



SALTMARSH LANE, HAYLING ISLAND

WALKING, CYCLING AND HORSE-RIDING ASSESSMENT & REVIEW

October 2022

Hayling Island Builders

**RESIDENTIAL DEVELOPMENT
SALTMARSH LANE
HAYLING ISLAND**

WALKING, CYCLING AND HORSE-RIDING ASSESSMENT & REVIEW

CONTROLLED DOCUMENT

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Hayling Island Builders

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**RESIDENTIAL DEVELOPMENT
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HAYLING ISLAND**

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1. INTRODUCTION

- 1.1 This Walking, Cycling and Horse-Riding Assessment Report (WCHAR) has been prepared by Paul Basham Associates on behalf of Hayling Island Builders to support a Planning Application for a residential development of up to 60 dwellings at Land to the south of Saltmarsh Lane, Hayling Island. This WCHAR considers the needs of people walking, cycling, or riding horses within the vicinity of the site. The approximate site location is demonstrated in **Figure 1**, whilst the current masterplan is included at **Appendix A**.



Figure 1: Approximate Site Location

Planning History

- 1.2 The site is subject to a live planning application, during which a number of comments were provided by Hampshire County Council (HCC) in its role as the Local Highway Authority on May 6th 2022, attached as **Appendix B**. As part of these comments, the requirement for a WCHAR was raised and therefore this audit has been produced in order to address that requirement.

Review of Policies and Strategies

- 1.3 The following documents have been considered as part of the development proposals and this assessment:
- o Hampshire County Council's Local Transport Plan 3 (2011-2031);
 - o Hampshire County Council's Walking Strategy (2016);
 - o Hampshire County Council's Cycling Strategy (2015);
 - o LTN 1/20

Site Visit

- 1.4 A recent site visit was completed by Paul Basham Associates to inform this audit which was carried out in July 2022 during daylight hours and dry weather conditions. The audit has been completed in accordance with GG142 Standards for Highways and Hampshire County Council TG19 'Walking, Cycling and Horse-Riding Assessment and Review'. The site visit included walking along all available pedestrian, cycle and equestrian facilities within the extents identified by HCC within their comments, including all relevant crossing points and trails. The specific route below was chosen based upon pedestrian desire lines and movements. The study area of this WCHAR is shown in **Figure 2**.

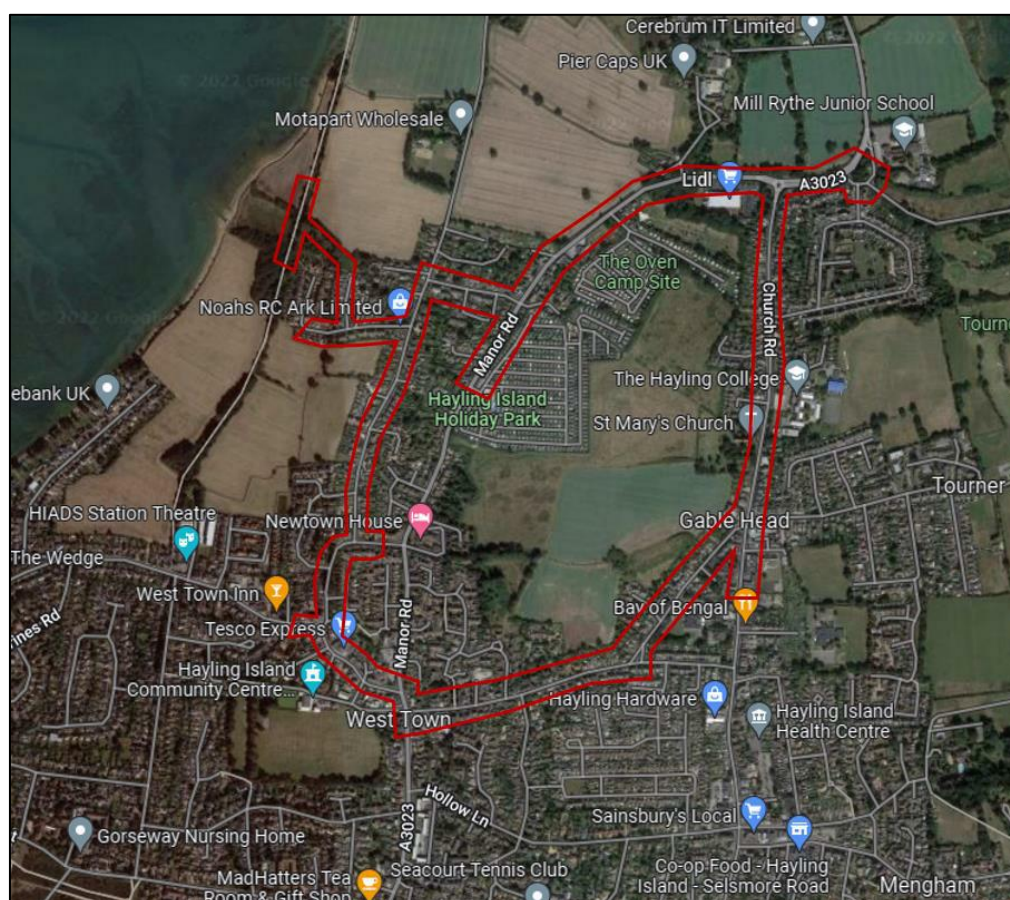


Figure 2: Scope of Assessment

- 1.5 The level of use and condition/suitability of each route during the site visit was recorded and potential improvements, repairs and connections were considered. The primary findings of the site visit were:
- o Evidence of horse riders within the study area, not within the immediate surroundings;
 - o Evidence of cyclists within the study area were observed;
 - o Multiple pedestrian movements during the study area visit; and
 - o No passengers have been observed waiting at the local bus stop on Manor Road.

Consultation with Key Stakeholders

- 1.6 Discussions have taken place with key stakeholders through the pre-application and planning application process, including Hampshire County Council.

Proposed Development Scheme

- 1.7 The proposed development is located at Land to the south of Saltmarsh Lane and is proposed to provide 60 residential dwellings. The site will be served via a newly constructed bellmouth junction provided in the same position as the existing vehicle crossover routing between properties 64 and 64a. The development proposes suitable access, carriageway and turning head geometries for the relevant vehicle manoeuvres and also provides implementation of tactile paving to facilitate safe movement of pedestrians. Vehicle and cycle parking provision is within the guidelines set out in Havant Borough Council's Parking Supplementary Planning Document.

2. EXISTING NETWORK CONDITIONS

Public Transport Services and Interchange Information

- 2.1 The closest bus stop is located approximately 500m to the east (6-minute walk or 2-minute cycle) at Brights Lane on Manor Road, which is named Brights Lane Bus Stop. Brights Lane Bus Stops have satisfactory conditions, comprising of flags and timetable information.
- 2.2 On Hayling Island there are 2 buses that serve the area on the same route in different directions. The 31 service (running clockwise towards Havant) and the 30 service (running anticlockwise towards Eastoke) both operated by Stagecoach bus company.
- 2.3 Both buses service the south and west of Hayling Island, passing through West Town, East Stoke, Selshire, South Hayling, Gable Head, Fleet, Stoke and then north into mainland Langstone Road, Havant and Havant Station (see **Figure 3** for the Hayling Island Bus Route). Refer to **Figure 4** for a local view of bus stops and routes in relation to the site.

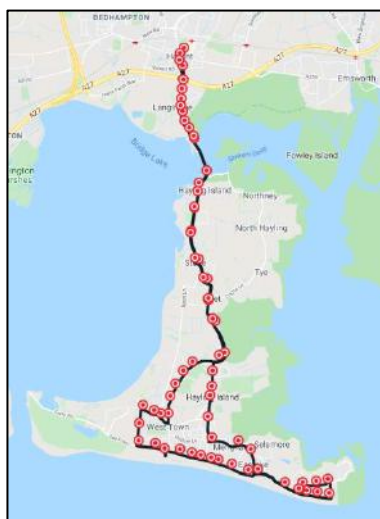


Figure 3: Bus routes (30 and 31) and stops for Hayling Island and Havant on a regional scale.

