



LAND NORTH OF THE OYSTERS, HAYLING ISLAND

Walking, Cycling and Horse-Riding Assessment and Review

April 2025

Hayling Island Builders



**RESIDENTIAL DEVELOPMENT
LAND NORTH OF THE OYSTERS
HAYLING ISLAND**

WALKING, CYCLING AND HORSE-RIDING ASSESSMENT AND REVIEW

CONTROLLED DOCUMENT

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RESIDENTIAL DEVELOPMENT LAND NORTH OF THE OYSTERS HAYLING ISLAND

Walking, Cycling and Horse-Riding Assessment and Review

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of the proposed development.

Proposed Development

- 1.6 The proposed development comprises up to 29 residential dwellings units with associated landscaping and access from Billy Road, Hayling Island.
- 1.7 The site access arrangements are proposed to take the form of a continuation of Billy Road from the adjacent development to the south. Billy Road currently abuts the site and terminates in the form of a turning head. As part of the proposals the access will continue north, with the accompanying footways also continuing north into the development accordingly. The access width measures 5.5m, whilst the footways measure 2m.

Discussions With HCC

- 1.8 Though discussions with HCC Highway Officers it is agreed that this stretch of the island has been covered under separate WCHARs due to recent planning history on the site. Therefore previous issues raised, notably the positioning of a lighting column along Station Road, have been reviewed and it determined no alternative location is available.
- 1.9 On this basis it is agreed that this WCHAR will form an update to previous WCHARs undertaken, with the primary aim of ensuring nothing has materially changed and that no new improvements are required.

2. WALKING, CYCLING & HORSE-RIDING ASSESSMENT

2.1 Various documents have been considered as part of the development proposals and this assessment, as detailed within the submitted Transport Statement (TS) and Travel Plan (TP). This includes the NPPF, GG142, DfT Circular 01/2022 and HCC's TG19 guidance document. The aspects most relevant to this Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) are outlined below:

- **NPPF Paragraph 109 (e):**
 - Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
 - Identifying and pursuing opportunities to promote walking, cycling and public transport use.
- **NPPF Paragraph 111 (d):**
 - Planning policies should: provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
- **GG142 Walking, Cycling and Horse-Riding Assessment and Review:**
 - The aims of carrying out a walking, cycling and horse-riding assessment are:
 - To gain an appropriate understanding of all relevant existing facilities for pedestrians, cyclists and equestrians (users) in the local area;
 - To provide background user information that can be referred to throughout the development of the highway scheme;
 - To identify opportunities for improvement for users.
 - The aims of carrying out a walking, cycling and horse-riding review are:
 - To continually review proposals for pedestrians, cyclists and equestrians throughout the development of the highway scheme design;
 - To review the potential impact of the proposed highway scheme on users in the area and on existing facilities;
 - To identify new opportunities for improvement (or removal of constraints) for users that may arise from the development of the highway scheme that were not evident during the assessment phase.
- **DfT Circular 01/2022 Paragraph 23:**
 - Capacity enhancements such as modifications to existing junctions or road widening to facilitate development should be determined on a case-by-case basis. The general principle should be accepted where proposals would include measures to improve

community connectivity and public transport accessibility, and this will be weighed against any negative safety, traffic flow, environmental and deliverability considerations, impacts on the permeability and attractiveness of local walking, wheeling and cycling routes, and alternative options to manage down the traffic impact of planned development or improve the local road network as a first preference.

- **DfT Circular 01/2022 Paragraph 25:**

- DMRB set outs the details of the Secretary of State's requirements for access, design and audit in the highway scheme design process to which development proposals must conform. In this regard, GG 104 (or its subsequent update) identifies the framework and approach for safety risk assessment to be applied when undertaking any activity that may have an impact on safety on the SRN. Moreover, a Walking, Cycling & Horse-Riding Assessment and Review in compliance with GG 142 must be completed during the options or concept stage of a development that proposes modifications to the SRN, which enables opportunities for new or improved facilities for pedestrians, cyclists and horse-riders to be identified. In turn, development promoters should prepare a preliminary design and Stage 1 Road Safety Audit (see GG 119) before planning permission is applied for, to demonstrate that road safety issues have been considered. Early engagement with the company is therefore encouraged to ensure that the above and further highway standards in the DMRB are appropriately addressed.

