.

To the north of the Park Way junction, Park Road South becomes Park Road North. The pedestrian / cycle route continues on Park Road North in the form of a 2-metre-wide asphalt shared footway / cycleway, widening out slightly to 2.6 metres.

The route to the station deviates into the Wickes car park. At this point the pedestrian / cycle path entering the car park is 2.2 metres wide. The adjacent Park Road North carriageway rises up on a brick retaining structure towards a bridge approach which crosses the railway. Here the route through Wickes remains at ground level, passing to the east of the Wickes store and then turning through 90 degrees towards the east into an underpass beneath Park Road North.

On the eastern side of the Park Road North underpass the route passes through the northern section of Havant Park. Here the route is a tree lined 4 metre wide asphalt path with low level fencing and dwarf wall on either side. The route leads to Havant Railway Station via a short 2.4 metre wide ramp with 1 metre high parapets, which emerges into the station forecourt area via a modular block splayed kerb.

Signs / lighting / security:

Park Road South and Park Road North have street lighting and at the time of the site visit were busy with constant traffic and pedestrian flows. Some lighting is present around the perimeter of the Wickes car park, although it is not clear how well-lit this section of the route is during hours of darkness.

The approach to the underpass beneath Park Road North has lighting. However, it is not well overlooked by other premises and at the time of the site visit this section of path was quiet with few users. No mirrors were present at the underpass entrances, despite the 90-degree bend at the western entrance.

There is no directional/destination signage along the majority of the route on Park Road South / North, with the exception of some NCN22 stickers attached to lighting columns. At the entry to the Wickes car park there is TSRDG style signage facing northbound users, indicating the NCN22 route and 'Station', 'Emsworth', Hayling Island' and 'Rowlands Castle' destinations. There is also a sign indicating 'Havant College' in the northerly direction. There is a further sign at the northern end of the Wickes car park indicating 'NCN22 – This exit for Havant town centre (E), station and Emsworth'.

For route users travelling southwards through Wickes car park, there is TSRGD style signage indicating at the exit point onto Park Road North indicating 'NCN22 – This exit for Havant Town Centre (W) and Portsmouth'. However, the signage indicating the car park exit point for southbound users is not very conspicuous.

There is also signage at the entry points to the Wickes car park which includes a cycle logo and states 'for your safety follow one way system in car park'.

There is signage throughout to TSRGD diagram 956 along Park Road South / North, indicating that the route is for cyclists and pedestrians.

The route through Havant Park is lit (although some lighting units may be obstructed by tree growth). With the exception of an NCN22 route sticker on a lighting column there is no directional signage within the park. However, there is signage throughout to TSRGD diagram 956, indicating that the route is for cyclists and pedestrians. During the site visit a small number of pedestrians were seen in the park in the vicinity of the path. The station area was busier with several taxis waiting at the taxi rank and a number of people generally moving throughout the station area.

There is a TSRGD directional sign adjacent to the splayed kerb at the far western end of the station forecourt area indicating 'NCN22 – Cosham, Portsmouth' to westbound cyclists. However, there is a lack of directional signage in the central station forecourt area to guide cyclists towards the western end.

It was noted that there is non-standard pedestrian signage at the steps / ramp leading from the station forecourt onto Market Parade which indicates 'Town Centre, Bus Station', Havant Library' and 'The Spring Arts & Heritage Centre'.

Photos:

The photos below provide a visual record of the route.



Photo 15: Looking north on Park Road South



Photo 16: Looking south on Park Road South



Photo 17: Looking north towards raised table crossing at West Street



Photo 18: Looking south towards raised table crossing at West Street



Photo 19: Looking north towards signalised crossing at Park Way



Photo 20: Looking north on Park Road North (Wicks car park on left)



Photo 21: Signage at pedestrian / cycle entrance to Wickes car park



Photo 22: Wickes car park looking east towards pedestrian / cycle entrance



Photo 23: Wickes car park looking north



Photo 24: Wickes car park looking south (pedestrian / cycle entrance on left)