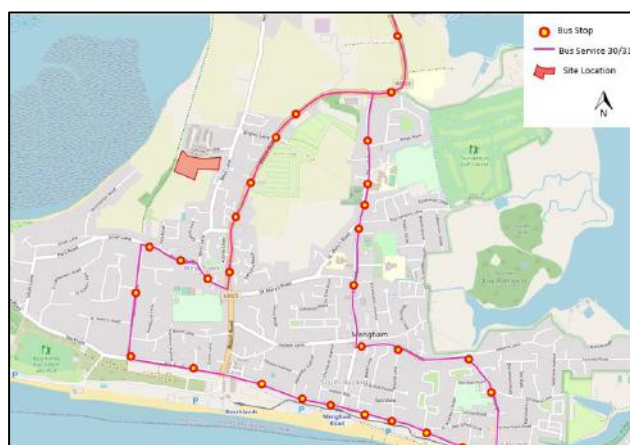


Figure 4: Bus routes (30 and 31) and stops for Hayling Island on a local scale.

- 2.4 These bus services, as summarised in **Table 1**, operate every 15-20 minutes, and take approximately an hour to circle the island. Due to the frequency of the services, there would be an opportunity to promote these buses as a form of sustainable transport for residents.

Service	Bus Stop Location	Route	Operator	Frequency		
				Mon-Fri	Sat	Sun
30	Brights Lane	Havant Bus Stop B – Hayling Island – West Town – Beachlands – Eastoke – Mengham – Hayling Island – Havant (B)	Stagecoach	Every 30 minutes between 11am-3pm (Varied occurrence all other times (AOT))	Every 30 minutes between 9am-6pm (Varied occurrence AOT)	Every Hour between 9:30am-5:30pm (Varied occurrence AOT)
31	Brights Lane	Havant (B) – Hayling Island – Mengham – Eastoke – Beachlands – West Town – Hayling Island – Havant (B)	Stagecoach	Every 30 minutes between 11am-3pm (Varied occurrence AOT)	Every 30 minutes between 8:30am-5:30pm (Varied occurrence AOT)	

Table 1: Local Bus Services

Rail and Maritime Services

- 2.5 There is no railway station on Hayling Island. However, the bus services stop at Havant Railway Station, the closest rail service to the site and it is also reachable by cycle via the Hayling Billy Trail and subsequent off-road cycle routes which combine to provide an entirely off-road route between the site and the station. Havant Railway Station is equipped with car and cycle parking and is staffed Monday-Friday during daytime operational hours. It provides direct access to destinations such as Portsmouth Harbour, Southampton Central, Brighton, London Victoria and London Waterloo. These services operate at a frequency of two services per hour to Southampton Central, Brighton and London Victoria, three per hour to London Waterloo and five per hour to Portsmouth Harbour. Havant Railway Station therefore provides opportunities for journeys to these key destinations to be made by public transport and reduce the necessity for car travel.
- 2.6 There is also a tourist railway service named “Hayling Seaside Railway” that stops at Eastoke Corner and Beachlands but only runs along the seafront, thus, is mainly used for leisure and tourist purposes.

- 2.7 A commercial ferry service is also available from Ferry Road, with the Hayling Ferry operating between the Hayling Terminal and Eastney Terminal in Portsmouth. The Hayling Terminal is located approximately 2.5km to the southwest of the site and operates an hourly frequency Monday-Sunday. This ferry link therefore provides a fast alternative to road-based transport between Hayling Island and Portsmouth.

Local Facilities

- 2.8 Local facilities journey distance and time has been summarised in **Table 2**. The below facilities are deemed the closer facilities future site users may utilise. Further facilities including The Hayling Island College (Church Road), Lidl (Manor Road), and Gable End Highstreet may pose an interest from future site users and therefore the site study area shown in **Figure 2** was generated with these facilities in mind.

Facility	Approximate Journey Distance (m)	Approximate Journey Time (Minutes)	
		Walking	Cycling
Place of Worship – St. Patrick’s Church	630	8	3
Restaurant – The Oven Cafe	730	9	4
Restaurant – Fish and Chip Shop	890	11	3
Supermarket – Tesco	920	11	3
Bank – Tesco ATM	920	11	3
Pharmacy – Lloyds Pharmacy	920	11	3
Supermarket – Lidl	1km	13	4
Community Centre	1.1km	14	4
Leisure – Hayling Island Cricket and Tennis Club	1.1km	14	4
Leisure – Hayling Park	1.1km	14	4
Public House – The Barley Mow	1.1km	14	4
Retail – Lucy Toy Store	1.2km	14	4
Post Office - Royal Mail	1.2km	15	5

Table 2: Key Facilities Journey Time and Distances

3. LOCAL WALKING, CYCLING AND EQUESTRIAN CONDITION ASSESSMENT

Assessment Criteria

- 3.1 For the routes to be suitable for pedestrians and/or cyclists they should:
- o Not give rise to road safety or personal safety concerns;
 - o Directly facilitate the desired journey without undue deviation or difficulty;
 - o Link origins and destinations;
 - o Be attractive and comfortable to use;
 - o Be accessible to disabled users and people with children and pushchairs; and
 - o Be continuous and not subject to severance or fragmentation.

Pedestrian and Cycle Conditions

Saltmarsh Lane

- 3.2 The first area of the WCHAR Site visit was Saltmarsh Lane, **Figure 5** demonstrates this area of assessment.

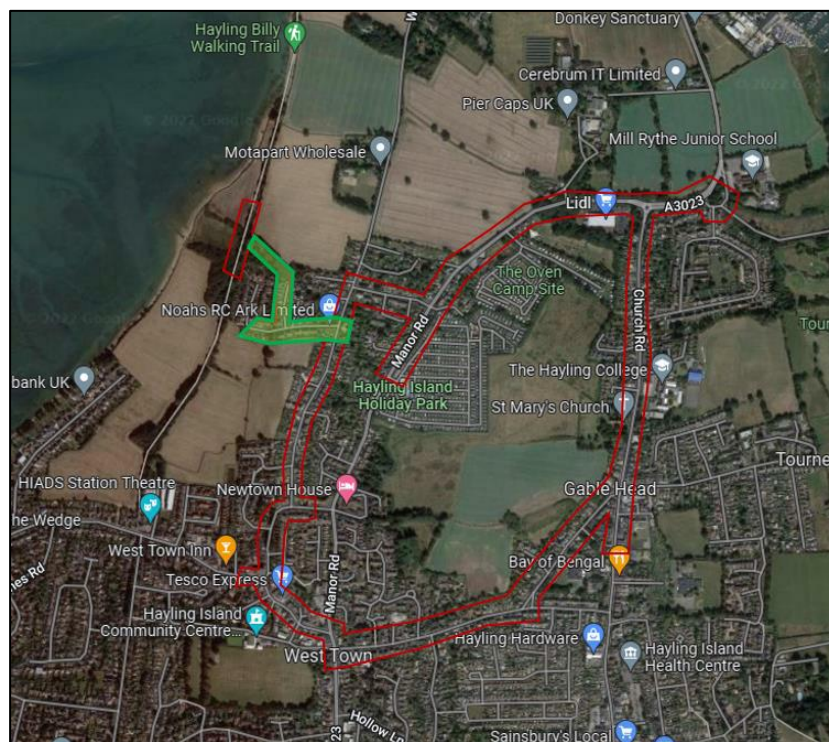


Figure 5: Saltmarsh Lane Site Visit Assessment

- 3.3 Along Saltmarsh Lane, in the immediate vicinity of the site, there are existing pedestrian footways along both sides of the carriageway measuring c. 1.5m in width which are street lit and often set back behind a c. 1m highway verge. These footways along Saltmarsh Lane connect to Denhill Close, whereby an unsurfaced footpath is provided at the north end of the close, connecting the pedestrian footways along Denhill Close to Hayling Billy Trail; the footways are shown in **Photographs 1-6**.



