

APPENDIX B. Walking, Cycling and Horse-Riding Assessment Reviews (WCHARs)

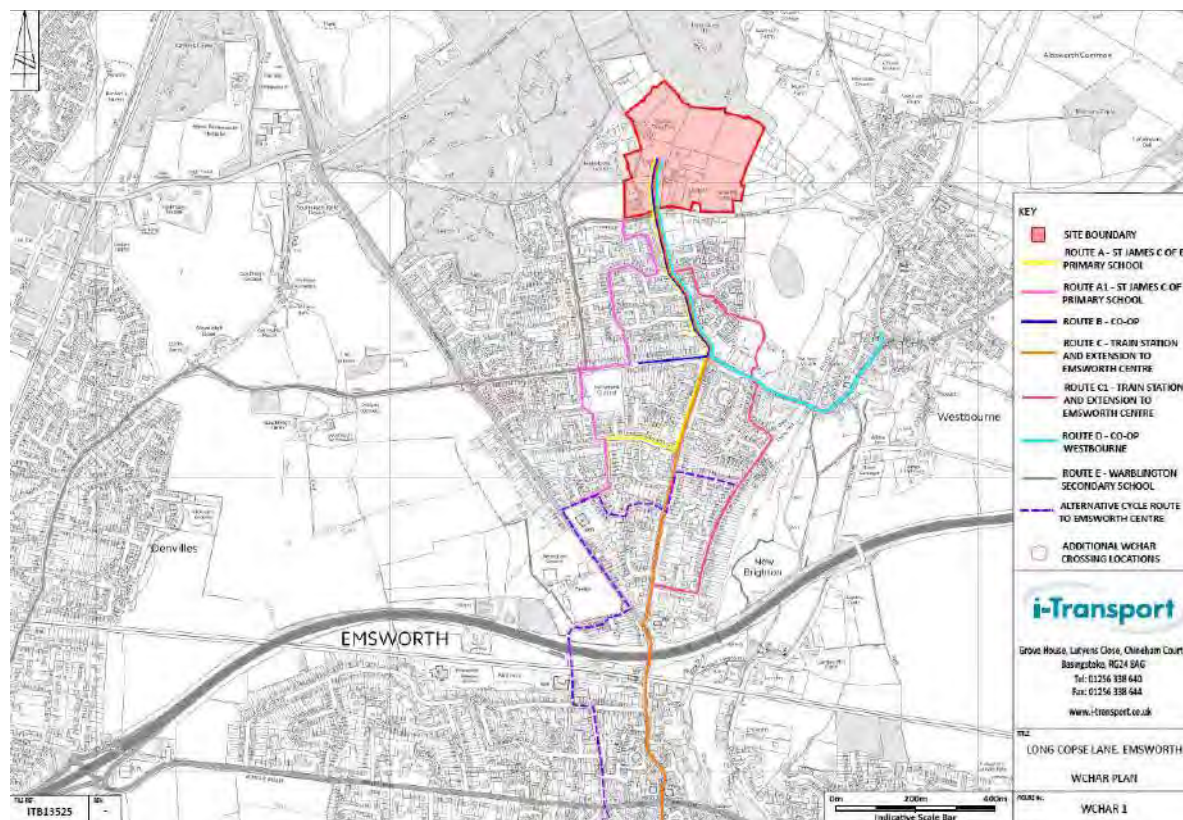
Technical Note

Project No: ITB13525
Project Title: Long Copse Lane, Emsworth
Title: WCHAR – Local shops, town centre, schools, and rail station
Ref: SJ/LJ/ITB13525-011
Date: 17 December 2021

SECTION 1 Introduction

- 1.1.1 i-Transport LLP has been appointed to provide highways and transport advice in relation to an outline planning application (Application Ref: APP/21/00893) on land at Long Copse Lane, Emsworth for up to 210 dwellings.
- 1.1.2 Hampshire County Council (HCC) responded to the application in a letter dated 18 November 2021 and raised the need for an assessment of the existing conditions of walking and cycling infrastructure to some key destinations was requested as part of a Walking, Cycling, and Horse-riding Assessment Review (WCHAR). The destinations requested by HCC include the route to schools, shops, rail station, and town centre.
- 1.1.3 This Technical Note provides an assessment of the walking and cycling routes to:
- **Route A:** St James C of E Primary School
 - **Route A1:** St James C of E Primary School
 - **Route B:** Co-op Southleigh Road
 - **Route C:** Train Station and extension to Emsworth Town Centre – Walking
 - **Route C1:** Train Station and extension to Emsworth Town Centre - Cycling
 - **Route D:** Co-op Westbourne
 - **Route E:** Warblington Secondary School
- 1.1.4 The routes and site location are shown on **Figure WCHAR1** (extract of which is at **Image 1.1**).

Image 1.1: Location of Audited Routes (Extract of Figure WCHAR1)



1.1.5 The audit is based on a site visit undertaken in November and December 2021. The audit has been undertaken with reference to five core principles that are broadly common to both pedestrians and cyclists, identified within the Department for Transport (DfT) Local Transport Note (LTN) 1/04 'Policy, Planning and Design for Walking and Cycling' (2004), and the Chartered institute of Highways and Transportation (CIHT) 'Designing for Walking' (March 2015) guidance and the cycle infrastructure design advice in LTN 1/20/ The principles used are:

- **Coherent / Convenient** – Networks should be easy to navigate, allow people to reach their day-to-day destinations as directly and with as little delay as possible, and with appropriate signage;
- **Direct / Accessible** – Pedestrian and cycling routes should form a network linking trip origins and key destinations including public transport access points. They should be at least as direct (preferably more) as for private motor vehicle. There should be proper provision for crossing busy roads and other barriers. The needs of people with various types and degrees of disability should be considered;
- **Safe** – Infrastructure must be safe and be perceived to be safe. Maintenance plays an important part – surface defects should not be allowed to develop to the extent that they become a hazard and vegetation should be regularly cut back to preserve available width and sight lines;

- **Comfort** – Infrastructure should meet design standards for width, gradient, and surface quality etc., and cater for all types of users (and volumes) including wheelchairs, pushchairs and cycles, and tactile paving needs to be provided to assist visually impaired people; and
- **Attractive** – The walking and cycling environment should be attractive, interesting, and free from litter, dog mess and broken glass. Signs or markings should be easy to use and not be unattractive.

1.1.6 The remainder of this Technical Note presents the audit for each route. Recommendations arising from the audit are summarised at the end of each route appraisal.

SECTION 2 Route Audit

2.1 Route A – St James C of E Primary School

2.1.1 **Table 2.1** presents the results of the pedestrian audit for Route A. Cycling is covered in more detail below in **Table 2.2**.

Table 2.1: Audit of Route A – St James C of E Primary School

Route A: St James C of E Primary School	
Description of Route	1. Exit the site via the proposed pedestrian access opposite the pedestrian link through Redlands Lane leading out to the east of Birch Tree Drive / Redlands Lane. 2. Follow Redlands Lane south along the footway on the eastern side of the carriageway, here it is around 1.8m in width. 3. Cross Sky Lark Avenue, where there are dropped kerbs and tactile paving and continue south to the roundabout at New Brighton Road / Southleigh Road / Westbourne Road. The footway widens to 2.5m on approach to the roundabout. 4. Head south over the roundabout on the eastern arm where there is a pedestrian refuge, dropped kerbs and tactile paving. Here continue south on New Brighton Road. There is an on-road cycle route along this road. 5. The eastern side of New Brighton Road has a circa 1.2m footway with a wide grass verge separating it from the carriageway. 6. Cross Ward Crescent at the dropped kerbs (although there is no tactile paving) re-joining the footway on New Brighton Road that is 1.8m on width. 7. Cross Quinton Fields where there is dropped kerbs and tactile paving. 8. Crossing New Brighton Road is required to reach the pedestrian cut through to Woodlands Avenue. It is possible to cross approximately 70m prior to Wickor Way using the dropped kerbs across driveways, although a crossing at or close to the cut through would be desirable. 9. Continue through the pedestrian cut through which is 1.8m in width with street lighting leading out to a 1.8-2.0m footway on Woodlands Avenue. 10. Continue west and then turn south down Garland Avenue, walking down the western side of the carriageway there is a 1.5m footway with a grass verge separating from the footway. This footway extends to 3.0m on approach to Bellevue Lane, here there is dropped kerbs and tactile paving opposite the school to create safe crossing provision. Distance from the site: c1,700km (from centre of site)

Route A: St James C of E Primary School

Coherent/ Convenience	To the south of the site, there is the pedestrian cut through leading to Redlands Lane which is proposed to be improved as a result of the development as set out in the accompanying Transport Assessment. The current condition is shown on Image 1. The route is easy to navigate with continuous footway provision throughout with a suitable crossing provided at Westbourne Road (Image 2) and all minor side roads (all of which except Ward Crescent – Image 3). There is a lack wayfinding signage but the route to the school will quickly become well known to new residents and signage is likely to be unnecessary street clutter for a local route such as this. The pedestrian cut through from New Brighton Road to Woodlands Avenue does not have conveniently located dropped kerbs (Image 4) but the cut through does provide a traffic free route to Woodlands Avenue which is wide with street lighting (Image 5). Where Woodlands Avenue meets Garland Avenue there is a dropped kerb but no tactile paving. New Brighton Road provides an on-road cycling network. The development will provide a designated cycling facility through Redlands Lane and Woodlands Avenue is a quiet residential culs-de-sac and due to the residential nature, slow observed speeds and low traffic environment it is a suitable route for future residents to cycle (or scoot in the case of young children) on this route. A further cycle route to this destination is considered below.
Direct/ Accessible	The route is direct and accessible through the provision of continuous footways with dropped kerbs except at the locations shown. The pedestrian cut through to Redlands Lane is current comprised of wood chipping and an uneven surface (Image 1) it is being improved as part of the development as shown in the Transport Assessment. The existing pedestrian network offers suitable footways of good width and dropped kerbs. Dropped kerbs and tactile paving are also provided to cross all arms of the New Brighton Road / Westbourne Road / Southleigh Road / Redlands Lane roundabout (Image 2). There is currently no sufficient crossing over New Brighton Road to access the pedestrian cut through to Woodlands Avenue (Image 4). Where Woodlands Avenue meets Garland Avenue there is a dropped kerb but no tactile paving. Dropped kerbs and tactile paving are provided across Bellevue Lane to reach the entrance to the primary school (Image 5).