- **HCC's TG19 Guidance Paragraph 1.4:**

- The complexity of the Assessment will depend on the size and type of scheme, but it need not be an excessively time-consuming task, particularly for small schemes. The objective is to ensure that the Design Team has sufficient information to allow them to fully consider the interests of people walking, cycling or riding horses within the scheme design, be they existing users or potential users that may choose to use the route as a result of the scheme.

Collision Data

- 2.2 In order to assess the safety and operational situation of the existing local road network, Personal Injury Accident (PIA) data has been acquired through the Department for Transport's (DfT) Mapping Application for Visualising Road Injury Casualties (MAVRIC) for the most recent 5-year period between 2019 – 2023. Patterns in the data have been assessed with regards to the proximity, frequency and severity of incidents that have occurred, with further in-depth analysis where required. **Figure 2** below indicates all incidents to have occurred within a circa 300m radius of the site and Station Road.

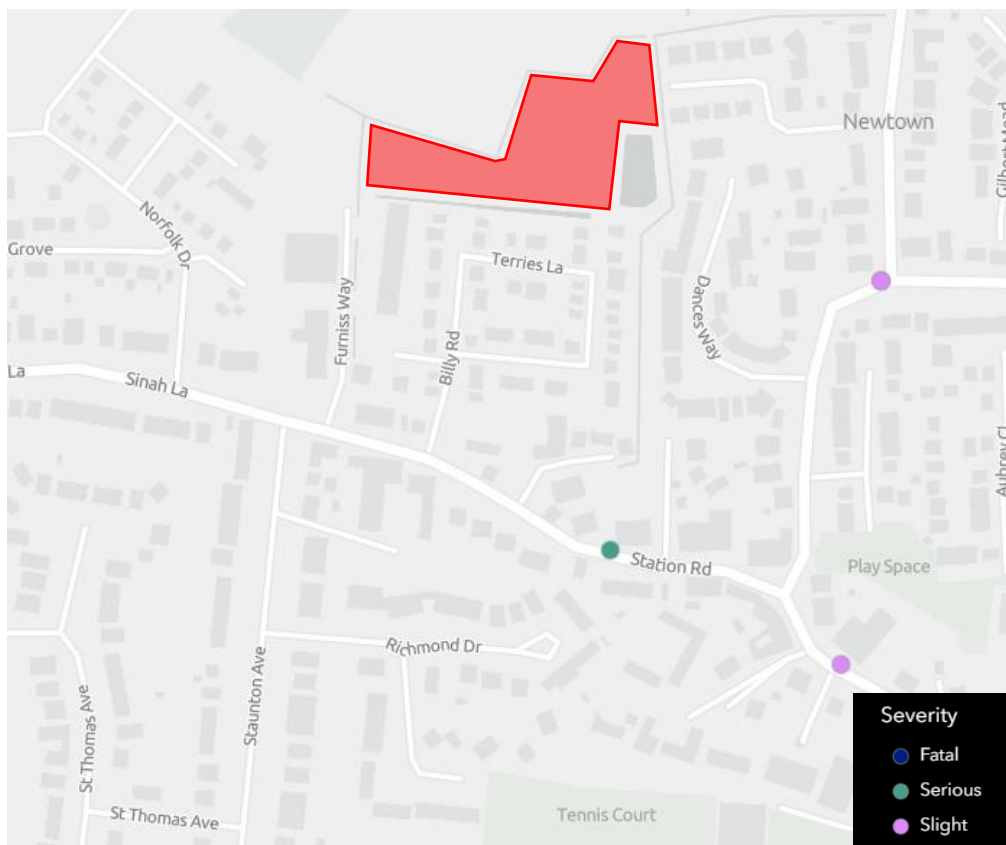


Figure 2: Personal Injury Accident (PIA) Data 2019 – 2023 (Source: DfT)

- 2.3 As displayed within **Figure 2**, there have been 3 incidents that have occurred within close proximity to the development site. The serious incident occurred along Station Road, whilst the slight incidents occurred along West Lane and Station Road approximately 350m and 490m to the east of the site access with Station Road. Whilst any accident is regrettable, the review of the collision data has not identified any areas of highway concern and therefore the proposed development should not pose a safety risk to future site users or worsen as a result in overall betterment to highway safety.