Photograph 1: Saltmarsh Lane junction from Manor Road



Photograph 2: Saltmarsh Lane Footway Conditions



Photograph 3: Denhill Close junction from Saltmarsh Lane



Photograph 4: Denhill Close footway conditions



Photograph 5: Denhill Close connection to Hayling Billy Trail



Photograph 6: Footpath between Hayling Billy Trail and Denhill Close

Hayling Billy Trail

- 3.4 **Figure 6** demonstrates the area of assessment for the Hayling Billy Trail. The Hayling Billy Trail is a footway and cycleway with an additional route provided for equestrian users, which forms an off-road element of the National Cycle Network Route 2 (as shown on **Figure 7**).

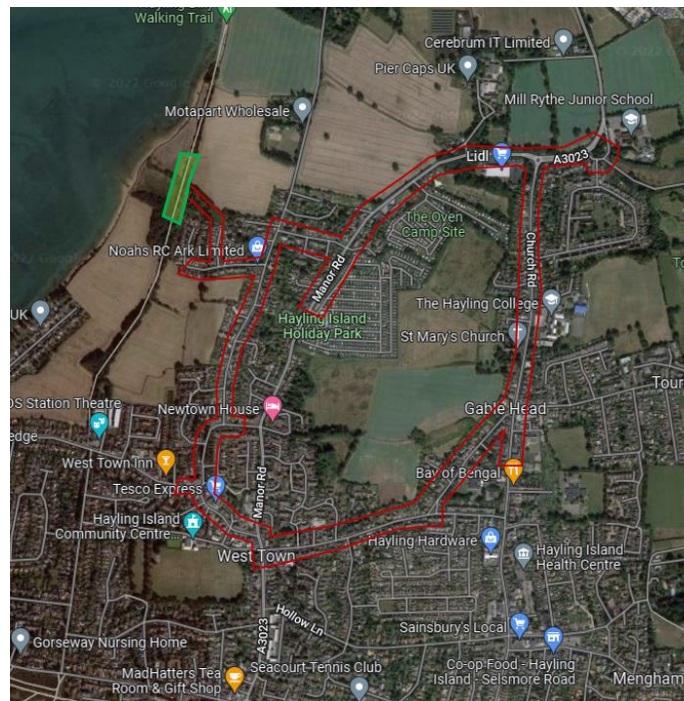


Figure 6: Hayling Billy Trail Site Visit Assessment

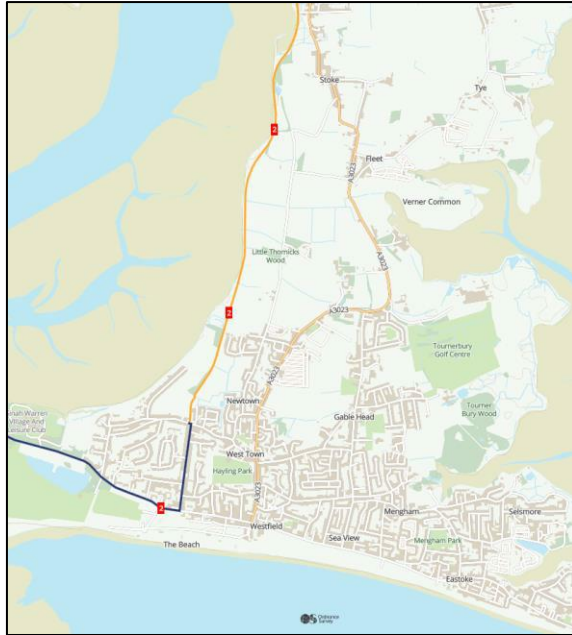


Figure 7: National Cycle Network Route 2 (Source: OS Maps)

- 3.5 The Hayling Billy Trail routes on a north-south alignment between Sinah Lane to the south and the very north point of Hayling Island, routing adjacent to the western boundary of the site, therefore providing a key sustainable transport corridor for the Island. This trail runs to the west of the site and can be accessed close to the site – approximately 125m along Denhill Close (300m north of the site and accessed via Saltmarsh Lane) provides a gated access to the trail. The footpath in relation to the site is shown within **Figure 8** and PRow routes are shown in **Figure 9**.



Figure 8: Location of the Hayling Island Billy Trail (demonstrated in green)



Figure 9: PRoW within Hayling Island (PRoW highlighted in light pink and the Hiking Trail in green).

3.6 The Hayling Billy Trail conditions has been demonstrated in **Photographs 7-8**.



Photograph 7: Hayling Billy Trail viewing southbound



Photograph 8: Hayling Billy Trail viewing northbound

West Lane

3.7 **Figure 10** demonstrates the area of assessment for West Lane. To the east of the site, Saltmarsh Lane joins West Lane via a priority junction. West Lane has footways measuring c. 1-1.5m in width depending on location on the western side of the carriageway, occasionally are set behind c.1-2m highway verge and are street lit; West Lane within the vicinity of Saltmarsh Lane is subject to a 30mph speed limit.

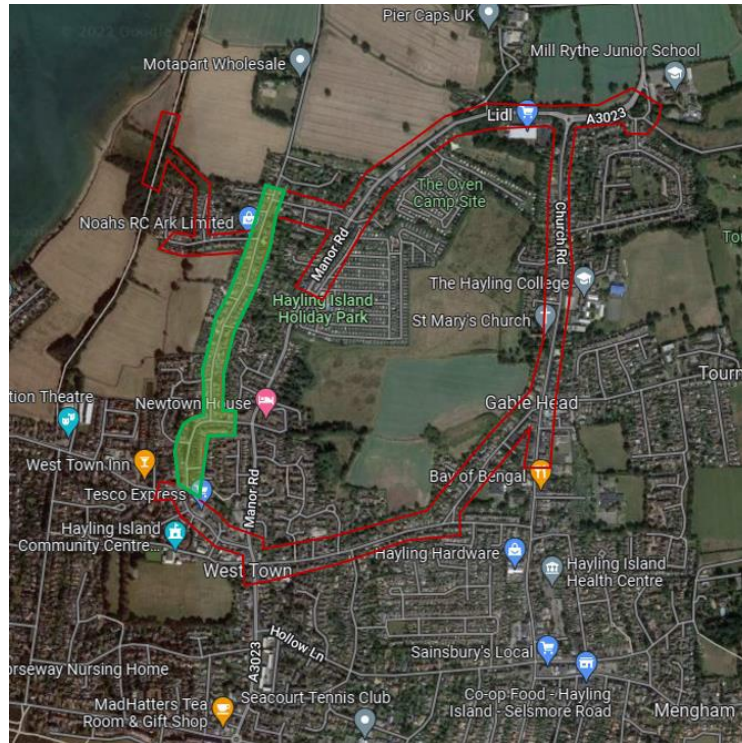


Figure 10: West Lane Site Visit Assessment

West Lane - Northbound

- 3.8 At the junction with Saltmarsh Lane there are dropped kerbs across Saltmarsh Lane running parallel to West Lane. The footway continues along the western carriageway side approximately 30m north of the junction with Saltmarsh Lane, where the footway terminates and continues on the eastern carriageway edge north up to and beyond Brights Lane. At present there are no crossing facilities at this point but there are dropped kerbs associated with driveways which combine to form an uncontrolled crossing point connecting the eastern and western footways to ensure continuous footway access. **Photographs 9-12** demonstrate these conditions.