Photo 25: Looking north towards Park Road North underpass

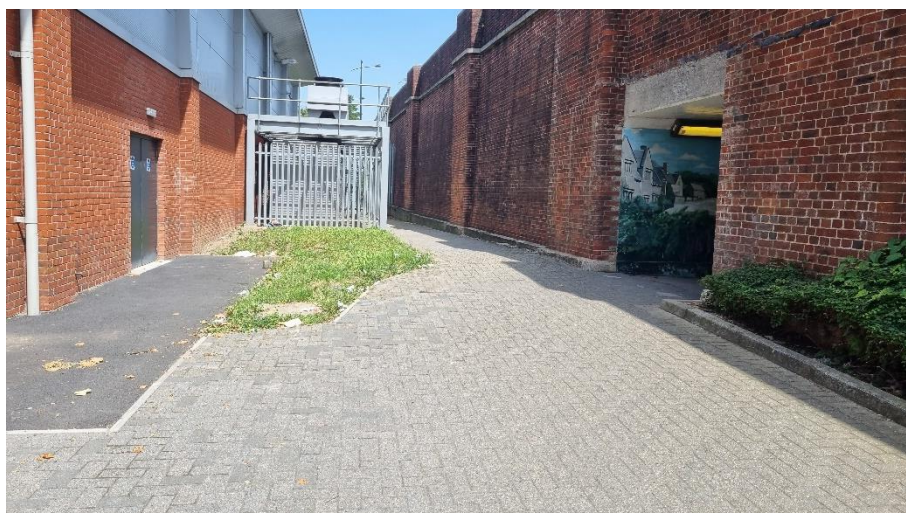


Photo 26: Looking north towards Park Road North underpass (western entrance)



Photo 27: View from within the Park Road North underpass (towards eastern entrance)



Photo 28: Looking north towards Park Road North underpass (western entrance)