Trip Generators

- 2.4 This site is a sustainable location and is in close proximity to an abundance of facilities and amenities. The site is within a 5-minute walk to West Town centre and is a 2-minute walk from the nearest bus-stop. West Town provides retail, public houses, restaurants, a pharmacy and community facilities which are a 5-minute walk, a further 15-minute walk allows access to schools, banks, a library, places of worship and retail.
- 2.5 Manual for Streets states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance. The Institution of Highways and Transportation's (IHT) document 'Providing for Journeys on Foot' sets out preferred walking distances to key facilities. It identifies maximum preferred walking distances of 2km for commuting and 1.2km for

other purposes.

- 2.6 **Table 1** identifies distances and subsequent walking and cycling times to/from the site. Walking time based on the average walking speed of 1.4m/s taken from IHT 'Guidelines for providing for journeys on foot', and an average cycling time of 5m/s taken from DMRB, Volume 11, Section 3.

Facility	Approximate Journey Distance (m)	Approximate Journey Time (Minutes)	
		Walking	Cycling
Restaurant - West Town Inn	140	2	1
Supermarket - Tesco	310	4	1
Bank – Tesco ATM	310	4	1
Pharmacy – Lloyds Pharmacy	310	4	1
Public House – The Barley Mow	450	6	2
West Town	550	7	2
Community Centre	550	7	2
Leisure – Hayling Island Cricket Club and Park	550	7	2
Place of Worship – Hayling Island Baptist Church	550	7	2
Post Office	620	8	3
School – Mengham Infant School	1.2km	16	5
Library – Hayling Island Library	1.3km	17	5
Medical Centre – Hayling Island Medical Centre	1.5km	18	6

Table 1: Walking and Cycling times in relation to the site

Pedestrian and Cycle Infrastructure

- 2.7 Footways are provided on both sides of Billy Road (**Photograph 1**) by the access point and on the western side of Billy Road south of Signal Way (**Photograph 3**). The existing development has 2m width footways with dropped kerbs and raised tables (**Photograph 2**), plus tactile paving outside the development (**Photograph 1**).



Photograph 1: Existing crossing point along Station Road



Photograph 2: Conditions on Billy Road south of Signal Way



Photograph 3: Footways present north of Signal Way

- 2.8 From the junction with Billy Road/Station Road the site is a 2-minute walk, approximately 110m, from the Hayling Billy Trail/coastal path, a long-distance trail that routes on a north-south alignment between Station Road and Langstone Road Bridge approximately 8km to the north (refer to **Figure 3** to see the development access in relation to the trail entry). This trail is used as both a National Cycle Route and a hiking trail, refer to **Figure 4** for the PRow within Hayling Island and the Trail route. Access to this route

is outlined in more detail within **Section 3**. As part of the development proposals, 3m shared connections from the site are proposed towards the Hayling Billy Trail and Charlston Close up to the site boundary, to enable future connections to be delivered if possible. These are demonstrated within **Appendix A**.



Figure 3: Site entry location in relation to the entrance to Hayling Billy Trail



Figure 4: PRoW within Hayling Island (PRoW highlighted in light pink and the Hayling Billy Trail in green).

