

Land at Rook Farm, Hayling Island

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

**App No:
APP/21/01434**

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1. Scheme Details

1.1. Scheme Client / Developer

Name: Paul
Roberts

Organisation:
Gladman

Email:
p.roberts@gla
dman.co.uk

Tel: 01260
288800

1.2. Lead Assessor

Name: David
Stoddart

Organisation:
Prime
Transport
Planning

Email:
d.stoddart@p
rimetp.co.uk

Tel: 0151 728
1864

1.3. Other Assessment Team Members

Name:

Organisation:

Email:

Tel:

Name:

Organisation:

Email:

Tel:

1.4. Design Team Leader

Name:

Vanessa
Blackburn

Organisation:

Prime
Transport
Planning

Email:

[v.blackburn@
primetp.co.uk](mailto:v.blackburn@primetp.co.uk)

Tel: 0151 728
1861

1.5. Scheme Location and Description of Highway Works

Outline application for development of up to 300 dwellings (including affordable housing). The proposal includes provision for structural planting and landscaping; informal public open space; children's play areas; sustainable drainage system (SuDS); a new vehicular access from St Mary's Road; and associated ancillary works. All matters reserved except for means of vehicular access.

A site location plan has been submitted as part of the application and is available from the Havant Borough Council (HBC) planning portal. The site was previously proposed as a draft allocation in the emerging Havant Local Plan and has since been identified as a location for growth in the authority's Interim Housing Delivery Position Statement (IHPS) (a location where the principle of development will be supported subject to meeting the IHPS' relevant criteria). HBC has assigned the current planning application with the reference APP/21/01434.

Vehicular access will take the form of a simple priority controlled junction at the south-east corner of the site on St Mary's Road. The access carriageway will be 6.5m wide with 2m wide footways provided on both sides.

Localised footway improvements will be provided on St Mary's Road including:

- New footway provision in the southern verge outside of Limewood;
- Uncontrolled crossings consisting of dropped kerbs and tactile paving over the Limewood and St Mary's Road car park accesses; and
- Uncontrolled crossing consisting of dropped kerbs and tactile paving over St Mary's Road east of Limewood.

Pedestrian crossing improvements are also proposed at the junction of Church Road/Elm Grove/St Mary's Road/Tournerbury Lane in the form of new uncontrolled crossings.

Two separate pedestrian only accesses are proposed on the site's western boundary to connect to the local public right of way (PRoW) network. It is also proposed that one of these accesses would facilitate connectivity with the Fathom's Reach development towards the south-west of the site.

The applicant would be willing to provide proportionate contributions to highways infrastructure, including pedestrian and cycle improvements, where these are deemed necessary to make the proposed development acceptable in planning terms..

The main scheme objective from a highways perspective is to ensure safe and convenient access to the development for all users.

Full details are provided in the Transport Assessment (TA).

1.6. WCHAR Study Area

The highway improvements, which include a focus on the needs of pedestrians, aim to address existing accessibility shortfalls in the adopted highway network in the vicinity of the site such as narrow footways, non-continuous footways and limited crossing facilities as well as ensuring good connectivity with the local PRoW network. It is noted that a mitigation package which includes a number of strategic sustainable travel improvements was also proposed as part of work on the emerging Havant Borough Local Plan.

The study area consists of the following sections of highway and PRoW network with the justification for each also provided:

- St Mary's Road between Manor Road and Church Road – walking route from vehicular access to two main distributor roads in the vicinity of the site which lead to key amenities and to Mengham Infant School;
- Church Road between St Mary's Road and The Hayling College – route to college;
- Manor Road between St Mary's Road and Station Road – route to district centre;
- The local PRoW network in the land to the immediate north and west of the site – recreational use and traffic-free cut-throughs;
- Path 108/96/1 – route to Hayling Billy Trail; and
- Brights Lane, West Lane, Saltmarsh Lane and Denhill Close – route to Hayling Billy Trail.

The above routes are those within the immediate vicinity of the site, providing connection to key amenities. The two main routes to the Hayling Billy Trail from the site have been included. The Hayling Billy Trail has not been included as improvements to this route were previously being considered on a strategic basis through the Council's emerging Local Plan work.

Please see Figure A1 in Appendix A detailing the extent of the WCHAR study area.

Whilst this WCHAR identifies shortfalls in the highway and PRow networks, it is important to acknowledge that it is the applicant's responsibility to address such shortfalls only if the need for the improvement would be directly related to the development proposals in line with the three Community Infrastructure Levy (CIL) Regulations tests at NPPF paragraph 57.