Photograph 9: Saltmarsh Lane/West Lane Junction Conditions



Photograph 10: West Lane dropped kerbs viewing northbound



Photograph 11: West Lane conditions viewing southbound



Photograph 12: West Lane pedestrian conditions viewing northbound

West Lane – Southbound

- 3.9 West Lane headed towards West Town to the south of the site features dropped kerbs and tactile paving. The footway runs from Saltmarsh Lane junction where footways are featured on the northbound carriageway, measuring approximately 1.5m in width. The footways terminate at Charleston Close and no formal pedestrian footways are provided along the stretch of road between Charleston Close and Newtown Lane for 85m. At the West Lane/Newtown Lane junction a pedestrian crossing point with tactile paving and dropped kerbs is provided. Further pedestrian footways flank the northbound carriageway where the footways connect to Station Road, whereby a raised footway crossing with tactile paving is featured to facilitate the safe movement of pedestrians. **Photographs 13-20** demonstrates this section of West Lane pedestrian conditions.



Photograph 13: West Lane conditions viewing northbound towards Saltmarsh Junction



Photograph 14: Dropped Kerbs at Glebe Close/West Lane



Photograph 15: West Lane pedestrian signpost viewing southbound



Photograph 16: West Lane conditions



Photograph 17: West Lane tactile paving at West Lane/Newtown Lane junction



Photograph 18: West Lane conditions



Photograph 19: West Lane/Station Road junction Crossing



Photograph 20: West Lane/Station Road junction conditions

Brights Lane

- 3.10 **Figure 11** demonstrates the area of assessment for Brights Lane. Brights Lane routes east-west between West Lane to the west and Manor Road to the east. Footways flank both sides of Brights Lane which measure c. 1.5m in width. As Brights Lane crosses minor side roads dropped kerbs are provided, with tactile paving provided at the Brights Lane/Manor Road Junction. The existing conditions of Brights Lane are shown in **Photographs 21-24**.

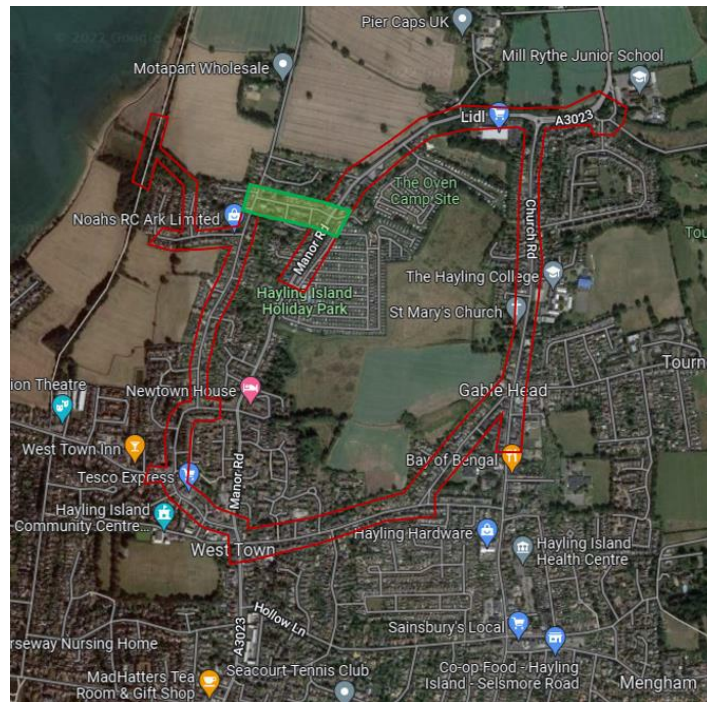


Figure 11: Bright Lane Site Visit Assessment



Photograph 21: Brights Lane Footway Conditions



Photograph 22: Brights Lane junction conditions



Photograph 23: Brights Lane viewing westbound



Photograph 24: Brights Lane/Manor Road junction conditions

Manor Road

- 3.11 **Figure 12** demonstrates the area of assessment for Manor Road. Brights Lane joins Manor Road via a priority junction. Manor Road (the A3023) forms one of the main roads through Hayling Island routing between the north and south of the island and is subject to a 30/40 mph speed limit depending on location.

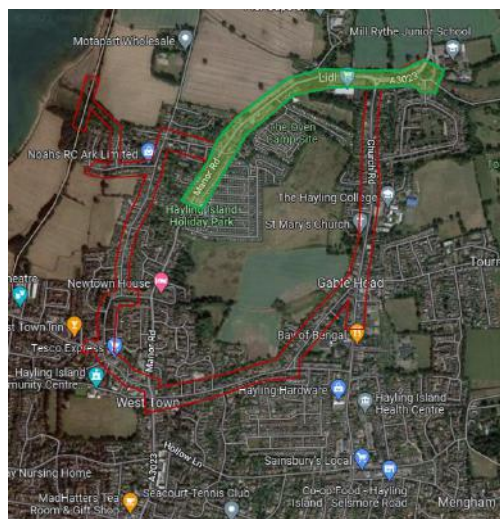


Figure 12: Manor Road Site Visit Assessment

- 3.12 In terms of pedestrian infrastructure, footways flank both sides of the carriageway which lead either north towards Church Road and Mill Rythe Schools and Hayling College. To the south Manor Road provides pedestrian connections towards West Town and the range of facilities within Hayling Island.
- 3.13 To the north of the junction with Brights Lane these footways measure 1.5m in width, flanking both sides of the carriageway until 135m north of the Brights Lane junction, whereby the northbound carriageway footway terminates and footways continue on the southbound carriageway. These footways follow the carriageway where it meets with Havant Road and Church Road at a roundabout 670m northeast. Pedestrian infrastructure such as dropped kerbs, tactile paving and pedestrian refuge islands are provided. The Manor Road footway is also shared with cyclists and provides a good cycle route south towards West Town.
- 3.14 **Photographs 25-32** demonstrate the pedestrian and cycle conditions along Manor Road within this WCHAR study area, alongside Manor Road, Havant Road and Church Road adjacent the roundabout.



Photograph 25: Manors Road footway conditions



Photograph 26: Manors Road footway terminates on northbound carriageway



Photograph 27: Pedestrian refuge island crossing Manors Road viewing eastbound



Photograph 28: Pedestrian dropped kerbs and refuge island at roundabout



Photograph 29: Start of the cycle lane on Church Road/Manors Road roundabout



Photograph 30: Pedestrian dropped kerbs and refuge island at roundabout crossing (Church Road)



Photograph 31: Pedestrian crossings along Havant Road east of the roundabout



Photograph 32: Pedestrian footways along Havant Road

Church Road

- 3.15 **Figure 13** demonstrates the area of assessment for Church Road. Church Road is a single carriageway road providing connections between the A3023 and Gable Head Highstreet. Pedestrian footways flank both sides of the carriageway measuring approximately 1.5m-2m in width at various points, often with a c.1m width highway verge. The footways are also featured with dropped kerbs, tactile paving and signalised crossings. It was noted on the site visit that a footpath situated north of St Mary's Church that heads west from Hayling College, towards Hayling Island Holiday Park; this acts as a potential shortcut route for individuals headed to The Hayling College, but is not lit and in winter conditions could be deemed inappropriate. **Photographs 33-34** demonstrate the existing pedestrian conditions.