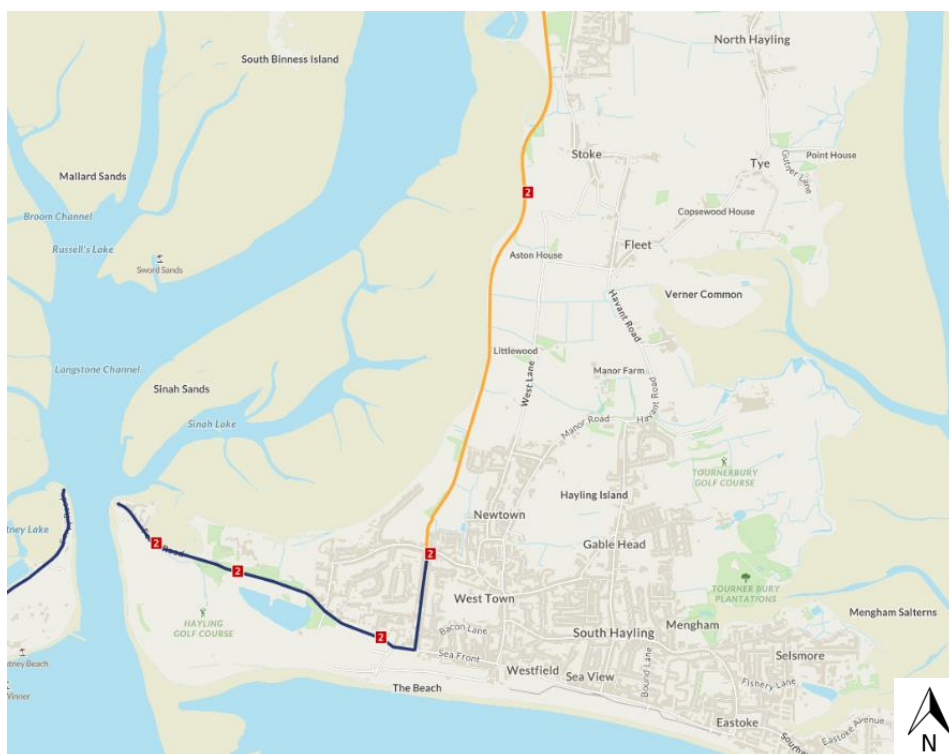


Figure 5: NCR for Hayling Island along the Hayling Billy Trail

- 2.9 **Figure 5** shows the NCR stop on the west coast of Hayling Island approximately 2km from the site. At this location there is a pedestrian and cycle ferry service that connects to Eastney, Portsmouth, and therefore provides a direct link between Hayling Island and Portsmouth without the need for car travel.

Public Transport

Bus Travel

- 2.10 The closest bus stop is located 200m south from the site, a 2-minute walk, which is named Station Theatre. On Hayling island there are 2 bus services that serve the area on the same route in different directions. The 31 service (operating clockwise towards Havant) and the 30 service (operating anti-clockwise) both operated by Stagecoach bus company.
- 2.11 Station Theatre Bus Stops comprise sheltered seating area and a timetable pole on the clockwise 31 service bus stop and a singular timetable pole on Station Theatre bus stop for service 30 (an anti-clockwise route).
- 2.12 Both buses serve the south and west of Hayling Island, passing through West Town, East Stoke, Selsmore, South Hayling, Gable Head, Fleet, Stoke and then north to Langstone Road, Havant and Havant Station (see **Figure 6** for the Hayling Island Bus Route). **Figure 7** identifies a local view of bus stops and routes in relation to the site.

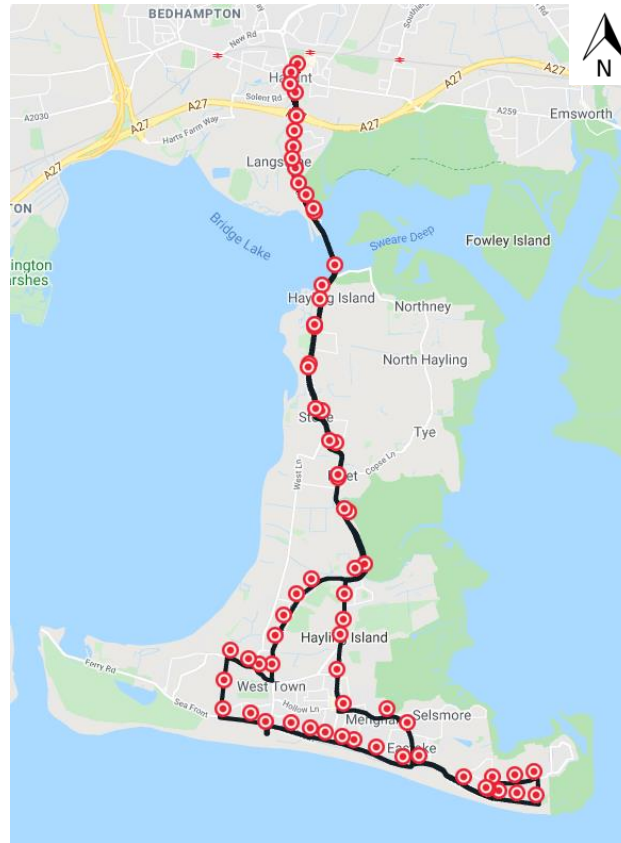


Figure 6: Hayling Island bus routes (30 and 31) and stops for Hayling Island and Havant on a regional scale