Route A: St James C of E Primary School

Safety	The entire route is street lit. There are also continuous footways on both sides of the carriageway for the majority of the route. A slight section of New Brighton Road south of the roundabout only has a footway on the eastern side. As it has been identified within this audit, Image 4 highlights there is no suitable crossing point on New Brighton Road to reach the pedestrian link to Woodlands Avenue. This short section of the route is not ideally suited for all users particularly the visually impaired due to not knowing where a safe crossing location is situated. The entire route is subject to a 30mph speed limit and therefore the slow speed traffic environment provides a safe option for on-road cycling.
Comfort	Other than the Redlands Lane pedestrian footpath link, the footways are hard surfaced. The footways are generally between 1.5m and 1.8m, whilst short sections of the route narrow to around 1.2m. The short section of 1.2m width still provides suitable separation from the carriageway by a grass verge. The widths still accommodate all users as there is still suitable widths to accommodate push chair wheelchair users which require a minimum width of 0.9m (MfS Figure 6.8).
Attractiveness	The majority of the route is residential in nature which offers hard surfaced, street lit footways with generally well-maintained vegetation. Due to the residential nature of the route, slow traffic speeds and low traffic flows are experienced which reduces any potential intimidation towards pedestrians on the footways and minimises vehicle noise.

Image 1: Redlands Lane Pedestrian Footpath



Image 2: Pedestrian Crossing Point (eastern arm) – Redlands Lane / New Brighton Road / Westbourne Road / Southleigh Road Roundabout



Image 3: Lack of tactile paving at Ward Crescent junction



Image 4: Lack of dropped kerbs/tactile paving at Pedestrian link from New Brighton Road to Woodlands Avenue



Image 5: Pedestrian link from New Brighton Road to Woodlands Avenue



Image 6: Dropped Kerb and Tactile Paving to reach Primary School



Route A identified potential improvements

2.1.2 The following potential improvements are identified which could improve wider accessibility of the route:

- Tactile paving at Ward Crescent;
- Tactile paving at Garland Avenue to access the western side of the carriageway; and
- Suitable crossing point at New Brighton Road to access pedestrian link to Woodlands Avenue – dropped kerb and tactile paving.

2.2 **Route A1 – St James C of E Primary School (Alternative)**

2.2.1 **Table 2.2** presents the results of the Audit for Route A1, an alternative route to A.

Route A1 – St James C of E Primary School	
Description of Route	1. Exit the site via the proposed pedestrian / vehicular access opposite Wraysbury Park Drive and route southeast. 2. Follow Wraysbury Park Drive on the western side of the carriageway (crossing the Wraysbury Park Drive side road south 60m south of Long Copse Lane) where there are no dropped kerbs or tactile paving) and follow Wraysbury Park Drive to Birch Tree Drive. Here the footway is 1.8m in width in a quiet residential road. Continue on Birch Tree Drive until you reach the pedestrian cut through at Anthony Way (Image 7). 3. Head south through the Anthony Way pedestrian cut through, a street lit 2.0m wide footpath that leads onto Southleigh Road. 4. Head west on Southleigh Road on the northern side to the junction with Hollybank Lane and cross over on the dropped kerbs with tactile paving. Cross Southleigh Road opposite the recreation ground (note: there is no tactile paving here – Image 8) and access the shared footway / cycleway running along the western side (Image 9). 5. Continue south through the recreation ground along the shared footway / cycleway to the wide, 3.0m cut through onto Woodlands Avenue with street lighting (Image 10). Continue on Woodlands Avenue and cross at the dropped kerb / tactile paving to reach Garland Avenue (Image 11). 6. Head down the eastern side of Garland Avenue to Bellevue Lane and cross over using the dropped kerb / tactile paving as described in Route A. Distance from the site: c1,900m (from centre of site)

Route A1 – St James C of E Primary School	
Coherent/ Convenience	As with Route A, the route is easy to navigate with continuous footway provision throughout and minor side roads only to cross. There is a lack wayfinding signage but the route to the school will quickly become well known to new residents and signage is likely to be unnecessary street clutter for a local route such as this. When compared to Route A, there is more 'off-road' provision, using Anthony Way and the recreation ground footway / cycleway which provide a convenient and traffic free route to Woodlands Avenue where a dropped kerb and tactile paving is provided to cross Woodlands Avenue to Garland Avenue (Image 11), and again to cross Bellevue Lane to the school (Image 6). The majority of this route is more suitable for pedestrians and cyclists due to the low speed / low traffic environment of Birch Tree Drive, and the shared footway / cycleway through the recreation ground. Woodlands Avenue and Garland Avenue are also quiet residential roads suitable for cycling, as well as the primary school having secure cycle and scooter parking.
Direct / Accessible	Wraysbury Park Drive and Birch Tree Drive are subject to a 30mph speed and have low traffic flows which is the threshold where LTN1/20 notes 'mixed traffic' cycling is generally acceptable (Ref: LTN1/20 Figure 4.1 footnote 3). The footways here are also 1.5-1.8m, a sufficient width for wheelchairs and pushchairs. There is currently no tactile paving at the crossing of Southleigh Road to reach the recreation ground. Dropped kerbs and tactile paving are however provided across Woodlands Avenue and Bellevue Lane.
Safety	The cut through at Anthony Way and the shared footway / cycleway through the recreation ground are both wide and street lit. There is good natural surveillance for pedestrians and cyclists and the route is observed to be well used by cyclists.
Comfort	The route is hard surfaced throughout; however, it involves a bit of winding through Wraysbury Park Drive and Birch Tree Drive due to no direct access route. However, after this is direct to the school. The entire route is subject to a 30mph speed limit and therefore provides a comfortable environment for cyclists to cycle on-road when prior and after the shared footway / cycleway.
Attractiveness	The route is attractive as it is quiet, with the exception of Southleigh Road. This road is a little busier but still subject to a 30mph speed limit and is only required as a crossing point to the recreation ground. The route is street lit with generally well-maintained vegetation that does not hinder cycling.

Image 7: Anthony Way – Pedestrian cut-through to Southleigh Road



Image 8: No tactile paving at crossing on Southleigh Road near Hollybank Lane



Image 9: Shared footway / cycleway through Recreation Ground



Image 10: Recreation Ground to Woodlands Avenue cut-through



Image 11: Crossing over Woodlands Avenue to Garland Avenue



Route A1 identified potential improvements

2.2.2 The following potential improvements are identified which would improve wider accessibility of the route:

- Dropped kerbs and tactile paving at Wraysbury Park Drive (side road) some 60m south of Long Copse Lane).
- Suitable tactile paving at the crossing point over Southleigh Road to reach recreation ground.

2.3 Route B – Co-op Southleigh Road

2.3.1 **Table 2.3** presents the result of the walking audit for Route B

Table 2.3: Audit of Route B – Co-op Southleigh Road

Route B: Co-op Southleigh Road	
Description of Route	1. Exit the site via the proposed pedestrian access opposite the pedestrian link through Redlands Lane leading out to Birch Tree Drive / Redlands Lane (Image 12). 2. Follow Redlands Lane south along the footway on the eastern side of the carriageway, here it is 1.8m in width, the footway widens on approach to the Southleigh Road roundabout. 3. Cross the roundabout on the northern arm at the uncontrolled crossing to reach Southleigh Road (Image 13), and then cross the roundabouts western arm (Image 14) to gain access to the southern side of Southleigh Road where the footway is wider at 1.8-2.0m (Image 15). Continue west to the Co-op which you will approach on the southern side of Southleigh Road (Image 15). Distance from the site: c1,000m (from centre of site)
Coherent/ Convenience	The walking route is a direct route and uses part of the route which is on the desire line towards the town centre. Redlands Lane is a quiet, low traffic flow road with wide footways and suitable for on-road cycling. There are good crossings over all arms of the roundabout (Image 2, 13 and 14) in order to reach the southern side of Southleigh Road at the more appropriate footway. The route is continuous for pedestrians with no requirements to deviate.
Direct/ Accessible	The route is accessible and hard surfaced with the exception of the pedestrian footpath on Redlands Lane to the south of the site – which the development proposes to improve. There are dropped kerbs and tactile paving at all crossing points on the route meaning all users have access.
Safety	The route is street lit and runs through a lit residential area. There is good natural surveillance and crossings are provided at all roads and the roundabout arms.
Comfort	With the exception Redlands Lane pedestrian footpath (which the development proposes to improve), the footways along the route are hard surfaced. The footways are wide with a width of at least 1.5m at all times. The crossing facilities of dropped kerbs and tactile paving have already been highlighted to be appropriate for all users such as visually and mobility impaired. The entire route is also subject to a 30mph speed limit and therefore provides a comfortable environment for walking and on-road cycling. Southleigh road has on-road provision for cycling.
Attractiveness	The route is generally attractive, particularly the first section through Redlands Lane and the quiet residential area. Southleigh Road is a slightly busier road but access along here is only required for the final part of the route to reach the co-op. The entire route is street lit and is subject to a 30mph speed limit throughout.

Route B identified potential improvements

- 2.3.2 There are no improvements required to this route beyond those previously identified above.

Image 12: Redlands Lane / Birch Tree Drive



Image 14: Pedestrian Crossing Point (western arm) – Redlands Lane / New Brighton Road / Westbourne Road / Southleigh Road Roundabout



Image 15: Southleigh Road Co-op



2.1 Route C – Train Station and extension to Emsworth Centre

2.1.1 Table 2.4 presents the result of the walking and cycling audit for Route C

Table 2.4: Audit of Route C – Train Station and extension to Emsworth Centre

Route C: Train Station and extension to Emsworth Centre	
Description of Route	1. Exit the site via the proposed pedestrian access opposite the pedestrian link through Redlands Lane leading out to Birch Tree Drive / Redlands Lane and follow Route A south on New Brighton Road to Ward Crescent. 2. Continue south on New Brighton Road – this provides a continuous cycle route to the station. 3. For pedestrians, continue south on New Brighton Road crossing the side roads of Wickor Way, Silvertrees and Westbourne Avenue – these have dropped kerbs but no tactile paving (Image 16). 4. At the end of New Brighton Road, join Horndean Road on a continuous footway, which becomes a footway/cycleway (Image 17). 5. Continue south on Horndean Road and cross outside the station at the dropped kerbs and tactile paved crossing provided. (Image 18). Distance from the site: c1,800m to Station (from centre of site). 6. For town centre, continue south on Horndean Road under road and rail bridges, the footway narrows here with guard railing separating it from the carriageway (Image 19). 7. Continue south on North Street crossing the side roads of Sultan Road, Seagull Lane, Palmers Road and Palmers Road car park (Image 20) - all of which have dropped kerbs and tactile paving. 8. At North Street / A259 junction use underpass to access Emsworth Centre (Image 21). Distance from the site: c2,300m to Emsworth Centre (Co-Op) (from centre of site).
Coherent/ Convenience	The walking route is a direct route on the desire line towards the town centre. Redlands Lane is quiet and will be improved by the development. New Brighton Road and Horndean Road are busier roads but have footways of a good width. The route to the Station is subject to a continuous signed cycleway made up of a combination of on and off-road provision. There are good crossings over all side road arms except Wickor Way, Silvertrees and Westbourne Avenue. The route is continuous for pedestrians with no requirements to deviate. The underpass at the A259 provides a safe grade separated route for pedestrians to cross the A259.
Direct/ Accessible	The route is accessible and hard surfaced with the exception of Redlands Lane to the south of the site – which the development proposes to improve. Other than where highlighted there are dropped kerbs and tactile paving at all crossing points on the route meaning all users have access – the underpass of the A259 provides a safe route to cross the busiest road on the route.
Safety	The route is street lit and runs through residential area, alongside urban roads and through the centre of Emsworth. There is good natural surveillance. Crossings are provided at all roads and except where highlighted.