Photo 29: Looking east at Havant Park

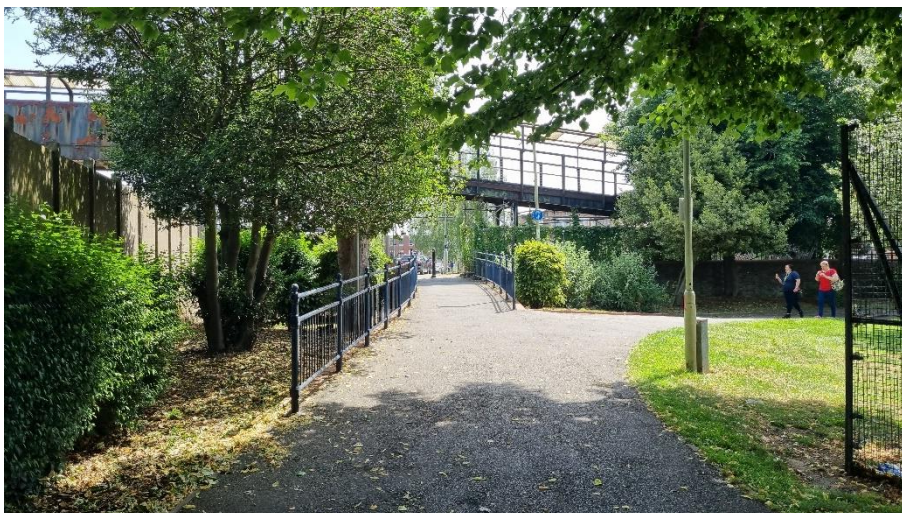


Photo 30: Looking east at Havant Park towards railway station

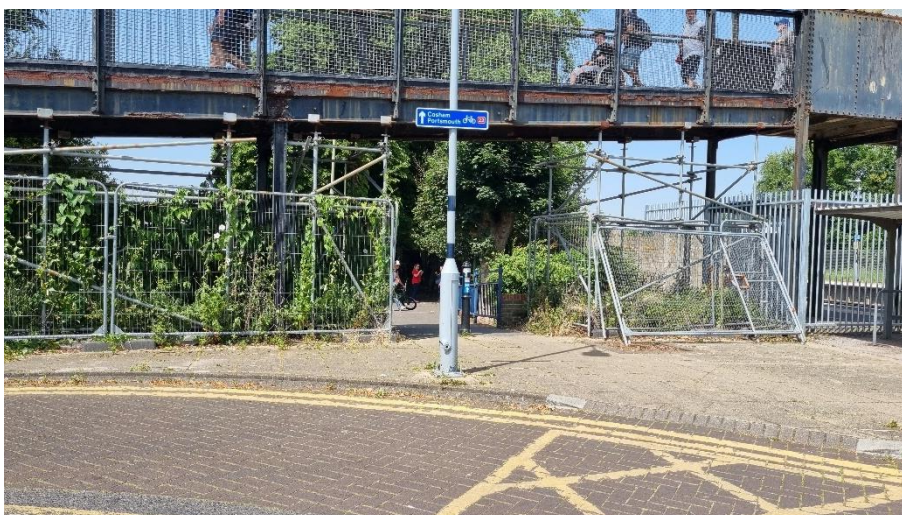


Photo 31: Looking west from railway station towards Havant Park

2.7.1(d) Park Road South to Havant Station (alternative route via Elm Lane)

General Arrangement:

The pedestrian route to the south of the station drops from the raised station forecourt to Market Parade at a lower level via steps / ramp. The northern section of Market Parade is a wide block paved pedestrianised area, leading into a conventional carriageway with footways arrangement approximately 60 metres to the south.

Market Parade forms a signalised junction with Elm Lane. There is a signalised crossing facility at this junction which accommodates pedestrians and cyclists. The onward pedestrian route continues westwards on the southern side of Elm Lane. The footway on this section is notably narrow along the frontage of the bus stations; and crosses a wide entrance and exit at the bus station.

At its western end, Elm Lane forms a signalised junction with Park Road South; however, this junction does not accommodate pedestrians crossing from Elm Lane. Signalised crossing facilities are located to the south on Park Road South, enabling pedestrians to cross onto the eastern side of Park Road South to link with the route leading to Solent Retail Park as described earlier in the assessment.

Signs / lighting / security:

Market Parade and Elm Lane are lit. As referred to in the section above, there is non-standard pedestrian signage at the steps / ramp leading from the station forecourt onto Market Parade which indicates 'Town Centre, Bus Station', Havant Library' and 'The Spring Arts & Heritage Centre'.

Further south on Market Parade, near the junction with Elm Lane, there are further non-standard directional signs indicating 'Bus Station', Havant Library' and 'The Spring Arts & Heritage Centre' in the south westerly direction and 'Havant Railway Station, Law Courts and Police Station, Public Service Plaza, Leisure Centre and Health Centre' in the northerly direction. There is also TSRGD diagram 956 signage at the southern end of Elm Lane indicating that this section is for cyclists and pedestrians; however, the extents of this facility are not clear. It is assumed that this facility connects with the Havant Park (there is a link between Market Parade and the south-eastern access to the park). To the south of Market Parade, on the southern side of the signalised crossing on Elm Lane there are TSGRD style signs showing a pedestrian and cycle symbol and indicating 'Havant Bus Station' towards the west on Elm Lane and a 'railway' symbol in the northerly direction. This indicates that the pedestrian / cycle facility continues on the southern side of Elm Lane. However, the footway at the bus station frontage does not appear to be of a suitable standard for cyclists and there is no further signage along this section; therefore the southern extent of this cycle facility cannot be determined.

Photos:

The photos below provide a visual record of the route.

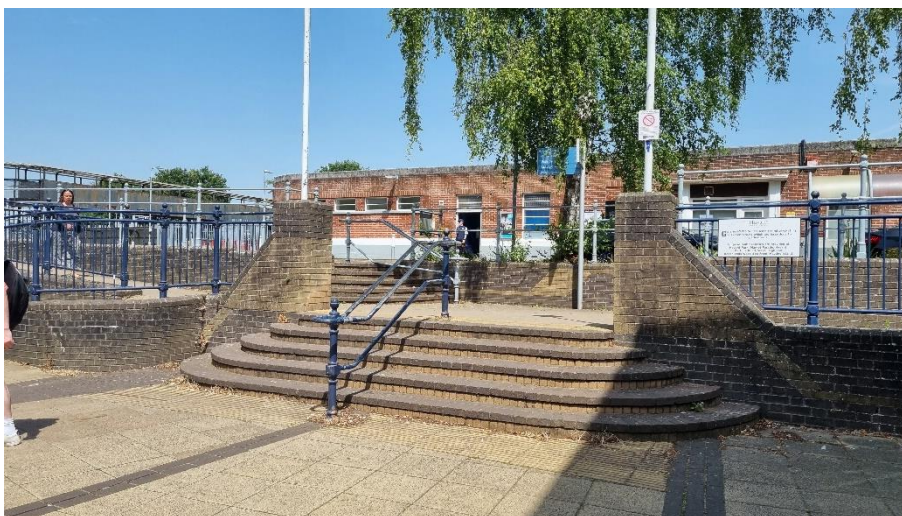


Photo 32: Looking north from Market Parade towards steps ramp at railway station



Photo 33: Looking south on Market Parade (pedestrianised section)