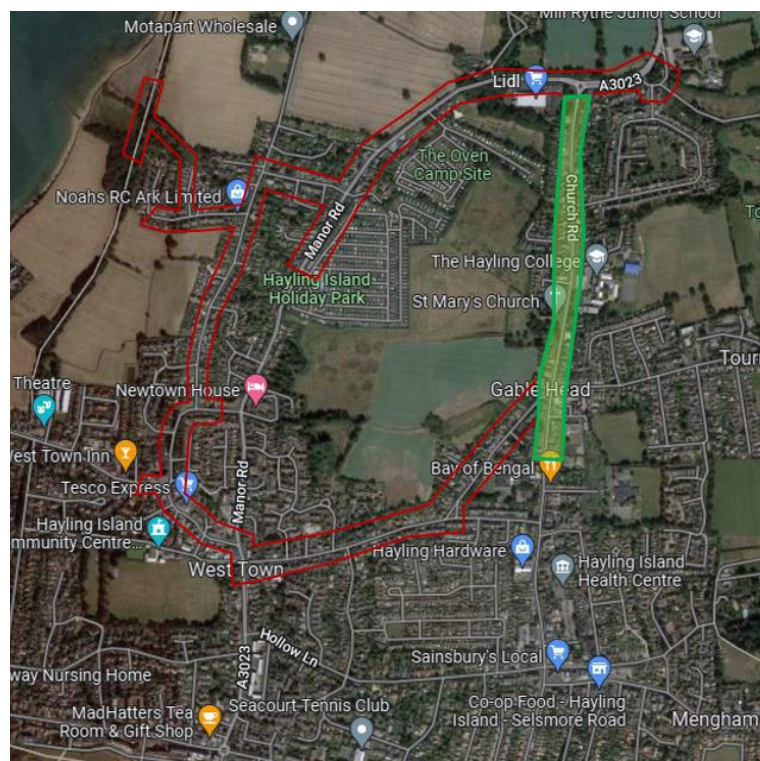


Figure 13: Church Road Site Visit Assessment



Photograph 33: Church Road pedestrian refuge viewing southbound



Photograph 34: Pedestrian dropped kerbs along Church Road viewing southbound



Photograph 33: Church Road pedestrian footway conditions adjacent The Hayling College viewing southbound



Photograph 34: Church Road signalised crossing

St Mary's Road

- 3.16 **Figure 14** demonstrates the area of assessment for St Mary's Road. St Mary's Road connects Church Road to Station Road (via Manor Road between St Mary's Road and Station Road) serving an east-west alignment. Pedestrian footways (measuring approximately 1.5m in width) are featured often on both sides of the road on the eastern portion of the carriageway beginning from Church Road; after the St Mary's Road/Cherrywood Gardens junction the carriageway only provides footways on the westbound side. Dropped kerbs are featured at private driveways and at junctions and a pedestrian refuge island is featured at the St Mary's Road/Manor Road junction. **Photograph 35-36** demonstrates the junction crossing conditions.

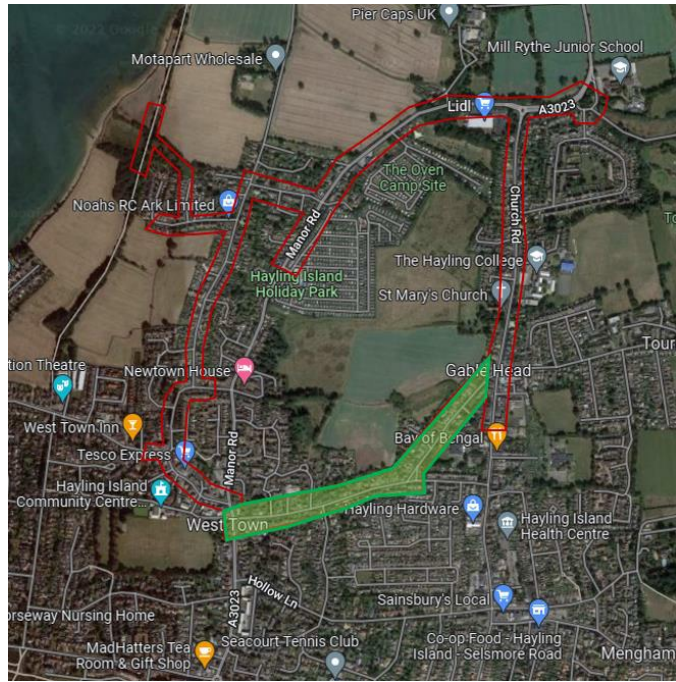


Figure 14: St Mary's Road Site Visit Assessment



Photograph 35: St Mary's Road pedestrian footway



Photograph 36: St Mary's Road/Manor Road Junction pedestrian refuge island

Station Road

- 3.17 **Figure 15** demonstrates the area of assessment for Station Road. Station Road routes along an east-west alignment and connects to the A303 Manor Road (an A-road routing through Hayling Island) to the east of the site. Station Road is also street lit and subject to a 30mph speed limit within the vicinity of the site. Pedestrian footways measuring approximately 1.5m in width flank both sides of the carriageway, featuring dropped kerbs, tactile paving and crossings. Approximately 180m west of the junction, Station Road becomes flush with the footways providing attractive pedestrian and cycle routes and conditions in the commercial/retail areas of West Town. **Photograph 37-40** demonstrate these conditions within West Town along Station Road.

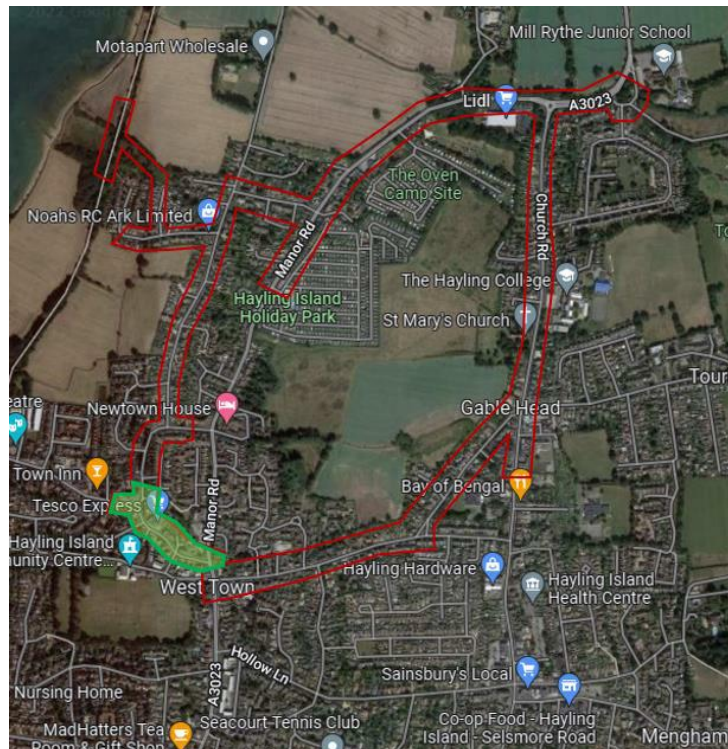


Figure 15: Station Road Site Visit Assessment



Photograph 37: Station Road/Manor Road Junction crossing



Photograph 38: Station Road pedestrian footway conditions



Photograph 39: Station Road dropped kerbs



Photograph 40: Station Road pedestrian footway flush with carriageway

- 3.18 The above combine to provide a good pedestrian and cycle network which can be utilised by residents to access key facilities along key desire lines.

Equestrian Existing Conditions

- 3.19 Equestrian users are able to use the Hayling Island Coastal Path/Billy Trail (demonstrated in **Figure 4** and **Figure 5**). This trail is suitable for Equestrian users as the trail splits into two designated sections, one for walking and cycling and the other for Equestrian users. Furthermore, equestrian riders are permitted on Hayling Island beach before 10am and after 7pm.