Route C: Train Station and extension to Emsworth Centre

Comfort	With the exception of Redlands Lane pedestrian footpath (which the development proposes to improve), the footways along the route are hard surfaced. The footways are wide with a width of at least 1.5m at all times except under the rail/road bridges (Image 19) and south of Sultan Road where the building line of historic properties limits the footway width. The crossing facilities of dropped kerbs and tactile paving have already been highlighted to be appropriate for all users such as visually and mobility impaired. The entire route is also subject to a 30mph speed limit and therefore provides a comfortable environment for walking. The route to the station is a formal on and off-road cycle route.
Attractiveness	The route is attractive, offers hard surfaced, street lit footways with generally well-maintained vegetation. Due to the residential and urban nature of the route, slow traffic speeds and low traffic flows are experienced which reduces any potential intimidation towards pedestrians on the footways and minimises vehicle noise. Horndean Road is a busier road as is North Street, but the more historic environment here helps to create more interest. The entire route is street lit and is subject to a 30mph speed limit throughout.

Image 16: Wickor Way junction



Image 17: Horndean Road footway/cycleway



Image 18: Crossing of Horndean Road outside Station



Image 19: Horndean Road / North Street rail/road bridges



Image 20: North Street / Palmers Road car park



Image 21: A259 underpass



Route C identified potential improvements

2.1.2 The following potential improvements are identified which would improve wider accessibility of the route:

- Tactile paving at existing dropped kerbs of:
 - Wickor Way;
 - Silvertrees; and
 - Westbourne Avenue

2.2 **Route C1 – Alternative (Cycling Only) Route to Train Station and extension to Emsworth Centre**

2.2.1 **Table 2.5** presents the result of the cycling only audit for Route C1.

Table 2.5: Route C1 – Alternative (Cycle-only) Train Station and extension to Emsworth Centre

Route C1: Alternative (Cycle Only) Route to Train Station and extension to Emsworth Centre	
Description of Route	1. Exit the site via Redlands Lane leading out to Birch Tree Drive / Redlands Lane. 2. Turn left into the pedestrian and cycle route into Nectar Way (Image 22). 3. Route through the Hampshire Farm development and use hard surfaced or compacted hoggins paths to reach Westbourne Road this is a signed cycle route (Image 23). 4. Cross Westbourne Road at the cycle crossing provided and route down Oakmeadow Close which is a signed cycleway (Image 24). 5. Join the off-road cycle way between Oakmeadow Close and Westbourne Avenue. (Image 25). 6. Cycle on-street (this is a signed and marked on-street cycleway) south on Westbourne Avenue with on-road cycle lane provided at all side road junctions (Image 26, Image 27, and Image 28). 7. Bear right on Westbourne Avenue and follow it to the end where it meets New Brighton Road (Image 29). 8. Join the off-road cycleway on New Brighton Road and continue station as per Route C. Distance from the site: c2,100m to Station (from centre of site). 9. For town centre, continue as per Route C, or leave Westbourne Avenue via Wickor Way, join cycle route on New Brighton Road. 10. Follow signed cycle route via Christopher Way and Bellevue Lane cross Horndean Road at TOUCAN crossing. 11. Use off-road cycleway through Emsworth Park and join off-road cycle route through Cold Harbour Farm Road. 12. Route under A27 and rail line into Washington Road. 13. Join Bridge Road and Westgrove Gardens until A259 where an off-road cycleway is provided with a TOUCAN crossing to access central Emsworth. Distance from the site: c3,400m to Emsworth Centre (West Street) (from centre of site).
Coherent/ Convenience	The cycle route is signed and direct. It is less 'straight' than Route C but follows a signed cycle route to both the station and Emsworth Centre. As with Route C, Redlands Lane will be improved by the development. The crossing of Westbourne Road is good quality and the use of Oakmeadow Close and Westbourne Avenue avoids the busier New Brighton Road and Horndean Road. The route to the Station is subject to a continuous signed cycleway made up of a combination of on and off-road provision. The alternative cycle route to central Emsworth signed and includes a TOUCAN crossing when crossing Horndean Road and the A259. It provides an underpass under the A27 and rail line and then uses a signed route via quiet streets to access Emsworth.

Route C1: Alternative (Cycle Only) Route to Train Station and extension to Emsworth Centre	
Direct/ Accessible	The route is accessible and hard surfaced with the exception of Redlands Lane to the south of the site – which the development proposes to improve. Cycle lanes and crossings are provided at all side roads. The busiest roads to cross are Horndean Road and the A259 which both have TOUCAN crossings. The provision of a grade separated crossing of the A27 and rail line means these do not provide a barrier to use.
Safety	The route is street lit and runs through residential area, alongside urban roads and through an established park. The route is part of and promoted through published material for the formal HBC cycle network. There is good natural surveillance. Crossings are provided at all roads. There are no warnings of any difficulties throughout the route shown on the HBC cycle network mapping.
Comfort	With the exception of Redlands Lane (which the development proposes to improve), the route is entirely hard surfaced. There are sections of on-road cycleway which may exclude some less experienced cyclists – albeit the on-road sections are through quiet streets and there is on-road markings provided at side road junctions to assist less experienced cyclists.
Attractiveness	The route is attractive, offers hard surfaces and is street lit with generally well-maintained vegetation. The entire route is subject to a 30mph speed limit and wayfinding signage ensures it is clear to navigate.

Image 22: Nectar Way



Image 23: Hampshire Farm pedestrian / cycle access on Westbourne Road



Image 24: Crossing of Westbourne Road and route to Oakmeadow Close



Image 25: Off-road cycleway between Oakmeadow Close and Westbourne Avenue



Image 26: On-road cycleway on Westbourne Avenue (Westwood Close junction)



Image 27: On-road cycleway Westbourne Avenue (Danbury Court)



Image 28: On-road cycleway Westbourne Avenue



Image 29: Westbourne Avenue / New Brighton Road – off road cycleway



Route C1 identified potential improvements

2.2.2 There are no improvements required to this route beyond those previously identified above.

2.3 Route D – Route to Westbourne

2.3.1 **Table 2.6** presents the result of the audit for Route D.

Table 2.6: Audit of Route D – Westbourne

Route D - Route to Westbourne	
Description of Route	1. Exit the site via Redlands Lane leading out to Birch Tree Drive / Redlands Lane. 2. Turn left into the pedestrian and cycle route into Nectar Way (Image 22). 3. Route through the Hampshire Farm development and use hard surfaced or compacted hoggin paths to reach Westbourne Road this is a signed cycle route (Image 23). 4. Cross Westbourne Road at the pedestrian / cycle crossing provided (Image 24) and route on the footway / cycleway on the southern side heading east towards Westbourne. The shared footway / cycleway then ends into just a footway but due to the speed limit changing to 20mph, on-road cycling would be suitable. 5. Along here, the footway is a good width of 1.5-1.8m in width but narrows to 1.0m for a short period approaching the bridge over the river, however this is partly due to vegetation encroachment. (Image 30). 6. Follow the bend round and continue north past the village hall, here the footway gets separated from the carriageway by a short brick wall and routes through the car park (Image 31). 7. The footway continues past the parade of shops at a width of 1.8m providing sufficient space for shoppers and passers-by. At the end of the shops crossing is required by the White Horse PH over New Road, however there is a lack of tactile paving here and the kerbs are out of line (Image 32). 8. There is a suitable footway that continues on the eastern side up to some dropped kerbs across The Square, however a more sufficient crossing may suit all users to access the Co-op (Image 33). Distance from the site: c1,600m to Westbourne Co-Op (from centre of site).
Coherent/ Convenience	The route is a direct route into Westbourne through quiet residential roads of Redlands Lane and the Hampshire Farm Development that then gives the option to route through the meadow via the Hoggin path or continue on the hard surface to Westbourne Road. The pedestrian / cycle crossing provides a safe way over the busier Westbourne Road to access the southern side of the carriageway that then provides the continuous route into Westbourne without the need to deviate. The footways are generally of good width at a minimum of 1.5m with the exception of a short stretch where it narrows to 1.0m.
Direct/ Accessible	The route is accessible and hard surfaced with the exception of Redlands Lane to the south of the site – which the development proposes to improve. The busiest road to cross is Westbourne Road but a sufficient pedestrian / cycle crossing with a refuge is provided. The narrowing of the footway at Westbourne Road may mean users will have to give way to others but this is only a short stretch and both ends can be visibly seen. There is a lack of tactile paving in The Square and no clear crossing point so may be of difficulty to visually impaired users.
Safety	The route is street lit and runs through residential area, alongside urban roads. There are crossing points at all roads and the route benefits from good natural surveillance.

Route D - Route to Westbourne

Comfort	The route is hard surfaced throughout; however, it involves a bit of winding through the Hampshire Farm Development due to no direct access route. However, after this it is direct to Westbourne. The route is subject to a 30mph speed limit and then 20mph speed limit through Westbourne and therefore provides a comfortable environment for pedestrians and cyclists when on-road cycling is required.
Attractiveness	The route is attractive, offers hard surfaced, street lit footways with generally well-maintained vegetation with the exception of the short stretch on Westbourne Road. Due to the residential and urban nature of the route, slow traffic speeds and low traffic flows are experienced which reduces any potential intimidation towards pedestrians on the footways and minimises vehicle noise.