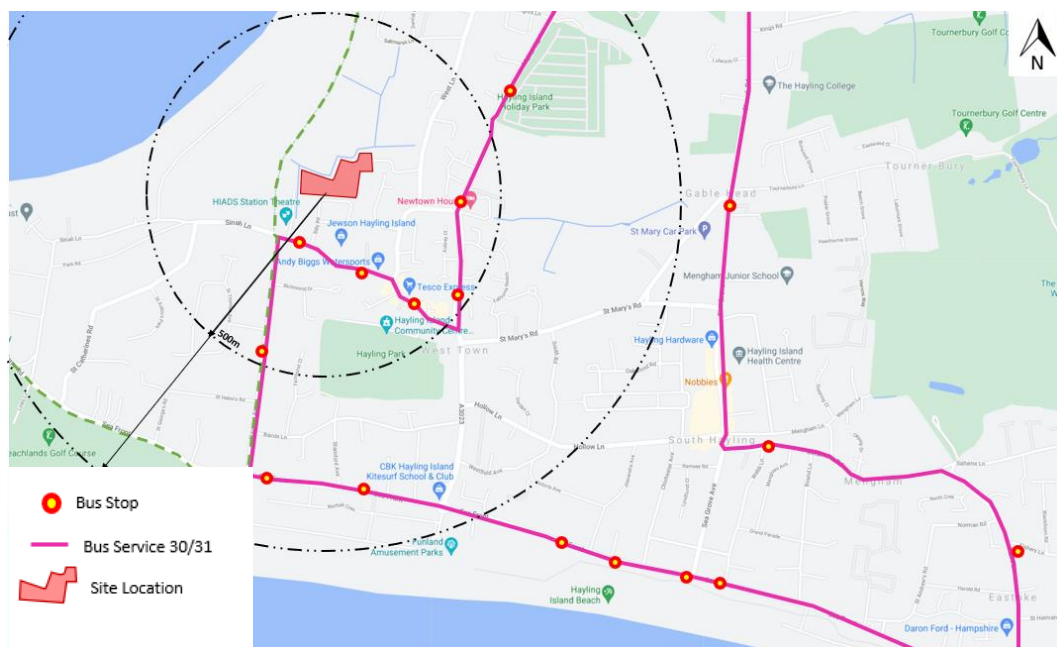


Figure 7: Bus routes (30 and 31) and stops for Hayling Island on a local scale.

- 2.13 The services defined in **Table 2**, operate approximately every 30 minutes in each direction, and take approximately an hour to circle the island. Due to the high frequency of the services, these bus services would present an opportunity for future residents to use as a means of sustainable transport.

Service	Operator	Bus Stop Location	Route	Frequency		
				Mon-Fri	Sat	Sun
30	Stagecoach	Station Theatre Bus Stop	Havant Bus Stop B – Hayling Island – West Town – Beachlands – Eastoke – Mengham – Hayling Island – Havant (B)	Every 30 minutes between 11am-3pm (Varied occurrence all other times (AOT))	First Bus: 5:55am Frequency: Every 30 minutes Last Bus: 21:55pm between 9am-6pm (Varied occurrence AOT)	Every Hour between 9:30am-5:30pm (Varied occurrence AOT)
31	Stagecoach	Station Theatre Bus Stop	Havant (B) – Hayling Island – Mengham – Eastoke – Beachlands – West Town – Hayling Island – Havant (B)	Every 30 minutes between 11am-3pm (Varied occurrence AOT)	Every 30 minutes between 8:30am-5:30pm (Varied occurrence AOT)	

Table 2: Summary of Local Bus Services

Rail Travel

- 2.14 There is no railway station on Hayling Island, however the bus services identified in **Table 2** stop at Havant Railway station, the closest rail service to the site. 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. Havant Railway Station is equipped with car and cycle parking and is staffed Monday-Friday during daytime operational hours. Havant Railway Station 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.

Site Visit

- 2.15 A site visit undertaken on 16th April 2025 during daylight hours and dry weather conditions and was completed in accordance with HCC TG19 guidance. The site visit involved walking along all available pedestrian, cyclist and equestrian facilities within the extents of the survey area outlined in **Figure 8**.