Photo 34: Looking south on Market Parade



Photo 35: Looking southeast at Market Parade / Elm Lane junction

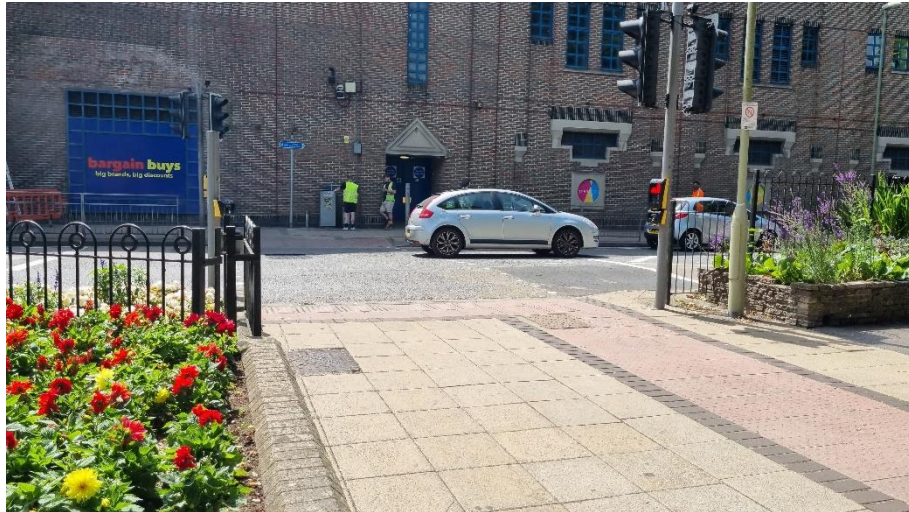


Photo 36: Looking south towards signalised crossing on Elm Lane

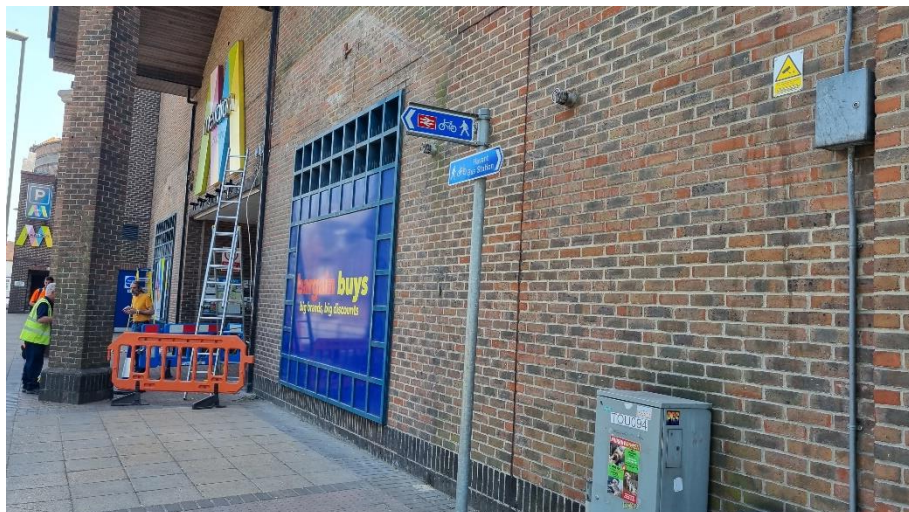


Photo 37: Looking east towards signage at signalised crossing on Elm Lane



Photo 38: Looking west towards bus station entrance on Elm Lane

2.7.2 Development Site to Brookside Road

General Arrangement:

To the north of the development site boundary there is a shared pedestrian / cycle path which links with the A27 underpass to the northeast of the development site and Brookside Road to the west. This forms part of NCN22 and consists of a 2.8 metre wide asphalt path, narrowing to 2.4 metres wide in places towards the western end. It has a chain link fence on its southern side and a ditch with dense vegetation on the northern side. The path surface has raised cracks in several areas which may cause a trip hazard for some users.