Image 30: Narrowing of footway on Westbourne Road

Image 31: Footway past the Village Hall



Image 32: Lack of Tactile Paving over New Road



Image 33: Lack of Tactile Paving over The Square



Route D identified potential improvements

2.3.2 The following potential improvements are identified which would improve wider accessibility of the route:

- Tactile paving at existing dropped kerbs of:
 - New Road / White Horse pub; and
 - The Square / opposite the Co-Op.

2.4 Route E – Warblington School (Cycle only)

2.4.1 **Table 2.7** presents the result of the (cycle only) audit for Route E.

Table 2.7: Audit of Route E – Warblington School (Cycle only)

Route E - Route to Warblington School (Cycle only)	
Description of Route	1. Exit the site and cycle on Long Copse Lane. 2. Join Hollybank Lane which is a signed cycle route. 3. Turn right onto Southleigh Road and join the westbound on-road cycle lane (Image 8). 4. On approach to the Horndean Road, use the cycle 'off-slip' and cross Southleigh Road at the cycle crossing provided (Image 34). 5. Cross Horndean Road at the marked cycle crossing with safe refuge area in the centre (Image 35). 6. Join the off-road cycleway on the south side of Southleigh Road (Image 36). 7. On approach to Rowan Road the off-road cycle way switches to an on-road cycle lane which runs south on-street supported by a mixture of signs and road markings to Warblington railway station. 8. Cross the railway line at the barrier-controlled level crossing (Image 37). 9. Cross Southleigh Road at the cycle crossing provided opposite the school (Image 38). Distance from the site: c3,600m to Warblington School (from centre of site).
Coherent/ Convenience	The route is signed and direct. It is a straight route along Southleigh Road where the majority of it is on a suitable off-road cycleway with signed crossings when the cyclist is required to go on-road. The crossing on the busy Horndean Road is good quality with a wide refuge island (Image 34). When on-road cycling is required the speed limit is 30mph with markings across side roads for less experienced cyclists.
Direct/ Accessible	The route is accessible and hard surfaced throughout. Cycle lanes and crossings are provided at all side roads. The busiest road to cross (Horndean Road) has a suitable and safe crossing with tactile paving and a refuge island. The off-road footway is wide at 2.0m.
Safety	The route is street-lit with the exception of the off-road cycleway on Southleigh Road until the approach to Rowan Road where the road is then street-lit as well as having good natural surveillance. The rail line has suitable areas for pedestrians and cyclists to cross either side. All crossing points for cyclists have dropped kerbs and reflective bollards.
Comfort	The route is entirely hard surfaced. There are sections of on-road cycleway which may exclude some less experienced cyclists – albeit the on-road sections are along a 30mph speed limit and there is on-road markings provided at side road junctions to assist less experienced cyclists.
Attractiveness	The route is attractive, offers hard surfaces and is partially street-lit. The un-lit section has a suitable off-road cycleway separated from the carriageway by a grass verge. It is a direct route with wayfinding signage to ensure clear navigation.

Image 34: Cycle 'off-slip' and crossing point on Southleigh Road



Image 35: Horndean Road Crossing



Image 36: Cycleway along Southleigh Road



Image 37: Cycle Crossing Point prior to Rowan Road



Image 38: Railway Line Crossing



Image 39: Crossing Point to access Warblington School



Route E identified potential improvements

2.4.1 There are no improvements required to this route beyond those previously identified above.

SECTION 3 Summary and Conclusion

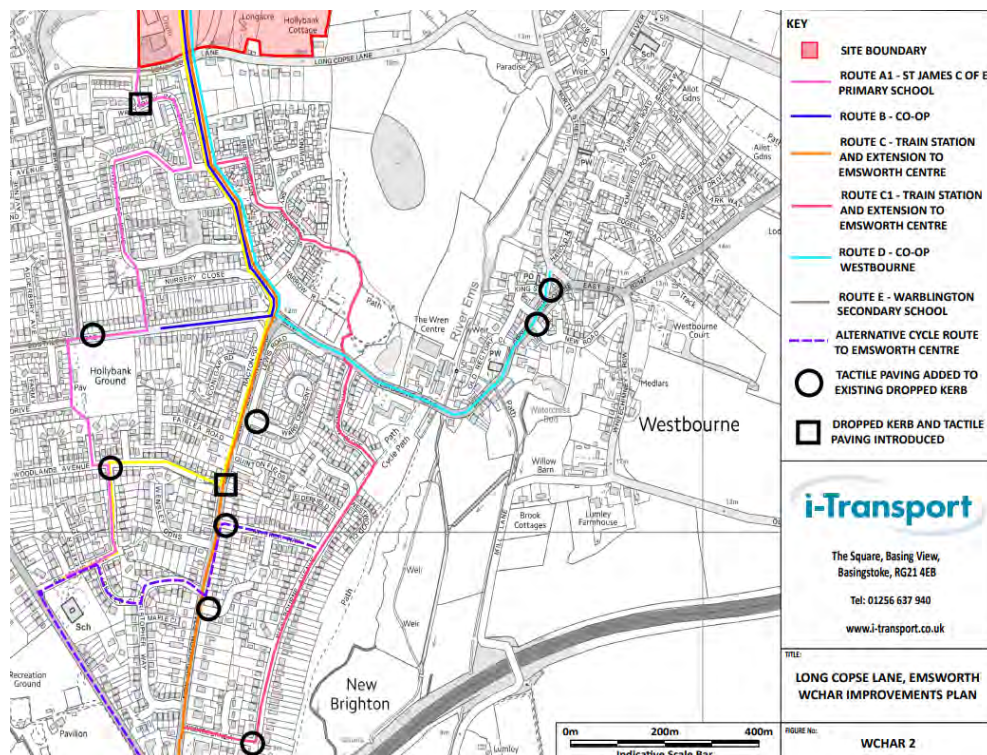
3.1 Summary

3.2 This Technical Note provides an assessment of the walking and cycling routes to:

- **Route A:** St James C of E Primary School
- **Route A1:** St James C of E Primary School
- **Route B:** Co-op Southleigh Road
- **Route C:** Train Station and extension to Emsworth Town Centre – Walking
- **Route C1:** Train Station and extension to Emsworth Town Centre - Cycling
- **Route D:** Co-op Westbourne
- **Route E:** Warblington Secondary School

3.2.1 All routes are of a good quality reflecting the established residential nature of them. A series of local accessibility improvements have been identified. These are listed below in **Table 3.1** and shown on **Figure WCHAR 2**.

Image 3.1: Location of identified WCHAR improvements (Extract of Figure WCHAR2)



Source: Extract of Figure WCHAR2

3.2.2 The cost breakdown is included in **Appendix A**.

Table 3.1: WCHAR improvements

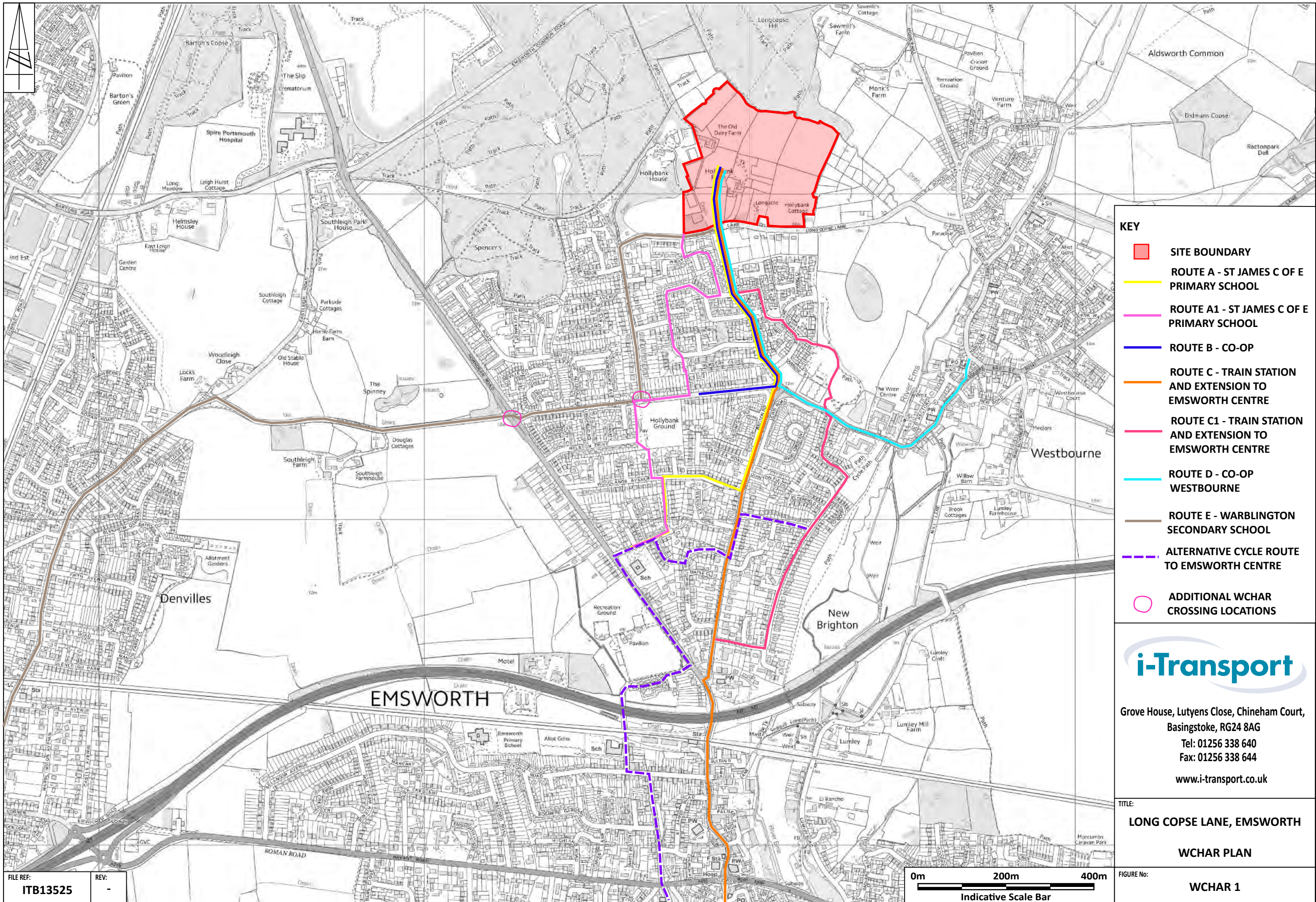
Route	Improvement	Cost
A – St James Primary School	Tactile paving at Ward Crescent. Tactile paving at Garland Avenue to access the western side of the carriageway. New Brighton Road to access pedestrian link to Woodlands Avenue – dropped kerb and tactile paving.	£5,000
A1 – St James Primary School (Alternative)	Dropped kerbs and tactile paving at Wraysbury Park Drive (side road). Suitable tactile paving at the crossing point over Southleigh Road to reach recreation ground.	£3,000
B – Southleigh Road Co-Op	None	-
C – Train Station and Emsworth Centre	Tactile paving at existing dropped kerbs Wickor Way Tactile paving at existing dropped kerbs Silvertrees. Tactile paving at existing dropped kerbs Westbourne Avenue.	£3,000
C1 - Train Station and Emsworth Centre (Alternative)	None	-
D – Westbourne Co-Op	Tactile paving at existing dropped kerbs of New Road / White Horse pub. Tactile paving at existing dropped kerbs of The Square / opposite the Co-Op.	£7,500
E – Warblington School	None	-
TOTAL		£18,500

Source: i-Transport

3.3 Conclusion

- 3.3.1 The above improvements would help improve local accessibility. The applicant is content for any CIL payment the development might make to include use on bringing forward some or all of these local accessibility improvements or potentially the applicant would consider making a Section 106 contribution to allow HCC to bring them or an alternative forward should they consider they are required to make the development acceptable in planning terms.