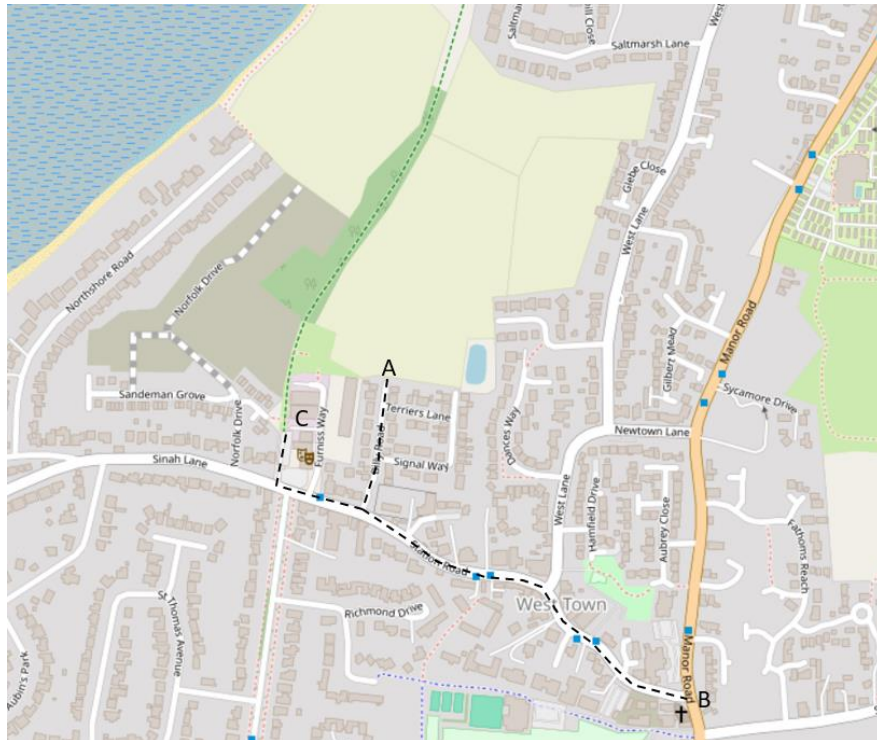


Figure 8: Scope of Assessment

2.16 For the routes to be suitable for pedestrians and/or cyclists they should:

- Not give rise to road safety or personal safety concerns;
- Directly facilitate the desired journey without undue deviation or difficulty;
- Link origins and destinations;
- Be attractive and comfortable to use;
- Be accessible to disabled users and people with children and pushchairs; and
- Be continuous and not subject to severance or fragmentation.

2.17 The level of use and condition/suitability of each route during the site visit was recorded and potential improvements, repairs and connections were noted. The primary findings of the site visit were:

- Cyclists were observed along Station Road (**Photograph 11**)
- Pedestrians were observed (**Photograph 7**)
- No evidence of horse riders within the study area or immediate surroundings.

Consultation with Key Stakeholders

2.18 Discussions have taken place with key stakeholders through the planning process, including the local planning and highway authorities.

3. WALKING, CYCLING & HORSE-RIDING REVIEW OF SITE TO WEST TOWN FACILITIES (A – B)

- 3.1 The subsequent section of this WCHAR sets out the review undertaken on the site visit, outlining the documented conditions of the walking, cycling and equestrian facilities in place within the survey area.
- 3.2 Station Road runs in an east-west alignment in the vicinity of the site. The existing conditions along Station Road are summarised in **Photographs 4 – 5**.



Photograph 4: Existing conditions along northern side of Station Road adjacent to Billy Road



Photograph 5: Existing conditions along southern side of Station Road adjacent to Billy Road

Pedestrian Facilities

- 3.3 There are good pedestrian facilities within the vicinity of the site access with a continuous footway provided on the western side of Billy Road that measures approximately 2m wide, as shown in **Photograph 2** in the section above. This footway connects into a continuous footway along Station Road providing a direct route to the local centre (**Photographs 4**) that is equipped with dropped kerbs and tactile paving (**Photograph 1**) to facilitate safe pedestrian movements to the footway on the southern side of Station Road (**Photograph 5**). Furthermore, there is considered to be a limited desire line to the west of the site beyond the Hayling Billy Trail access, where trips are typically leisure walkers rather than pedestrian trips towards amenities/facilities.
- 3.4 The footway continues along the southern side of Station Road and is of sufficient width to allow for

pedestrians to walk side by side. This footway is also equipped with bollards and street furniture to prevent vehicles parking on the side of the road, as outlined in **Photographs 6** and **7**.