At the western end the path connects with a roundabout junction which forms the western access to the development. This is marked as the end of the route and cyclists are directed over the roundabout splitter island to the southern side of Brookside Road, where there is a short section of shared footway / cycleway which leads onto the Brookside Road carriageway. For eastbound cyclists joining the route from the Brookside Road carriageway, there is stepped kerb line incorporating a dropped kerb to enable cyclists to join the shared footway / cycleway.

Signs / lighting / security:

The route is not well overlooked but is lit and during the site visit appeared to be reasonably well used by pedestrians and cyclists. There is no directional signage, but some lighting columns do have NCN22 stickers.

Photos:

The photos below provide a visual record of the route.



Photo 39: Looking west towards pedestrian / cycle path north of development site



Photo 40: Looking west on pedestrian / cycle path north of development site



Photo 41: Damaged surface on pedestrian / cycle path north of development site



Photo 42: Looking southwest from the northern side of the Brookside Road roundabout



Photo 43: Looking west from the Brookside Road roundabout (northern side)



Photo 44: Looking west from the Brookside Road roundabout (southern side)

2.7.3 Development Site to Langstone Road

General Arrangement:

The development site has an existing access road off Langstone Road. It has a carriageway width of approximately 10 metres, and a 2.4 metre wide footway on its northern side which narrows to 1.8 metres at a bridge which passes over a water course. Concrete parapets at the bridge section are 0.65 metres high.

Langstone Road has bus stops serving north and southbound routes, and a shared footway / cycleway facility on its western side. The southbound bus stop on the eastern side of the road is located approximately 80 metres north of the site access. The bus stop arrangement consists of a concrete layby and a post with flag and timetable. The layby also has pedestrian guardrail at the entry and exit tapers and a dropped kerb in the central section.

Langstone Road at this point consists of a dual carriageway with two southbound Lanes and three northbound lanes. The central median has pedestrian guardrail to prevent crossing at this location. The pedestrians accessing the site from this bus stop are required to continue southwards to an uncontrolled pedestrian crossing point located approximately 140 metres to the south. This route crosses the side road bellmouth at Woodbury Avenue, which does not have opposing dropped kerbs or tactile paving to form a pedestrian crossing point. The footway surface on Langstone Road, to the north and south of Woodbury Avenue is in poor condition with several areas that are cracked and uneven.

The uncontrolled pedestrian crossing point on Langstone Road has dropped kerbs, tactile paving, reflective bollards and includes a pedestrian refuge island.

The northbound bus stop on the western side of Langstone Road is located approximately 30 metres south of the site access. The bus stop arrangement consists of an on-carriageway bus cage, a post with flag and timetable, and a shelter with perch style seating. The bus stop also has a raised kerb adjacent to the flag. The shared footway / cycleway at this location is approximately 3.4 metres wide.

The shared footway / cycleway continues on the northern side of the development site access via a dropped kerb crossing point with tactile paving with a crossing width of 2.4 metres and a refuge island 2 metres wide. As the shared pedestrian / cycle route approaches the A27 junction, its effective width is reduced significantly by vegetation growth down to approximately 1.2 metres. Beyond this, the route continues at a reduced width around to the west alongside the A27 westbound slip road, with pedestrian guard rail. This route connects with NCN22 at the north-eastern corner of the development site.

To the north of the site access road, on the eastern boundary of the development site, there is a public right of way designated as Footpath 51. This footpath provides a pedestrian link between the development site access road and NCN22 at the north-eastern corner of the site. Footpath 51 is a gravel path with timbers edging, approximately 1 metre in width. It has a watercourse on its eastern side and an earth embankment on its western side.

Signs / lighting / security:

Langstone Road is lit. At the time of the site visit it was busy with traffic and there were several pedestrians and cyclists seen using the route. There is no pedestrian / cyclist related signage in this area. The site access does not have conventional lighting columns but is lit by low level bollards with integral lighting units. Footpath 51 is not lit.

Photos:

The photos below provide a visual record of the route.