FIGURES



- KEY**
- **SITE BOUNDARY**
 - **ROUTE A - ST JAMES C OF E PRIMARY SCHOOL**
 - **ROUTE A1 - ST JAMES C OF E PRIMARY SCHOOL**
 - **ROUTE B - CO-OP**
 - **ROUTE C - TRAIN STATION AND EXTENSION TO EMSWORTH CENTRE**
 - **ROUTE C1 - TRAIN STATION AND EXTENSION TO EMSWORTH CENTRE**
 - **ROUTE D - CO-OP WESTBOURNE**
 - **ROUTE E - WARBLINGTON SECONDARY SCHOOL**
 - **ALTERNATIVE CYCLE ROUTE TO EMSWORTH CENTRE**
 - **ADDITIONAL WCHAR CROSSING LOCATIONS**

i-Transport

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TITLE:

LONG COPSE LANE, EMSWORTH

WCHAR PLAN

FIGURE No:

WCHAR 1

FILE REF:

ITB13525

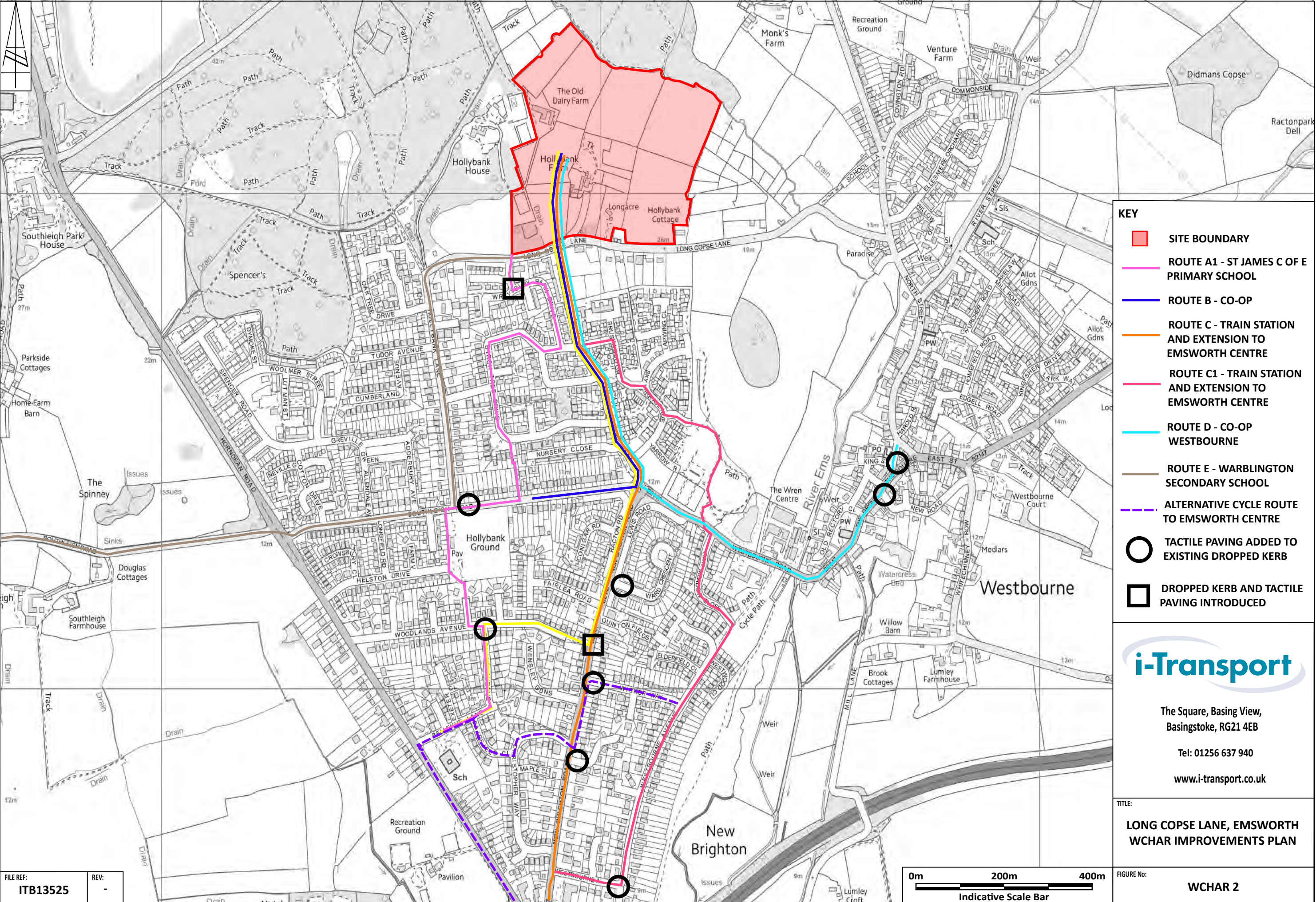
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- KEY**
- █ SITE BOUNDARY
 - ROUTE A1 - ST JAMES C OF E PRIMARY SCHOOL
 - ROUTE B - CO-OP
 - ROUTE C - TRAIN STATION AND EXTENSION TO EMSWORTH CENTRE
 - ROUTE C1 - TRAIN STATION AND EXTENSION TO EMSWORTH CENTRE
 - ROUTE D - CO-OP WESTBOURNE
 - ROUTE E - WARBLINGTON SECONDARY SCHOOL
 - ALTERNATIVE CYCLE ROUTE TO EMSWORTH CENTRE
 - TACTILE PAVING ADDED TO EXISTING DROPPED KERB
 - ◻ DROPPED KERB AND TACTILE PAVING INTRODUCED



The Square, Basing View,
Basingstoke, RG21 4EB

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TITLE:

**LONG COPSE LANE, EMSWORTH
WCHAR IMPROVEMENTS PLAN**

FIGURE No:

WCHAR 2

APPENDIX A. WCHAR COSTINGS

Project No: ITB13525
Date: 17 December 2021

WCHAR Cost Estimates

The note below sets out the assumptions made within the cost estimate for the improvements along each route.

Route A – St James C of E Primary School

A – St James Primary School	Tactile paving at Ward Crescent. Tactile paving at Garland Avenue to access the western side of the carriageway. New Brighton Road to access pedestrian link to Woodlands Avenue – dropped kerb and tactile paving.	£5000
------------------------------------	--	--------------

Item 6 in route description:



Tactile paving at Ward Crescent = £500 per side =

£1000

Second item in table above.



Tactile paving at Garland Avenue, assumed a crossing will be provided in location above which will require dropped kerbs and tactile paving on both sides of Garland Avenue.

Tactile paving and dropped kerbs = £1000 per side = £2000

Item 8 in route description:



New dropped kerbs and tactile paving on New Brighton Road to access the cut-through just north of Christopher Way.

Tactile paving and dropped kerbs = £1000 per side = £2000

Route A1 – St James C of E Primary School (Alternative)

A1 – St James Primary School (Alternative)	Dropped kerbs and tactile paving at Wraysbury Park Drive (side road). Suitable tactile paving at the crossing point over Southleigh Road to reach recreation ground.	£3000
---	---	--------------

Item 2 in route description:



New dropped kerbs and tactile paving across Wraysbury Park Drive.

Tactile paving and dropped kerbs = £1000 per side =

£2000

Item 4 in route description:



Existing crossing over Southleigh Road has dropped kerbs but no tactile paving. Assumed new tactiles on both sides

Tactile paving at Southleigh Road = £500 per side =

£1000

Route C – Train Station and extension to Emsworth Centre

C – Train Station and Emsworth Centre	Tactile paving at existing dropped kerbs Wickor Way Tactile paving at existing dropped kerbs Silvertrees. Tactile paving at existing dropped kerbs Westbourne Avenue.	£3000
--	---	--------------

Item 3 in the route description:



Wicker Way

Tactile paving at Wicker Way = £500 per side =

£1000



Silvertrees

Tactile paving at Silvertrees = £500 per side =

£1000



Westbourne Avenue

Westbourne Avenue / Westbourne Close has already has dropped kerbs but no tactile paving installed across the junction..

Tactile paving at Westbourne Avenue = £500 per side = £1000

Route D – Route to Westbourne

D – Westbourne Co-Op	Tactile paving at existing dropped kerbs of New Road / White Horse pub. Tactile paving at existing dropped kerbs of The Square / opposite the Co-Op.	£7500
-----------------------------	---	--------------

Item 7 in the route description:



Angled crossing may need more substantial realignment of the existing kerbing to get a layout that works. Cost below has allowed additional £1000 cost for extra kerbing works / build-outs if required.