Photograph 6: Existing conditions along northern side of Station Road adjacent to Billy Road



Photograph 7: Existing conditions along southern side of Station Road adjacent to Billy Road

- 3.5 To the east, pedestrians would be able to make use of the continuous footway present along Station Road that connects to local facilities, as well as bus stops entitled 'West Town Inn' that are served by the 30 bus service. As per previous discussions with Hampshire Country Council, it is noted that the lighting column pictured in **Photograph 8** cannot be relocated, but is only a very minor obstacle to pedestrians using the footway.



Photograph 8: Existing lighting column/bus stop along
Station Road

- 3.6 Approximately 220m east of the site, the footway along the southern side of Station Road narrows to approximately 0.5m for a very short stretch as outlined in **Photograph 9**, however due to the positioning of the existing building there are limited options to widen this footway. Furthermore, while this width is below the minimum width that HCC would require, there is an alternative route under the arches of the existing building that runs adjacent to the narrow footway which will provide a wider more attractive route, demonstrated within **Photograph 10**.

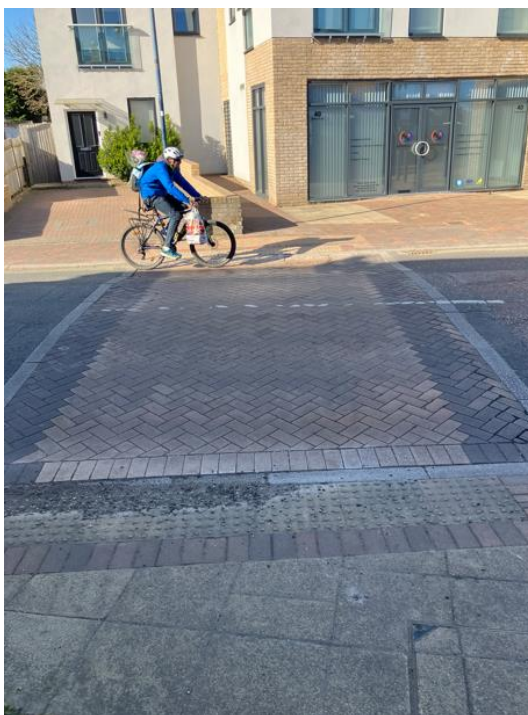


Photograph 9: Existing footway narrowing along Station Road



Photograph 10: Alternative wider route through existing building

- 3.7 Approximately 230m east of the junction with Billy Road, there is tactile paving present along Station Road along with a change in road surfacing facilitating the safe movement of pedestrians, demonstrated within **Photograph 11**.



Photograph 11: Existing pedestrian crossing point with tactile paving present along with cyclist present in carriageway

- 3.8 Approximately 270m east of the junction with Billy Road, Station Road is equipped with wide footways adjacent to local shops as well as bollards separating pedestrians from vehicular traffic as demonstrated within **Photographs 12 and 13**.



Photograph 12: Existing public realm present along Station Road



Photograph 13: Bollards present adjacent to carriageway

- 3.9 Footways continue along Station Road, that are approximately 2m wide, as outlined in **Photograph 14**, however does narrow again adjacent to the Barley Mow Public House, as demonstrated within **Photograph 15**. However, as stated above, due to the alignment of the road and existing building there would be limited opportunities to widen the footway here.



Photograph 14: Existing footway present along Station Road



Photograph 15: Narrowing of footway adjacent to Barley Mow.

- 3.10 At the junction with Manor Road, there are dropped kerbs, tactile paving and a pedestrian refuge island present as well as railings along the footway edge, as outlined in **Photographs 16** and **17**, to allow for safe pedestrian crossings to reach other facilities located along Manor Road.



Photograph 16: Pedestrian facilities present at junction with Manor Road



Photograph 17: Railings present along the eastern side of junction with Manor Road

- 3.11 In summary, the aforementioned route is more than adequate to encourage pedestrian movements to/from the site of up to 29 dwellings with adequate public transport services within walking distance. Along Station Road, the route well lit and of good surface conducive to use by pedestrians. Furthermore, there are dropped kerbs located along the identified desire lines to allow for the safe movement of pedestrians and therefore no improvements are proposed.