Photo 45: Looking south towards southbound bus stop on Langstone Road



Photo 46: Looking south towards Woodbury Avenue junction Langstone Road



Photo 47: Poor footway surface on Langstone Road (near Woodbury Avenue)



Photo 48: Looking south towards pedestrian crossing point on Langstone Road



Photo 49: Looking north towards northbound bus stop on Langstone Road



Photo 50: Looking north towards development site access on Langstone Road



Photo 51: Looking north towards A27 junction on Langstone Road



Photo 52: Looking northwest toward A27 westbound on slip at A27 junction



Photo 53: Looking west from Langstone Road towards development site access



Photo 54: Looking east west from development site towards bridge parapet

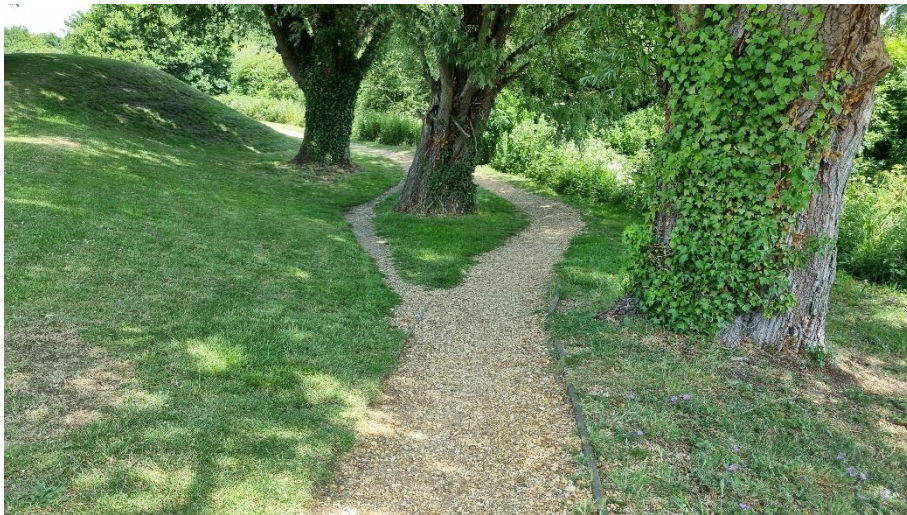


Photo 55: Looking north from development site access towards on Footpath 51



Photo 56: Looking north on Footpath 51



Photo 57: Looking north from Footpath 51 towards A27 underpass and NCN22

2.8. Walking, cycling and horse-riding survey data (Large schemes only)

Detailed survey data has not been obtained. However, observations were made during the site visit and are included in the section above.

2.9. Liaison with local user groups and wider public (Large schemes only)

As outlined in paragraph 2.6 above, the develop XLB carried out public consultations between November 2021 and January 2022. As part of this process, meetings were held with Council Officers, an invitation newsletter was sent to residential and commercial addresses in the neighbouring area, and a virtual public exhibition was held. Key local stakeholders were engaged as part of the process, including the Leader of Havant Borough Council, the Cabinet Member for Planning at Havant Borough Council, Havant Borough Council Ward Members for the proposal site, Hampshire County Councillor for the proposal site, Langstone Village Association, Langstone Residents Association, Langstone Harbour Board, Havant Civic Society, Business South, Solent LEP, Southern Policy Centre, Hampshire Chamber of Commerce, Member of Parliament for Havant. It is noted that as part of these consultations queries were raised relating to footpath permeability and requests for improvement to footpath 51b.

3. User Opportunities

The opportunities highlighted below are deemed to be relevant to the highway scheme/works and should be considered by the design team leader throughout the progression of the highway scheme design in addition to any further opportunities that may arise through the ongoing development of the design.

The presence of the NCN22 cycle route passing adjacent to both Havant Railway Station and the development site provides a clear opportunity for journeys between these locations to be made by bicycle. The route is also suitable for use by pedestrians. Recommendations are made below to provide improvements to the existing facilities on this route.

Journeys made to the site by bus can be accommodated via the nearby bus stops on Langstone Road. Recommendations are made below to provide improvements to the existing facilities on this route.

It is also noted that there is an shared pedestrian / cycle route on Langstone Road. To the south of the development access this route is of a good standard; however, the connectivity to the north is very poor. In particular there is no provision cyclists accessing the development site at the main access, and the cycle connectivity to the nearby NCN22 route is via poor quality narrow path alongside the A27 westbound slip road. Therefore, there is a clear opportunity to provide improved cycle connectivity in the location as part of the proposed development. Recommendations in this regard are also made below.