Tactile paving, dropped kerbs and extra kerbing works = £3000

Item 8 in the route description

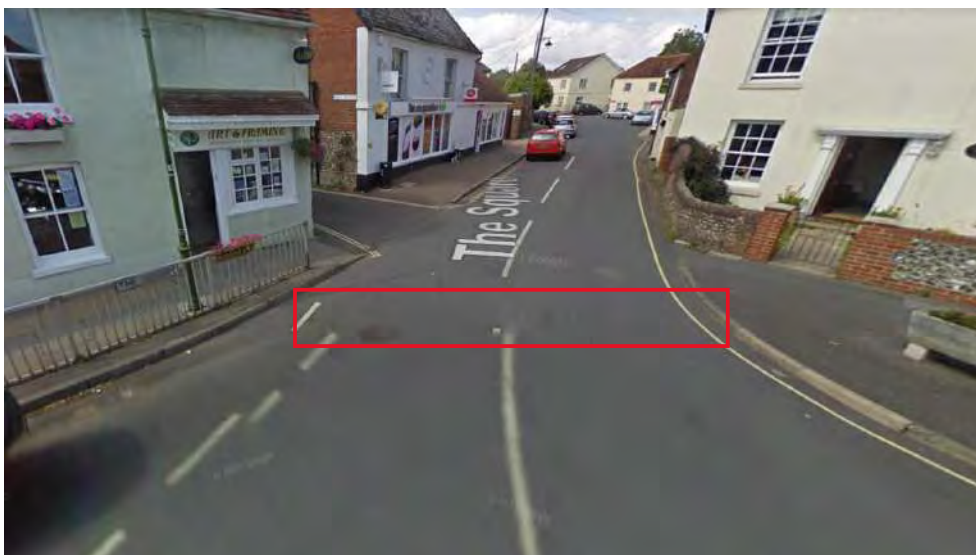


Angled crossing as shown above as driveway opposite the footway.

Tactile paving over the B2147 The Square = £500 per side = £1000



Two potential routes could be improved in this location with tactile paving, but difficult to accommodate both routes due to potentially confusing layout of tactile paving as they would overlap each other outside Co-op.



Alternative location of crossings would require the removal of the existing pedestrian guard railing and a new section of dropped kerb on the northern side. This option has been costed below:

Tactile paving over Kings Street = £500 per side =	£1000
Tactile paving and dropped kerbs over The Square = £1000 per side =	£2000
Allowance for removal of some of existing guard railing =	£500
TOTAL COST OF WCHAR IMPROVEMENTS	£18,500

STEVE JENKINS

Partner

for i-Transport LLP

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Report Number

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

Job No:

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1. Scheme Details

1.1. Scheme Client / Developer

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Tel:

1.4. Design Team Leader

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Organisation: i-Transport LLP
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1.5. Scheme Location and Description of Highway Works

To deliver vehicular access to the proposed development of 210 new homes, two simple priority junctions are proposed from Long Copse Lane. Wider improvement works are also proposed for Long Copse Lane between the eastern most site access and Hollybank Lane.

The highway improvement scheme includes:

- *An eastern site access suitable to accommodate the level of development proposed with 2.4m x 34m visibility splays;*
- *Works to the carriageway edge to achieve a 5.5m width;*
- *A pedestrian connection to Wraysbury Park Drive;*
- *The formalisation of an existing layby parking area on Long Copse Lane;*
- *A pedestrian and cycle connection to Redlands Lane;*
- *Upgrading of Redland Lane to provide an all-year surface;*
- *An off-road cycleway on Redlands Lane (road) to connect to the Hampshire Farm development;*
- *Further local road widening on Long Copse Lane to 5.5m retaining all but one Category A tree;*
- *Widening of the bend on the approach to Hollybank Lane (near the start of BOAT66a) and the provision of new footway (initially laid out as a verge) with a no-dig construction method used to avoid a Category A tree; and*
- *Improved forward visibility around the bend on the approach to Hollybank Lane.*

The objectives of the overall site access strategy are to achieve:

- *Safe and suitable access to the site;*
- *The take up of the opportunities for sustainable transport modes, to reduce the need for major transport infrastructure; and*
- *Improvements within the transport network that cost effectively limit the significant impacts of the development and seek to retain the character of Long Copse Lane.*

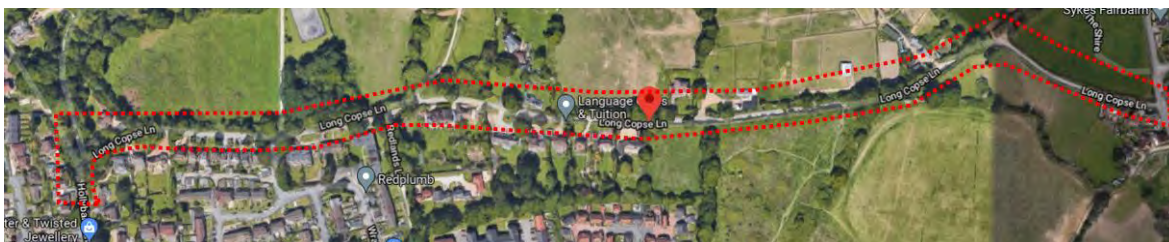
In addition, the agreed site access works include a solution to a local surface water flooding issue. In summary, water currently runs from the site in a way that is not attenuated – as part of the access works this water will be prevented from flowing on to the road and thereafter flooding properties to the south of the lane which currently happens from time to time. This will be achieved through a new combined highway and surface water pipe under the Long Copse Lane carriageway that will receive surface water from gullies which will render the existing ditches in part redundant. The water will be carried in a 600m long pipe to a basin in HBC controlled land to the east. This is not standard practice but is agreed with HCC (both as local Highway Authority and LLFA) and with HBC who all recognise this improvement will provide significant benefit for residents on Long Copse Lane - those of which who are at the low point suffer consequences when flooding periodically occurs. HCC have also agreed a suitable arrangement for the ongoing maintenance of this solution in the future – this will be delivered and funded by the application site.

1.6. WCHAR Study Area

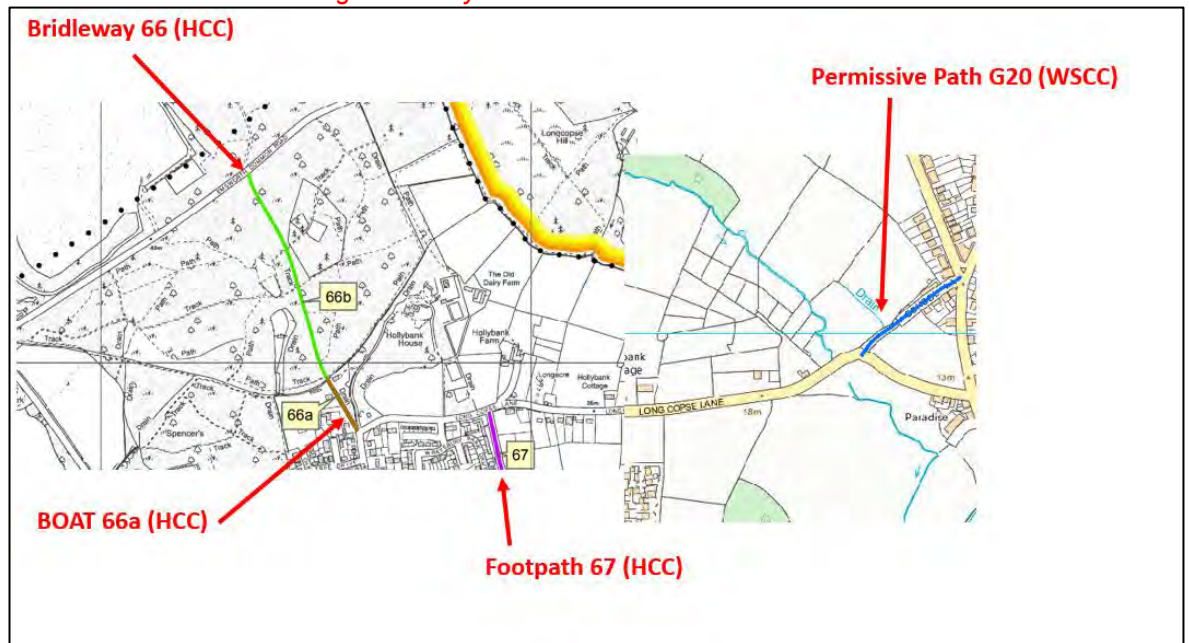
A series of separate WCHARs have been completed for the routes below:

- *Emsworth Train Station and Emsworth centre (taken as Emsworth Co-Op)*
- *Southleigh Co-Op*
- *Westborne Co-Op*
- *St James Primary (walking only)*
- *Warblington Secondary School (cycle only)*

This WCHAR study area is focused on Long Copse Lane itself and equestrian use.



The extent of local Public Rights of Way is shown below.



The WCHAR study area includes all of Long Copse Lane from Hollybank Road to its junction with North Street.

The designated equestrian provision is BOAT66a which lead to Bridleway 66. The HCC Definitive Statement describes this as:

“A Byway Open to All Traffic (BOAT66a) and Bridleway (BW66) running from Hollybank Lane northwards along 8” wide gravel track and cinder track to Emsworth Common Road”

2. WCHAR Assessment

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

The Manual for Streets has been reviewed which states:

“Internal permeability is important, but the area also needs to be properly connected with adjacent streets. A development with poor links to surrounding areas creates an enclave which encourages movement to and from it by car rather than other modes”
(Ref: MfS 4.25)

In addition, MfS states:

“Residential areas adjacent to one another should be well connected” (Ref: MfS 4.2.7).

Hampshire County Council TG19 – Walking, Cycling and Horse-Riding Assessment and Review (WCAHR) has been reviewed which states:

“The Assessment is the first stage of the process and should be carried out during the initial stages of planning a scheme, to investigate the existing infrastructure and identify potential opportunities to improve conditions for people walking, cycling and where appropriate, riding horses. It shall include the needs of all potential users such as people using mobility aids, prams/buggies, and the range of cycles available. It is important to identify these issues at an early stage as this will help the Design Team to achieve the best possible outcome for these users.” (Ref: TG19 1.3).

In addition, TG19 states:

“The Design Manual for Roads and Bridges General Principles document GG 142 sets out the procedure for undertaking a Walking, Cycling and Horse-Riding Assessment and Review.” (Ref: TG19 2.1).

Hampshire Local Transport Plan 2011-2031 has been reviewed which states:

“Policy Objective 12: Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.” (Ref: HLTP 2011-2031 pg.20).

There are no equestrian specific policies or strategies.

2.2. Collision data

Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for the period between 1 August 2013 and 31 December 2020.

There have been no injury accidents recorded along the corridor between Hollybank Lane, Long Copse Lane, Wraysbury Park Drive and the junction of Long Copse Lane / North Street in the 7 year period.