4. USER OPPORTUNITIES AND IMPROVEMENTS

- 4.1 Opportunities to improve the existing pedestrian, cycle and equestrian facilities were considered as part of this assessment. Hampshire County Council provided comments (6th May 2022) on the application for '60 dwelling units with access' associated landscape and highway works on land south of Saltmarsh Lane, and all other matters reserved' (Application Reference: APP/21/01351), attached as **Appendix B**.
- 4.2 Taking into account the discussions during pre-application and the recommendations from Hampshire County Council's comments as presented above, this WCHAR has anticipated the following conclusions have been made regarding pedestrian, cycle and equestrian off-site improvements. The off-site improvements/next-step actions include:
- o Tactile paving could be provided in the following locations:
 - o Either side of the carriageway along Saltmarsh Lane at its junction with West Lane;
 - o Brights Lane/Brights Lane junction;
 - o Glebe Close at its junction with West Lane;
 - o Brights Lane across to A3023 south of junction; and
 - o Highworth Lane at its junction with the A3023.
 - o Explore potential to extend footway along West Lane up to No. 78 (approximately 10m in length), with associated tactile paving.
 - o Connection direct between the site and the Hayling Billy Trail to avoid the need to utilise the public footpath link from Denhill Close
- 4.3 Further conversations are in works with Hampshire County Council contacts to adhere and resolve several requests, which could include the mechanism of delivery of these improvements.
- 4.4 No improvements are deemed necessary to support the proposed development with regards to Equestrian users.
- 4.5 During the application additional recommendations and feedback to those suggested above was provided by HCC. At this stage these have not been provided given the proposed scope of improvements are considered appropriate for the scale of development proposed and directly benefit the future residents. However, should it still be considered these works are necessary we are open to discussions with HCC to include these as appropriate. HCC's proposed include:

- o Tactile paving across Brights Lane within the vicinity of West Lane, however given the other infrastructure provided and that this does not fall on a desireline this is not considered beneficial to local users.
- o HCC also imply that the development has proposed to provide a refuge island across the A3023. This is not the case and is not proposed as undeliverable within the public highway space constraints in this location.
- o Finally, HCC has suggested we widen the northern footway on Saltmarsh Lane, but given the site is located on the southern side of Saltmarsh Lane, and that the proposed development is providing alternative tactile paving/dropped kerbs we feel this is not appropriate or beneficial to the development.

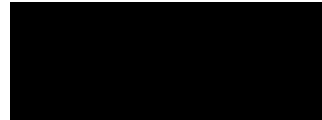
5. WALKING, CYCLING & HORSE-RIDING ASSESSMENT TEAM STATEMENT

- 5.1 As Lead Assessor, I confirm that this Walking, Cycling & Horse-Riding Assessment Report has been compiled in accordance with DMRB GG119 and GG142 and thus contains the appropriate information for the wider design team. The Walking, Cycling & Horse-Riding Assessment was undertaken by the following Assessment and Review Team:

Walking, Cycling & Horse-Riding Lead Assessor

Tom Peters
Senior Transport Planner

Signed:



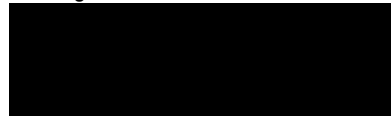
Paul Basham Associates

Date: 08/08/2022

Walking, Cycling & Horse—Riding Assessor

Jessica Harding
BSc (Hons) Geography
Graduate Transport Planner

Signed:



Date: 08/08/2022

- 5.2 As design team leader I confirm that the assessment has been undertaken at the appropriate stage of scheme development and that the wider design team has been involved in the process. 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 GG119.

Design Team Leader

Mark Smith
Director
Paul Basham Associates

Signed:



Date: 12/08/2022

Appendix A



0 50
metres
(1:1,250)

Site boundary 2.51ha (6.20acres)

Project
Land South of Saltmarsh Lane

Drawing Title
Illustrative Masterplan

Date 07/10/2021	Scale 1:1,250 at A3	Drawn by CT	Check by SR/ML
Project No 1240	Drawing No 005	Revision E	

Mosaic

Appendix B

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055
www.hants.gov.uk

Enquiries To Sophie Osborne
Direct Line 0370 779 5232
Date 6 May 2022

My reference 036638
Your reference APP/21/01351
Email havantdc@hants.gov.uk

Dear Sirs,

Land south of Saltmarsh Lane, Hayling Island, PO11 0JT

**Outline application for erection of up to 60 dwelling units with access;
associated landscape and highway works on land south of Saltmarsh Lane, and
all other matters reserved**

Thank you for the opportunity to comment on the outline planning application for the above site. The Highway Authority have considered the information provided within the Transport Assessment (hereafter, TA) and the comments regarding the proposed development are set out below.

Policy Status

The Highway Authority understand that this is not an identified site within the Adopted or Emerging Havant Borough Council Local Plan. The TA, which supports this application, provides a summary of the relevant transport planning policies.

Pre-Application Advice

The applicant engaged in pre-application discussions with the Highway Authority. The following comments were raised by the Highway Authority during pre-application for the applicant to address at the planning stage:

- Issue of the lack of footway and crossing facilities along West Lane to provide a safe walking route to facilities in West Town needed to be addressed;

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- Formal crossing facilities Saltmarsh Lane at the junction with West Lane, West Lane and the A3023 at Brights Lane should be considered to provide a safe walking route to the bus stops and local schools should be considered;
- Applicant should explore the scope to widen the Hayling Billy Trail where the site is proposed to provide a direct connection onto the Trail;
- Clarity was sought where the site boundary and the Hayling Billy Trail boundary meet to assess whether suitable connections can be made without the need for 3rd party land;
- Applicant should explore the possibility of improving the connection to the Hayling Billy Trail via Denhill Close as the width is currently restricted, and it is not clear how wide it is;
 - Ownership of the connection and the ability to provide a more direct link to the proposed development and the Hayling Billy Trail should be explored;
- The applicant stated that a full assessment of local facilities would be provided within the TA;
- Assessments of walking and cycling routes should be fully supported by a WCHAR in accordance with HCC TG19;
- An assessment of 5-years for PIA data should be provided using Hampshire Constabulary Records;
- Applicant should provide a bell mouth access rather than the proposed vehicle crossover;
- Problems relating to the width of the access carriageway should be addressed to allow a refuse vehicle and a car to pass each other.
- A Stage One Road Safety Audit should be provided to support the access design;
- Highway Authority recommended that a speed survey was undertaken along Saltmarsh Lane which may reduce visibility requirements needed upon site access due to concerns of trees blocking visibility;
- Confirmation was requested on whether the internal roads and footways are to be put forward for adoption by the developer;
- Revised trip generation is required to provide a robust and consistent approach across all Hayling Island sites – it was suggested that the base trip generation from surveyed trip rates from the Beech Grove site should be considered;

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- Traffic distribution surveys to be carried out at Brights Lane and Saltmarsh Lane;
- Junction assessments required at the site access and the Saltmarsh Lane / West Lane junction;
 - Further junction assessments may be required based on the distribution at the above junctions; and
- Submission of a Travel Plan

Site Location

The proposed development is located to the south of Saltmarsh Lane, circa 750m north of West Town, Hayling Island. The site is currently a greenfield site, used as farmland. There is an existing access to the site via field gate from Saltmarsh Lane between properties no. 64 and 64a. This access from the highway provides access to property no. 64 directly.

Sustainable Access

Walking:

Minimum acceptable width footways of 1.5m flank both sides of the carriageway along Saltmarsh Lane. Footways continue south along West Lane providing pedestrian connections to West Town circa 750m to the south. It was noted during pre-application discussions that the footway provision along the northern side of Saltmarsh Lane on the approach to the junction of West Lane narrows to below minimum standard provision due to restrictions of a private property boundary and needs to be widened. It was requested that the applicant explored the scope to widen this, however this issue is still outstanding.

Pedestrian crossing provision where Saltmarsh Lane meets West Lane is limited and needed to be addressed. This issue is still outstanding. Tactile paving should be provided along both sides of the carriageway of Saltmarsh Lane at the Saltmarsh Lane/West Lane junction.

There is missing footway provision towards the southern end of West Lane where the footway terminates from Charleston Close to the junction of West Lane with Newtown Lane. It was noted in pre-application discussions that this issue would need to be addressed. The applicant has suggested alternatives that avoid the need for additional footway provision due to existing restrictions. The Hayling Billy Trail cannot be considered as a suitable alternative due to it going against the desire line of pedestrians when accessing West Town. Whilst this is not the Highway Authority's preferred approach, it is agreed that pedestrians could access West Town via the current signed route through Charleston Close. However, there is a gap in wayfinding provision directing pedestrians towards the preferred walking route to access West Lane, replicated via the wayfinding directing pedestrians to West Town from Charleston

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Close. This gap in provision should be provided. Tactile crossing provision should also be provided at Glebe Close providing a safe crossing point for pedestrians wishing to utilise this route to access West Town.