3.1. General

For consistency, the opportunities for improvements are presented below under identical headings as the earlier description of the existing facilities.

3.1.1(a) Development Site to Solent Road

- Remove conflicting 'end of cycle route' signage
- Provide TSRGD pedestrian / cycle directional signage indicating Langstone 'Technology Park' and 'Havant Railway Station' destinations at key points on the route (i.e. north and south sides of the A27 underpasses, and adjacent to the northeast corner of the Tesco store (i.e. southern side of the crossing at Solent Road).
- Provide signage to diagram 956 along the route.
- Improve the route at the A27 underpass. It is acknowledged that widening the path at this location is unlikely to be feasible due to the likely prohibitive costs and potential impact to the hydraulic characteristics of the adjacent water course; however, higher parapets should be provided that are compliant with the requirements for a cycle route. In addition to this, the current condition of the underpass creates an environment within which some users may feel unsafe; measures to address this could include (i) providing mirrors at underpass entrances, (ii) providing improved lighting, (iii) carrying out maintenance to the walls which are in poor aesthetic condition, and (iv) installation of monitored CCTV apparatus.
- Remove the staggered barriers north of the A27 underpasses.

3.1.1(b) Solent Road (uncontrolled crossing) to Park Road South

- Increase the size of the refuge island from the current 2 metre width to better accommodate cyclists.
- Carry out tree growth trimming maintenance to provide 2.4 metre headroom and ensure signs / lighting columns are not obscured by tree growth.
- Provide TSRGD pedestrian / cycle directional signage indicating Langstone 'Technology Park' and 'Havant Railway Station' destinations to augment the Solent Retail Park totem signage and the NCN22 long distance destination signage.
- To facilitate increased cycle usage, it would be preferable to remove the staggered barriers where the route joins Solent Road and Park Road South. However, due to these routes approaching the respective carriageways perpendicularly, this should be balanced against the hazard of road users inadvertently passing from the off-carriageway route into the carriageway. The feasibility of rearranging the path alignment such that users do not approach the carriageway perpendicularly should be investigated.

3.1.1(c) Park Road South to Havant Station (via Wickes car park)

- Repair the missing tactile paving at the West Street raised table crossing.
- Investigate the feasibility of widening the shared footway / cycleway on the sections (i) between West Street and Park Way (may require relocation of communications cabinet), and (ii) between Park Way and the access to Wickes Car Park. Also investigate the feasibility of increasing the size of the waiting area on the southern side of the signalised crossing at the junction of Park Way.
- Provide TSRGD pedestrian / cycle directional signage on Park Road South (in the vicinity of West Street) indicating Langstone 'Technology Park' and 'Havant Railway Station' destinations to augment the NCN22 stickers. It may also be beneficial to provide signage in the vicinity of the Park Way junction to mitigate pedestrians and cyclists attempting to cross over towards Elm Lane at this location (where there is a lack of east / west crossing facilities).
- Increase the conspicuity of NCN22 signage at the exit from the Wickes car park and augment it by providing TSRGD pedestrian / cycle directional signage indicating Langstone 'Technology Park'. Also consider cycle specific markings within the car park to aid route-finding for cyclists.
- Carry out a lighting assessment in the Wickes car park and on the western approach to the Park Road North underpass to ensure these conflict areas are sufficiently lit to the relevant standard.
- Improve the route at the Park Road North underpass. It is acknowledged that widening the path at this location is unlikely to be feasible due to the likely prohibitive costs; however, the underpass creates an environment within which some users may feel unsafe; measures to address this could include (i) providing mirrors at underpass entrances, (ii) providing improved lighting, and (iii) installation of monitored CCTV apparatus.
- Provide TSRGD pedestrian / cycle directional signage at the eastern and western entrances to the Park Road North underpass, and through the northern section of Havant Park, indicating Langstone 'Technology Park' and 'Havant Railway Station' destinations and NCN22.
- Carry out tree growth trimming maintenance at Havant Park to ensure signs / lighting columns are not obscured by tree growth.
- Provide TSRGD pedestrian / cycle directional signage at the western end of the station forecourt area indicating Langstone 'Technology Park' and 'Havant Railway Station' destinations, to supplement the existing 'NCN22 – Cosham, Portsmouth' signage. Also provide additional signage at the egress point from the station, directing pedestrians and cyclist to the western end (also consider signage for the NCN22 destinations towards the east of the station).