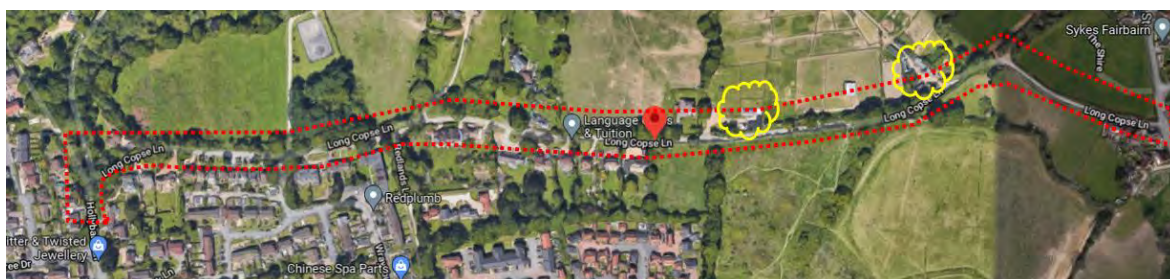
2.3. Multi-modal transport services and interchange information

There are no relevant multi-modal elements or interchanges. There are two stables within the study area. The route between the stables and BOAT66a (i.e. using Long Copse Lane) is the principle existing and future equine desire line.

2.4. Trip generators

There are four four stables and a livery within the study area. Two groups of stables and the livery will be removed as part of the development as these are within the site. The two remaining stables are the key retained equine trip generators. The development is likely to reduce equine trips, albeit some new residents may own horses and choose to stable them at one of these existing facilities. The route between the retained stables and BOAT66a (i.e. using Long Copse Lane) is the principle existing and future equine desire line.

A plan is provided below with the retained stables shown yellow



2.5. Site Visits

Site visits to Long Copse Lane and the surrounding area have been completed on:

- 2/12/17
- 11/12/17
- 1/2/18
- 5/4/18
- 16/7/19
- 18/9/19
- 30/9/19
- 30/11/21
- 08/12/21
- 03/1/22 (Bank Holiday)

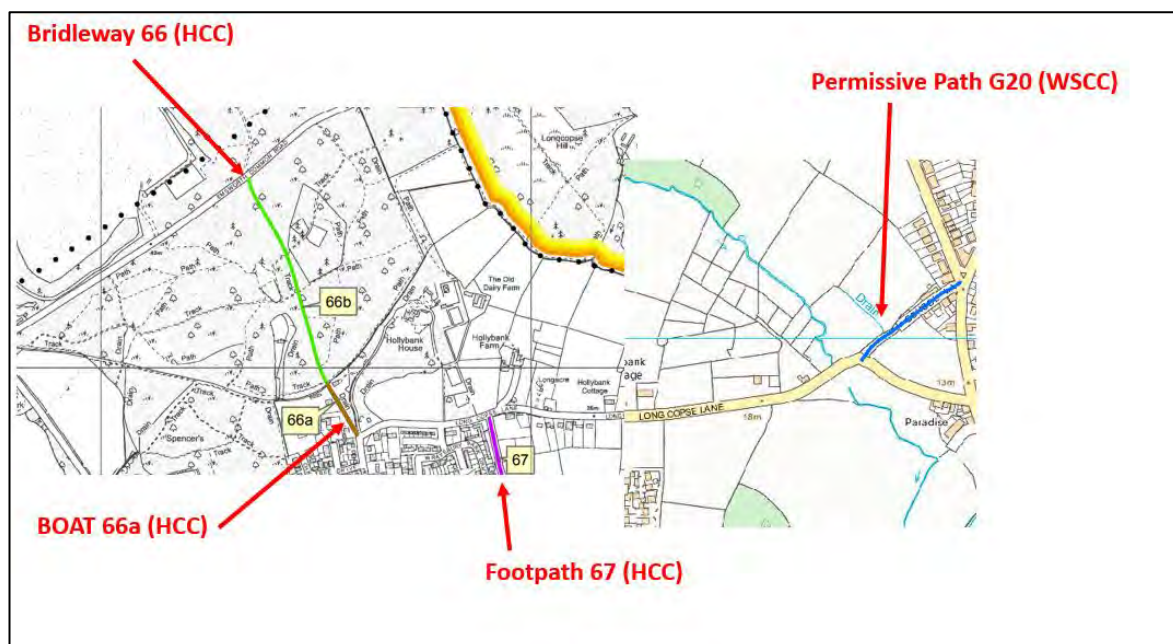
Site visits have taken place on weekdays, at weekends and on a Bank Holiday at various times of day. No equestrian use has been observed within the study area, except for one day (Bank Holiday January 2022), however whilst the site visits have been numerous it is accepted that they only represent a snap-shot in time. Equestrian warning signs are erected on Long Copse Lane on the westbound approach from North Street

2.6. Liaison with key stakeholders

Considerable wider engagement has been completed with HCC in respect of the site access strategy and the need for and design of a comprehensive scheme of improvements to Long Copse Lane and off-site improvement measures. In addition, detailed discussions have taken place with HCC in their role as Lead Local Flood Authority (LLFA) leading to the agreement of a major surface water drainage scheme for Long Copse Lane which will provide significant public benefit by solving an existing surface water and localised flooding issue affecting properties on Long Copse Lane and beyond. The HCC Rights of Way team have also been consulted on the proposed and have been engaged in dialogue since 2018.

2.7. Existing pedestrian, cyclist and equestrian facilities

The extent of local Public Rights of Way is shown below:



The WCHAR study area includes all of Long Copse Lane from Hollybank Road to its junction with North Street.

The designated equestrian provision is BOAT66a which lead to Bridleway 66. The HCC Definitive Statement describes this as - "A Byway Open to All Traffic (BOAT66a) and Bridleway (BW66) running from Hollybank Lane northwards along 8" wide gravel track and cinder track to Emsworth Common Road".

BOAT66a leading to BW66 has an all-weather surface which has been improved in recent years. The route from the stables to BOAT66a is the Long Copse Lane carriageway. Long Copse Lane currently operates as a shared surface lane with no dedicated equestrian or pedestrian facilities. Long Copse Lane is a single carriageway road c.4.5m wide along the study area. It is subject to a 30mph speed limit along the site frontage.

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

No existing walking, cycling or horse-riding survey data is available. Nine separate site visits have taken place on weekdays, at weekends and on a Bank Holiday and at various times of day. No equestrian use has been observed within the study area except for one day (Bank Holiday January 2022), however whilst the site visits have been numerous it is accepted that they only represent a snap-shot in time. Equestrian warning signs are erected on Long Copse Lane on the westbound approach from North Street and it is very likely that there is some equestrian use of Long Copse Lane.

Existing traffic flows were recorded through seven-day Automatic Traffic Count (ATC) surveys undertaken between 31 January 2018 and 8 February 2018 on Long Copse Lane. This shows the following peak hour use:

Morning peak hour: 50 movements

Evening peak hour: 60 movements

Records 85thtile traffic speeds on Long Copse Lane are very low ranging between 21mph and 26mph.

In terms of latent demand potential, the development removes two groups of stables and a livery and there will be two remaining stables within the study area, these are the key equine trip generators. The development is likely to reduce equine trips locally, albeit some new residents may own horses and choose to stable them at one of the retained facilities. The route between the stables and BOAT66a (i.e. using Long Copse Lane) is the principle existing and future equine desire line.

The traffic impact analysis of the proposed development indicates that a development proposal of up to 260 homes (which is the totality of the overall allocation proposed by HBC as opposed to the current development proposal) is likely to generate a maximum 155 two-way vehicle movements during the weekday peak hour periods, equating to less than three additional vehicles per minute. The majority of these traffic movements will route west from the site to Hollybank Lane.

*An assessment of the increased traffic on the eastern extent of Long Copse Lane (i.e. that part in WSCC) has been completed. As part of this assessment the development impact on WSCC's network was quantified at 22 two-way movements through the North Street junction in the morning peak and 26 two-way movements in the evening peak. WSCC have confirmed they have no objection to the proposed development. (**Appendix A**).*

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

Details of liaison with local user groups and the wider public is set out below:

- Two pre-application meetings with the Council, the first in December 2017*
- Highways-specific pre-application engagement and meetings beginning in 2017*
- A presentation to the Development Control Forum in April 2018.*
- A website dedicated to the proposed development, providing general imagery about the proposals as well as plans and proposal documents for review, as well as notifications for further consultation events.*
- Two public consultation events were held in the Emsworth Community Centre on the 21st of March 2018 between 17:30 and 20:30, and on the 23rd of May 2018 between 17:30 and 20:00. The key principles of the proposed development were presented via exhibition boards and consultants were present to assist with providing more information and answering queries.*
- Feedback from the public consultations was collated and responses were set out in an update leaflet sent out to near neighbours of the site in October 2018.*
- Engagement with Natural England regarding Bechstein's Bat and nitrogen mitigation from 2019 to 2021.*
- Engagement with South Downs National Park regarding Lighting and Dark Skies in 2021.*
- Responses to the Local Plan consultation at Reg 19 stage and to clarify questions raised by the Inspector (Matters and Issues for the Examination – Stage 1 Hearings)*

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.

3.1. General

*The scheme provides improvements to the carriageway width on Long Copse Lane which will allow greater width for the passing of traffic and equestrian users. The scheme will also deliver a new carriageway surface and edge detail along with a comprehensive drainage scheme fundamentally improving conditions for all users. The scheme drawings are included in **Appendix B**.*

3.2. Strategic Opportunities

The delivery of a strategic drainage scheme as part of the highway works will provide improved conditions for all users. In addition the scheme will provide improved walking and cycling routes to key destinations the south including better walking and cycling access to Emsworth and Westbourne which will promote these routes over the use of Long Copse Lane.

*The widening of Long Copse Lane and provision of an on-site east/west walking route as shown on the updated Masterplan (**Appendix C**) will also provide existing pedestrians with the opportunity to walk within the site as opposed to using the Long Copse Lane carriageway. This will provide an alternative connection to BOAT66a.*

3.3. Walking Specific Opportunities

The proposed highway works provide opportunities that would benefit pedestrians within the study area by delivering new and improved walking and cycling routes to the south through Redlands Lane and Wraysbury Park Drive. This includes a new surface and width improvements on Redlands Lane to enable cycle use and a series of local accessibility improvements through the Wraysbury Park Drive area. In addition, the provision of a walking route within the site will give the opportunity for existing pedestrians walking on Long Copse Lane between Westbourne and Hollybank Lane the complete part of that journey in a traffic free environment and provide an enhanced linkage to BOAT66a.