Cycling Facilities

- 3.12 Although there is no on-road cycle infrastructure along Station Road and towards the bus stops on Station Road, it is considered an appropriate route that could be easily used by cyclists with the width of Station Road being 5.2m wide as well as good forward visibility available where appropriate and therefore no improvements are suggested.

4. WALKING, CYCLING & HORSE-RIDING REVIEW OF SITE TO HAYLING ISLAND BILLY TRAIL (A – C)

- 4.1 The scope of this assessment takes into consideration the route from the site to the Hayling Billy Trail located approximately 110m west of the junction of Billy Road with Station Road. Specifically, the route leads from the site (Point A within **Figure 8**) to the entrance to the Hayling Billy Trail (Point C in **Figure 8**).

Pedestrian Facilities

- 4.2 From the site, Station Road provides a direct route to the Hayling Island Billy Trail, with the footway along the northern side of Station Road outlined in **Photographs 18** and **19**.



Photograph 18: Existing pedestrian footway flanking northern side of Station Road



Photograph 19: Existing footway present on western side of internal road leading to Hayling Billy Trail

- 4.3 From the aforementioned route, the Hayling Billy Trail is directly accessible, and the presence of bollards (**Photograph 20**) as well as appropriate wayfinding signs as outlined within **Photographs 21 – 22**.



Photograph 20: Entrance to the Hayling Billy Trail equipped with bollards



Photograph 21: Wayfinding signage present adjacent to entrance to the trail



Photograph 22: Additional wayfinding signage present adjacent to entrance to the trail

4.4 It is noted that HCC are seeking to improve crossing facilities across Station Road to help improve access towards the Hayling Billy Trail. The client is happy to provide a proportionate contribution towards these

improvements should direct access from the site to the Hayling Billy Trail not be achievable within their ownership.

Cycling Facilities

- 4.5 Although there is no on-road infrastructure along Cross Lane and towards the Hayling Island Billy Trail, there are appropriate cyclist information boards as well as wayfinding signs for the National Cycle Routes present as demonstrated within **Photographs 23 – 25**.



Photograph 23: Signage for cycling routes and facilities adjacent to the site



Photograph 24: Wayfinding signage to NCR routes



Photograph 25: Wayfinding signage to NCR routes

- 4.6 It is therefore deemed that there are appropriate cyclist facilities already in place and no improvements are therefore suggested.

5. USER OPPORTUNITIES

- 5.1 Opportunities to improve the existing pedestrian, cycle and equestrian facilities have been considered as part of this assessment and through the design process to ensure that such movements in and around the site and Station Road as well as the Hayling Billy Trail are as safe and convenient as possible.

Walking Specific Opportunities

- 5.2 As discussed the section above, it is proposed that the applicant will contribute towards the delivery of an additional crossing along Station Road, adjacent to the road leading to the start of the Hayling Billy Trail.

Cycling Specific Opportunities

- 5.3 None proposed.

Equestrian Specific Opportunities

- 5.4 None proposed.

6. WALKING, CYCLING AND HORSE-RIDING ASSESSMENT TEAM STATEMENT

- 6.1 As Lead Assessor, I confirm that this walking, cycling and horse-riding assessment report has been produced in accordance with DMRB GG 142 and HCC's TG19. The walking, cycling and horse-riding assessment was undertaken by the following assessment and review team:

Walking, Cycling & Horse-Riding Assessor

Isobel Drohan
BSc (Hons), MCIHT
Transport Planner

Signed: *I. Drohan*

Paul Basham Associates

Date: 25.04.25

- 6.2 As 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 GG 142.

Design Team Leader

Tom Peters
BSc (Hons), MSc, MCIHT
Principal Transport Planner

Signed: *T. Peters*

Paul Basham Associates

Date: 25.04.25

Appendix A



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KEY

- LAND OWNED BY PINE BEACH (HAYLING) DEVELOPMENTS LIMITED (INDICATIVE)
- LAND OWNED BY THE COUNCIL OF BOROUGH OF HAVANT (INDICATIVE)
- INDICATIVE LOCATION OF CONNECTIONS TO THIRD PARTY LAND



PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Project Name	LAND NORTH OF THE OYSTERS, HAYLING ISLAND
Project Phase	PRELIMINARY

Title	INDICATIVE THIRD PARTY CONNECTIONS
-------	---------------------------------------



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Client	HAYLING ISLAND BUILDERS
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P01	FIRST ISSUE		25.04.25	IDR	THP
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