3.1.1(d) Park Road South to Havant Station (alternative route via Elm Lane)

- The onwards route for cyclists on Elm Lane, to/from the southern section of Market Parade and the Elm Lane signalised crossing is unclear. The rationale for this route should be reviewed and clarified as appropriate.
- In connection with the point raised above regarding the lack of east / west crossing facilities junction of Park Way / Elm Lane / Park Road North / South, it may be beneficial to provide signage directing pedestrians towards the crossing facility further south on Park Road South.

3.1.2 Development Site to Brookside Road

- Widen the shared pedestrian / cycle path to the north of the development site.
- Repair the damaged surfacing on the path to the north of the development site.
- Provide TSRGD pedestrian / cycle directional signage along route indicating 'Langstone Technology Park' and 'Havant Railway Station' destinations, as well as other NCN22 long distance destinations.
- Provide signage to diagram 956 along the route.

3.1.3 Development Site to Langstone Road

- Provide a cycle route through the development site, to (a) accommodate cyclists accessing the site from Langstone Road and (b) to provide cycle connectivity between the existing Langstone Road shared footway / cycleway facility and the NCN22 route to the north of the development site. This should include a cycle facility with improved lighting on the main site access road, as well as upgrading Footpath 51 to accommodate cyclists, which would consist of widening the path, providing a bound surface and installation of lighting. However, if due to its nature, Footpath 51 is deemed not suitable for these improvement works, then an alternative public cycle route through the development site should be considered that will connect NCN22 with the Langstone Road cycle route.
- Provide TSRGD pedestrian / cycle directional signage indicating 'Langstone Technology Park' and 'Hayling Island' for southbound users on the approaching the development site from the A27 underpass, and 'NCN22', 'Langstone Technology Park', 'Havant Town Centre' and 'Havant Railway Station' destinations (as well as other NCN22 long distance destinations) for users approaching the site access from the south on Langstone Road.
- Provide signage to diagram 956 along the route improvements referred to above.
- Repair the damaged footway on the eastern side of Langstone Road, between the bus stop and the development site.
- Provide new dropped kerbs and tactile paving at the bellmouth of Woodbury Avenue.
- Increase the parapet height on the site access bridge to be compliant for a cycle route.
- Whilst outside of the scope of this assessment, it is considered that the provision of a raised kerb at the northbound bus stop on Langstone Road would improve its accessibility.

3.2. Strategic Opportunities

The opportunities set out in section 3.1 above include a strategic opportunity to provide a link between NCN22 and the cycle route on Langstone Road.

3.3. Walking Specific Opportunities

The opportunities set out in section 3.1 above include walking specific opportunities including improvements to directional signage on all routes, repairing damaged paths / tactile paving,

provision of a new dropped kerb crossing point at Woodbury Avenue, installation of mirrors at underpasses and trimming of tree growth.

3.4. Cycling Specific Opportunities

The opportunities set out in section 3.1 above include cycling specific opportunities including the opportunity to provide a link between NCN22 and the cycle route on Langstone Road, improvements to directional signage on all routes, repairing damaged paths, widening paths where feasible, providing cycle compliant parapets, and trimming of tree growth.

3.5. Horse-Riding Specific Opportunities

The assessment has not identified any horse-riding specific opportunities.

4. Walking, Cycling and Horse-Riding Assessment Team Statement

Lead Assessor

As Lead Assessor, I confirm that this walking, cycling and horse-riding assessment report has been compiled in accordance with HCC Technical Guidance Note TG19.

Name & Title:	Julian Smith BEng, MCIHT, MSoRSA
Title/Position:	Road Safety Engineer
Organisation:	Gateway TSP
Signature:	
Date:	28 th June 2022

Scheme Client Team Leader

As the Scheme Client Team Leader, I confirm that the assessment has been undertaken at the appropriate stage of the highway scheme development.

I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

Name & Title:	
Title/Position:	
Organisation:	
Signature:	
Date:	

Appendix A – enter title

Not used

Appendix B – enter title

Not used

Appendix C – enter title

Not used