3.4. Cycling Specific Opportunities

The proposed highway works provide opportunities that would benefit cyclists within the study area by delivering a greater width of usable carriageway on Long Copse Lane. The drainage improvement scheme will also remove areas of standing water which can cause difficulties for cyclists. Furthermore new and improved walking and cycling routes to the south through Redlands Lane and Wraysbury Park Drive will be provided. In addition, the provision of a route within the site will give the opportunity for existing cyclists on Long Copse Lane between Westbourne and Hollybank Lane the complete part of that journey in a traffic free environment and provide an enhanced linkage to BOAT66a.

3.5. Horse-Riding Specific Opportunities

The proposed highway works provide opportunities that would benefit equestrian users within the study area by delivering a greater width of usable carriageway on Long Copse Lane.

The British Horse Society Guidance for Drivers recommends a four 'Simple Steps for Drivers', three of which are set out below along with details of how the existing and proposed conditions will aid equestrian safety and use.

- 1. **Slow Down to a maximum speed of 15mph** – The existing 85th percentile speeds on Long Copse Lane are between 21-26mph. These are automatically measured speeds and reflect 'free flow' conditions meaning it is likely that drivers currently pass any equestrians at a lower speed likely to be in accordance with the guidance.*
- 2. **Be patient** – The improvement scheme will provide a greater useable width and provide an alternative route for some walkers and cyclists. This has the potential to reduce the occurrence of drivers meeting both equestrian, pedestrian and cycle users at any one time.*
- 3. **Pass the horse wide and slow with at least a cars width if possible** - The improvement scheme will deliver a 5.5m carriageway width for around 350m of Long Copse Lane. This width improvement is over the totality of that part of Long Copse Lane which will experience any material increase in vehicle traffic. The improvement scheme will enable cars to pass equestrians (Typical width 1.525m ref: DMRB CD143 5.17) and motorised traffic (Typical width 2.0m) to pass with a cars width (2.0m) i.e. a 5.5m total width enables the use of Long Copse Lane to comply with the British Horse Society Guidance for Drivers.*

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:	Steve Jenkins
Title/Position:	Partner
Organisation:	i-Transport
Signature:	
Date:	28/1/22

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:	Steve Jenkins
Title/Position:	Partner
Organisation:	i-Transport
Signature:	
Date:	28/1/22

Appendix A – WSCC Response to planning application

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Havant Borough Council FAO: Adrian Ellis
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	13 October 2021
LOCATION:	Land north of Long Copse Lane, Emsworth, PO10 7UN
SUBJECT:	APP/21/00893 Outline planning application for demolition of the existing buildings and the erection of a new residential scheme (C3 use of approximately 210 dwellings to include affordable housing) and associated landscaping, access and supporting infrastructure, all other matters reserved.
DATE OF SITE VISIT:	
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	n/a

The application is for the construction of 210 dwellings at Land North of Long Copse Lane, Emsworth, Hampshire. This response only deals with the impacts of the development on the West Sussex road network.

Pre application discussion took place with the applicant's transport consultants in August 2018 and April 2021

Personal Injury Accidents

No PIA have been recorded along the WSCC section of Long Copse Lane in the previous 5 year period.

Trip Generation / Distribution / Assignment

The trip generation developed utilising TRICS and distribution via census journey to work and a gravity model is accepted. All trips to Chichester district including Westbourne (and other locations in West Sussex) are routed along Long Copse Lane to the east of the site and as such the assignment is acceptable.

The development is anticipated to result in an additional 22 AM peak and 26 PM peak two way movements at the Long Copse Lane / North Street junction and as such no modelling of the junction is required.

Long Copse Lane

The air quality management plan calculates the daily traffic east of the access along Long Copse Lane as 791 daily movements (an increase of 190 over a no development scenario) and as such the effective single carriageway with passing places arrangements would remain acceptable.

Due to the width of Long Copse Lane the applicant has provided information on the inter visibility of passing places along the Lane. Drawing ref ITB13525-GA-019 details that suitable visibility splays are provided in line with Manual for Streets guidance for a 30mph road, with a minimum visibility of 33m in proximity to the junction of North Street where speeds would be lower.

It is recognised that the increase in vehicles may have a negative effect on the perception of safety for Non Motorised users of the lane however this would not result in an objection.

Construction Management Plan

It is expected that a CMP would be secured should permission be granted, and it is expected that HGV vehicles would be expected to access the site via the HCC highway network.

Conclusion

No objection is raised to the application subject to the following condition.

Construction Management Plan

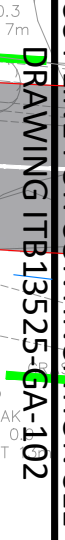
No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Stephen Gee
West Sussex County Council – Planning Services

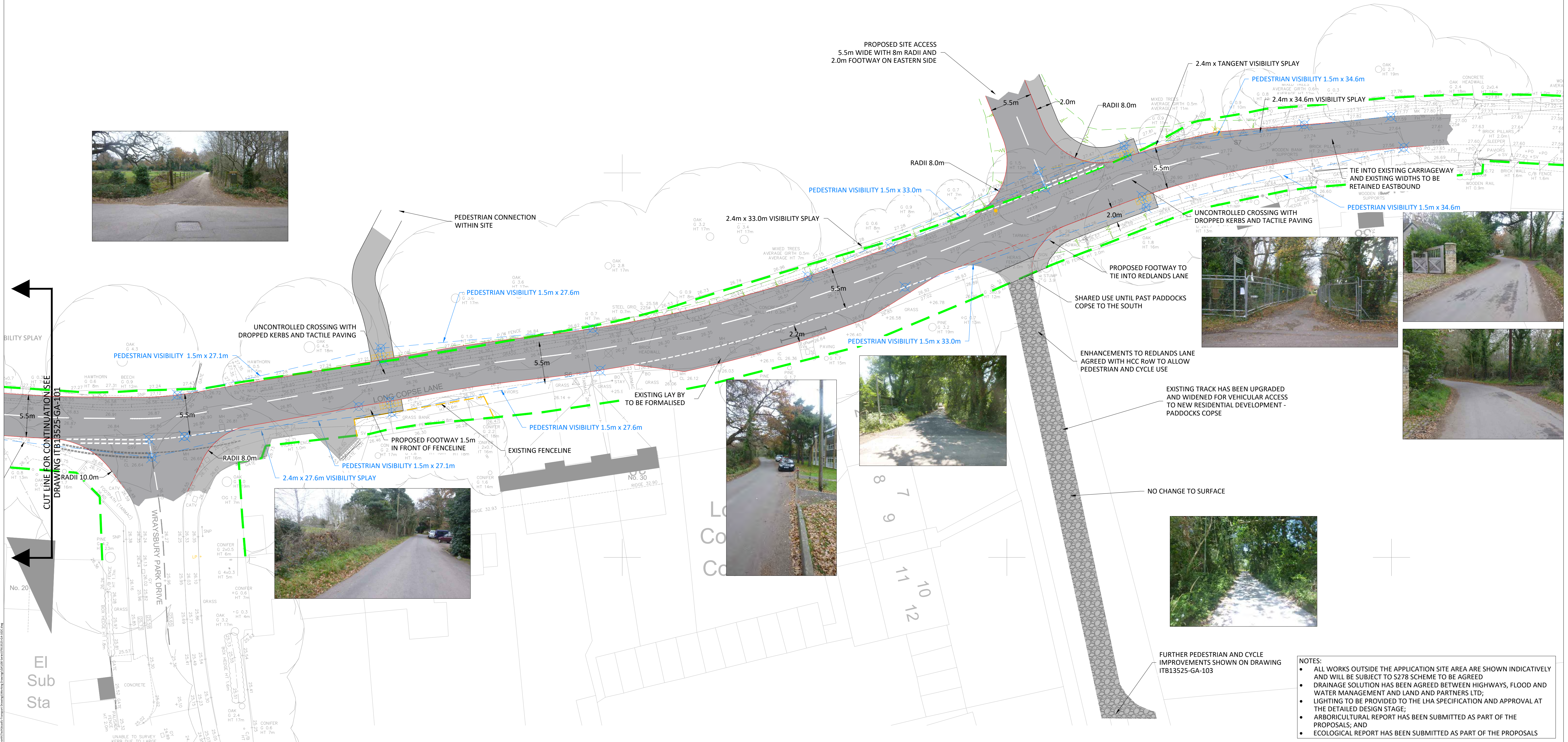
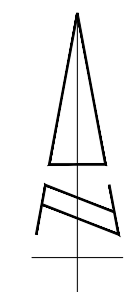
Appendix B – Long Copse Lane improvement drawings



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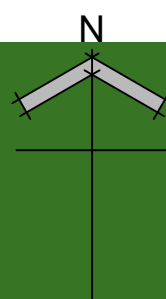
No. 71

- NOTES:
- DRAINAGE SOLUTION HAS BEEN AGREED BETWEEN HIGHWAYS, FLOOD AND WATER MANAGEMENT AND LAND AND PARTNERS LTD;
 - LIGHTING TO BE PROVIDED TO THE LHA SPECIFICATION AND APPROVAL AT THE DETAILED DESIGN STAGE;
 - ARBORICULTURAL REPORT HAS BEEN SUBMITTED AS PART OF THE PROPOSALS; AND
 - ECOLOGICAL REPORT HAS BEEN SUBMITTED AS PART OF THE PROPOSALS



- NOTES:
- ALL WORKS OUTSIDE THE APPLICATION SITE AREA ARE SHOWN INDICATIVELY AND WILL BE SUBJECT TO S278 SCHEME TO BE AGREED
 - DRAINAGE SOLUTION HAS BEEN AGREED BETWEEN HIGHWAYS, FLOOD AND WATER MANAGEMENT AND LAND AND PARTNERS LTD;
 - LIGHTING TO BE PROVIDED TO THE LHA SPECIFICATION AND APPROVAL AT THE DETAILED DESIGN STAGE;
 - ARBORICULTURAL REPORT HAS BEEN SUBMITTED AS PART OF THE PROPOSALS; AND
 - ECOLOGICAL REPORT HAS BEEN SUBMITTED AS PART OF THE PROPOSALS

Appendix C – Updated site masterplan



Drawn by: _____ Checked by: _____

Date: _____

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Revisions

Rev	Date	Drawn	Checked
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Project:
LAND NORTH OF LONG COPSE LANE
EMS WORTH

Drawing Title:
SKETCH MASTERPLAN



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design partnership
Selwyn House, 32a Castle Way, Southampton, SO14 2AW
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Scale: 1:1000 © A1

Dwg No: 170116/SL/SK1 Rev: S

1:1000 0 10 20 40 70 100 M