Further afield, suitable formal crossing facilities are missing in the following locations:

- Saltmarsh Lane/West Lane junction;
- West Lane/Brights Lane; and
- Brights Lane/A3023 junction

It was noted during pre-application discussions that provision of crossing points should be considered to provide a safe sustainable pedestrian route to schools and the nearest bus stops. The following has been proposed by the applicant to address current deficits in the above locations:

Saltmarsh Lane/West Lane Junction:

The applicant has suggested extending the footway along the eastern side of West Lane circa 10-15m south, with dropped kerbs and tactile paving provided north of the existing access to number 78. Measurements of the width of this proposed footway should be provided before the Highway Authority can provide any comments on its suitability. The verge in this location is Highway so a footway could be provided if necessary. Tactile paving should also be provided on the opposite side of the carriageway. Pedestrian Visibility splays will be required at this proposed crossing point and should be based on recorded speeds.

Brights Lane:

Whilst there are plenty of crossing opportunities along Brights Lane, the current footways along Brights Lane in the vicinity of its junction with West Lane lack dropped kerbs and tactile paving. The applicant will be required to implement this to provide a safe crossing point if pedestrians wish to cross Brights Lane. Additionally, at the Brights Lane/Brights Lane junction the applicant will also be required to provide tactile paving. Pedestrian visibility splays will be required at both proposed crossing points.

Brights Lane/A3023 Junction:

The applicant proposes to provide a formal crossing point south of the Brights Lane/A3023 junction where a section of the footway already tapers away providing an informal crossing point. This would seem an appropriate location to provide a refuge island with tactile paving. Visibility splays should be provided for the proposed refuge island at this point. Tactile paving and visibility splays will be required at the Higworth Lane junction. A drawing needs to be provided of the proposed scheme to ensure it would be deliverable and that any refuge location can be appropriately tracked. It is noted travelling north on Manor Road the footway narrows and the width of this should be confirmed.

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Cycling:

The Hayling Billy Trail runs adjacent to the western boundary of the site, forming an off-road part of NCN Route 2. NCN Route 2 provides connections to the wider cycle network. At pre-application discussions the Highway Authority were aware of a desire to provide a connection from the site directly onto the Hayling Billy Trail. This point however seems to not be considered at the planning stage and instead accessing the Hayling Billy Trail via Denhill Close is being pursued instead. The Highway Authority welcome narrative as to why this option of a direct connection from the site onto the Hayling Billy Trail is no longer being considered.

There are concerns with the width restrictions at the Denhill Close connection onto the trail. The applicant is required to provide the width of the Denhill Close connection before any comments can be made on its suitability.

Buses:

The nearest bus stops are located circa 500m away from the proposed development on Brights Lane. It is important to note that this does exceed the recommended 400m walking distance to bus facilities. Bus service 30 and 31 runs from these flag stops operating at a half hour frequency between Hayling Island and Havant. Both bus stops have timetable information.

As previously mentioned, crossing points should be considered to provide a safe pedestrian route from the proposed development to the bus stops.

Rail:

Havant Railway Station is the nearest railway station located circa 7km north of the proposed development. The train station can be accessed via the number 30/31 bus and by pedal cycle via the Hayling Billy Trail. This further reinforces the need to widen the Hayling Billy Trail (if achievable) adjacent to the site to encourage residents to use the off-road cycle route between the site and the station reducing the instance of cycle traffic along West Lane/A3023. As requested during pre-application discussions, the Highway Authority still require the applicant to explore the scope to widen the trail in this location.

Havant station provides frequent services to Portsmouth, Southampton, Brighton and London. Whilst the railway station provides frequent services, the distance from the site will only result in a limited uptake of sustainable transport and a heavy reliance on the private car to travel to the station.

Maritime Services:

Whilst the Highway Authority note the presence of the Hayling Ferry and the connections it provides to Portsmouth, no considerable weight can be given to its presence when assessing the sustainability of the site due to the uncertainty of the operation of the Ferry for any known period of time.

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Local Facilities

The TA provides a review of local facilities and services available to the proposed development. The site only has a couple of facilities located within the 800m 'comfortable walking distance', with the rest of the local services and facilities within the 1600m 'reasonable walking distance' as laid out within the CIHT (2000) guidelines *'Providing for Journeys on Foot'*.

During pre-application discussions it was requested that the applicant provided a WCHAR assessment of walking and cycling routes to local facilities in accordance with Hampshire County Council Technical Guidance TG19. It has been noted that this has not been undertaken and should be provided. This should include routes to all facilities included within the TA, Mill Rythe Infant and Junior Schools and The Hayling College. It should reflect the identified deficits noted within this response.

Personal Injury Accidents (PIA)

The applicant has provided PIA data for a 5-year period from May 2016 to April 2021 using Hampshire Constabulary Records. It is noted that this data is nearly a year out of date, and thus, is not considered acceptable. However, the Highway Authority have reviewed more recent data and are content that there would be no changes to the conclusions drawn from the data provided. Therefore, no further data sets need to be obtained.

The scope of the PIA assessment was previously agreed with the Highway Authority during pre-application discussions and covers the following areas:

- West Lane;
- Saltmarsh Lane; and
- Brights Lane up to the A3023 junction

In total 12 PIA's were recorded in the study area. 2 slight and 1 serious accident have occurred within close proximity to the proposed development. There has been a history of collisions along the northern stretch of West Lane triggering several safety-led highway improvements in the form of white lining, bollards and the current 40mph limit. There are a small cluster of collisions at the West Lane/A3023 junction which tend to occur due to the limited visibility due to constraints with existing residential properties.

It was mentioned during pre-application discussions about the potential for traffic calming measures along the southern section of West Lane to slow down traffic and subsequently aiding visibility for cars egressing Saltmarsh Lane. The highway authority has a commitment to consider a possible minor traffic management scheme at the southern part of West Lane within the existing 30mph speed limit. To date this work has not been undertaken. The Highway Authority would welcome a discussion with the

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applicant on this point to come to an agreement for a scheme here. The applicant should design an appropriate traffic calming scheme to reduce the speeds of vehicles travelling along the southern stretch of West Lane in order to support the application.

Site Access

A bellmouth arrangement is proposed at the site access in the same location as the existing vehicle crossover between property no. 64 and 64a. A bellmouth arrangement was considered more suitable for this quantum of development for several reasons following pre-application discussions.

A 6.0m wide carriageway is proposed with a 2.0m footway flanking the western side of the carriageway with a circa 1.0m service margin along the eastern stretch. Tactile paving is provided at the bellmouth providing crossing facilities for pedestrians.

Tracking has been provided showing the ability of an 11.20m 'super large' refuse vehicle to pass a car at the site access and along a short stretch of the access road. Whilst the refuse vehicle overhangs the opposite side of the carriageway upon entering the site, it is thought that vehicles existing the site will have adequate visibility to wait for the refuse vehicle to pass without having to reverse. As such, this is considered acceptable.

Visibility:

2.4m X 43.0m visibility splays are shown at the proposed site access onto Saltmarsh Lane. There are still concerns that the tree to the right of the proposed access is blocking the visibility at the access point as the splay seems to cut through the trunk. Since the applicant engaged in pre-application advice, the HCC TG3 guidance has been updated and 2.0m X 43.0m visibility splays are now required for a 30mph design speed. The applicant's visibility splays are based on the posted speed limit but should be provided in accordance with recorded speeds. Speed surveys are therefore required.

2.0m X 25.0m visibility splays have been shown for vehicles existing number 64 based on a 20mph design speed of the internal network. The Highway Authority require visibility splays to be provided with the inclusion of the boundary fence for property 64 on the plan to assess the impact that the existing fence will have on visibility.

Refuse/Servicing:

Turning areas will be provided within the internal design of the development allowing refuse vehicles to access within the required 25.0m of bin collection locations, as well as allowing a refuse vehicle to manoeuvre and egress the site in forward gear. This will be addressed at the reserved matters stage.

Local Highway Network

At the pre-application stage, the Highway Authority had concerns with the suitability of the Saltmarsh Lane/West Lane junction considering the geometry of the junction.

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However, there were no concerns with the suitability of the Brights Lane/West Lane junction and the Brights Lane/A3023 junction, it was mentioned that the aforementioned junctions may need to be modelled depending on the outcome of traffic distribution modelling. The Highway Authority did not require the applicant to assess these junctions for pedestrian accessibility and highways safety as per the TA.

Stage One Road Safety Audit (RSA1)

It was requested during pre-application discussion that a RSA1 be undertaken to support the access design. This has not been undertaken and should be provided. Comments above relating to the access proposal are subject to the findings of the RSA1. The RSA1 will also need to be carried out for the internal road network at the reserved matters stage.

Parking Provision

The accommodation schedule at this stage has not yet been finalised; thus, parking numbers have not been provided. The applicant states that car and cycle parking provision will be provided in accordance with Havant Borough Council's Parking Supplementary Planning Document. The Highway Authority will be satisfied subject to suitable provision in accordance with the standards being provided. This should also include electric vehicle charging provision.

Trip Generation

Following a request from the Highway Authority during pre-application discussions, the applicant has derived trip rates from surveys undertaken at Beech Grove, a recent development south-west of the proposed site, to ensure consistency. These trip rates are agreed and are as follows:

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			12-Hour Total
	Arr.	Dept.	Total	Arr.	Dept.	Total.	
Trip Rate (1 dwelling)	0.149	0.305	0.454	0.320	0.230	0.550	4.770
Trip Generation (60 dwellings)	9	18	27	19	14	33	286

Traffic Distribution/Assignment

As agreed during pre-application discussions, the applicant has utilised distributions for the Sinah Lane development (APP/20/01093) but reconfigured to consider distribution based on a different origin point for trip generation. The proposed traffic distribution is anticipated to be as follows:

Route Assignment	Percentage
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Stay on Hayling Island	6.4%
Park Road North/South	17.2%
A27 East	7.8%
A27 West	43.2%
A3(M)	25.4%

It is expected that the combined total of 93.6% routing north will utilise Brights Lane to access the A3023 rather than using West Lane, although it is acknowledged that some residents will choose to access the A3023 via West Lane. The applicant assumes that 80% of this traffic will approach the A3023 via Brights Lane and the other 20% via West Lane. The Highway Authority require clarification as to how these figures have been generated.

Strategic Improvements:

It was agreed during pre-application discussions that a proportionate contribution would be sought towards mitigation works along the A3023 to mitigate its cumulative impact on this key corridor. However, the mechanism and amount has not yet been agreed. Whilst the proposals by the applicant are noted, the Highway Authority request further discussions on this matter, specifically in relation as to how the cumulative impact at the Manor Road roundabout and the A27 Langstone Roundabout.

It also important to note that the Local Plan position has been updated since the pre-application response with the Inspector highlighting the need to assess network operation during the seasonal peak hours. To date this work is still outstanding. It is also key to note that there are a number of other significant applications in the area which should be considered holistically. That being the following applications:

- St Mary's Road application;
- Fathoms Reach;
- The Oysters site; and
- Saltmarsh Lane

Therefore, it is being requested that the cumulative impact be assessed through local modelling for all of these sites considering all current applications as committed development. Given the sensitivity of the corridor and the strategic network requirements, modelling should be undertaken for a 10-year forecast period from year of opening to a 2036 forecast year, to comply with the strategic modelling carried out for Hayling Island, the following scenarios should therefore be assessed for the traditional and seasonal peaks:

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- Baseline existing layouts (year of opening - 2024);
- Baseline existing layouts (year of opening - 2024) + this development;
- Future year existing layouts (2036) + committed development;
- Future year existing layouts (2036) + committed development + this development; and
- Future year (2036) + committed development + development + improvement scheme

The final modelling scenario is required to understand the operation of the roundabout with the signalised improvement scheme in place as identified within the Hayling Island Transport Assessment. Whilst the Paramics model has assessed the junction at a strategic level, the Highway Authority require Linsig modelling of the scheme to confirm that it will sufficiently accommodate the development when assessing the modelling at a more detailed level. To date, this work has not been undertaken and whilst some funding has been secured towards improvements along the A3023 improvement measures as a whole, specific funds have not yet been allocated to this scheme.

Whilst the Highway Authority have considered the package of improvements to the A3023 at a strategic level for the Local Plan there is no agreement that the measures at Manor Road roundabout are the most appropriate ones to manage traffic volumes and other user demands.

Junction Assessments

It was requested during pre-application discussions that junction modelling was required at the site access and the Saltmarsh Lane / West Lane junction. This has not been provided and the Highway Authority further request that this is undertaken. As mentioned during pre-application discussions, the outcome of the distribution may require further modelling at the following junctions:

- West Lane/A3023;
- West Lane/Brights Lane;
- Brights Lane/A3023; and
- West Lane/Newtown Lane

Travel Plan

It was recommended during pre-application discussions that a travel plan be submitted due to the sensitive nature of Hayling Island. This has not been undertaken and should be provided for consideration by the Highway Authority.

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Recommendations

The Highway Authority require the following further information before a formal recommendation can be made:

- Applicant should explore the scope to widen the footway on the northern side of Saltmarsh Lane;
- Tactile paving and pedestrian visibility splays should be provided in the following locations:
 - Either side of the carriageway along Saltmarsh Lane at its junction with West Lane;
 - Glebe Close at its junction with West Lane;
 - Proposed footway along from Brights Lane to 78 West Lane;
 - Brights Lane in the vicinity of the junction with West Lane;
 - Brights Lane/Brights lane junction; and
 - Higworth Lane at its junction with the A3023
- The gap in the wayfinding provision directing pedestrians to West Lane should be provided for;
- The applicant should explore the scope to extend the footway from Brights Lane to 78 West Lane – the width of the available verge is required to understand whether this would be a suitable proposal;
- Visibility splays should be provided for the proposed refuge island along the A3023;
- Drawing should be provided showing proposed refuge island scheme to ensure it can be deliverable and that the location can be properly tracked;
- Width of the footways on Manor Road north of the Brights Lane junction should be confirmed;
- Width is required of the Denhill Close connection onto the Hayling Billy Trail;
- Highway Authority request narrative as to why a direct connection from the site onto the Hayling Billy Trail is no longer being explored;
- Applicant should explore the scope to widen the Hayling Billy Trail adjacent to the site;

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- WCHAR should be provided in accordance with HCC TG19 to all local facilities listed within the TA, Mill Rythe Infant and Junior Schools and The Hayling College;
- Applicant should design an appropriate traffic calming scheme to reduce vehicle speeds travelling along the southern stretch of West Lane to support the application;
- Speed surveys are required to justify the visibility splay for the proposed site access on Saltmarsh Lane;
- Visibility splays for property 64 Saltmarsh Lane should include the boundary fence on the plan to assess the impact the existing fence will have on visibility;
- RSA1 required for the site access design;
- Highway Authority require clarification as to how distribution figures have been generated and welcome sight of the survey data;
- Highway Authority request further discussions with the applicant regarding the cumulative impact of the development at the Manor Road roundabout and the A27 Langstone roundabout;
- Modelling should be undertaken for a 10-year forecast period from year of opening, in order to compare the Paramics conclusions using all current significant applications on Hayling Island as committed developments;
 - This should be completed for both traditional and seasonal peaks;
 - Linsig modelling should be provided to confirm the scheme will sufficiently accommodate the development;
- Junction modelling required at the site access and the Saltmarsh Lane/West Lane junction;
 - Depending on the outcome of the junction modelling it may be requested that junction modelling is required at further junctions as laid out above; and
- A travel plan should be submitted

If you are minded to determine the application prior to further information being provided, I can provide specific highway reasons for refusal.

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I trust that the above is clear but please do not hesitate to contact Sophie Osborne on the above number/email should you require any further information.

Yours faithfully,

Ben Clifton
Strategic Transport Manager

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