2. WCHAR Assessment

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

HBC Core Strategy:

- DM Policy 11 – Planning for More Sustainable Travel
- DM Policy 12 – Mitigating the Impacts of Travel

HBC Emerging Local Plan (below policies are from withdrawn Local Plan but we assume that the same or similar policies will be included in the eventual Local Plan):

- IN2: Improving transport infrastructure
- IN3: Transport and parking
- IN5: Future Management and Management Plans
- E2: Health and Wellbeing
- H27: Rook Farm

HCC's LTP3:

- Policy A: To develop transport improvements that support sustainable economic growth and development within South Hampshire
- Policy D: To achieve and sustain a high-quality, resilient and well-maintained highway network for all
- Policy G: To improve road safety across the sub-region
- Policy H: To promote active travel modes and develop supporting infrastructure
- Policy M: To develop and deliver high-quality public realm improvements

There is crossover between the above HBC and HCC policies. At the core of the policies is encouraging sustainable travel with LTP3 also making reference to active travel. There is a clear theme of improvement to highway assets, with previous emerging Local Plan policy IN5 making the point that designs should be in full compliance with HCC's standards. Enhanced highway safety is also a core theme.

The site specific policy H27 in the previous emerging Local Plan called for pedestrian and cycle connectivity with St Mary's Road, a high degree of permeability for pedestrians and cyclists with connection to existing PRoW and the adjacent H28 Fathoms Reach emerging allocation, and protection and enhancement of the existing PRoW.

2.2. Collision data

The submitted TA provides a detailed review of collision data between 1st May 2016 and 30th April 2021 which was the most recent data available at the time of the assessment. HCC requested an updated time period however the authority checked accidents records for the following 7 months and were

‘content that there are no changes to the conclusions drawn from the data provided and therefore more recent data is not required from the applicant’.

The study area was extensive and included the A3023 from its junction with the A27 and Park Road South in Havant to the north, to its junction with Sea Front (Beachlands roundabout) to the south. Also included is Church Road from its junction with the A3023 and Sea Front to the north and south respectively, as well as St Mary’s Road and Cherrywood Gardens.

Crashmap has been used to supplement the accident analysis provided in the TA.

Two slight accidents occurred within the WCHAR study area. The first was also in the TA study area and involved a pedestrian in collision with a car when crossing Church Road outside St Mary’s Church in 2020. The police report suggests that the pedestrian failed to look properly and may have been masked by a parked car.

The second slight accident involving a pedestrian occurred within the WCHAR study area but outside of the TA study area. This occurred at the junction of West Lane/Brights Lane in 2018. This accident occurred when a car driver turning left collided with a teenage pedestrian who was crossing the road.

Three slight accidents involving cyclists occurred within the study area, all three of which occurred in 2017. The first, in March, occurred on Church Road outside Hayling Garage when a car reversing out of the forecourt collided with a child cyclist. The second, in May, occurred when a car driver, reportedly dazzled by the sun, turned right from Station Road to Beach Road across the path of a cyclist. The third accident, in July, occurred when a teenage cyclist failed to look properly when turning left out of Higworth Lane onto Manor Road and collided with a car.

No equestrians were reportedly involved in any accidents in the study area.

The number of accidents involving pedestrians and cyclists in the WCHAR study area is not particularly high given its extent. The accident reports indicate that road user error was the primary causation factor.

2.3. Multi-modal transport services and interchange information

Bus Stops within 400m:

Bus stop – Church Road north of St Mary’s Road for northbound services: shelter, seating, flag, timetable and bus layby. No raised boarding area. Provides access to 30 service to Havant (clockwise) with 2 services per hour.

Bus stop – Elm Grove south of St Mary’s Road for southbound services: flag and timetable. Lacks shelter, seating, raised boarding area. Provides access to 31 service to Havant via Eastoke, anticlockwise.

Rail:

Havant Station – Accessible via 30 and 31 bus with short walk from Havant bus station. Cycle parking (Sheffield hoops) adjacent to bus station. Provides

regular national rail services to London Waterloo and Victoria, Portsmouth, Southampton, Littlehampton and Brighton. Havant station has 92 CCTV protected cycle storage spaces.

Ferry:

Hayling Ferry Terminal – Ferry service allows bicycles to be carried free of charge and provides interchange with bus services in Eastney. 14 one-way services per day Monday-Friday and 15 one-way services per day Saturday-Sunday.

2.4. Trip generators

The main trip generators within or close to the study area that may influence levels of walking, cycling and horse-riding and the associated desire lines are as follows:

Mengham Infant School;

Mengham Junior School;

The Hayling College;

Elm Grove Co-operative foodstore;

Elm Grove shops; and

Station Road shops.

The key trip generators are illustrated in the WCHAR Location Plan in Appendix A.

2.5. Site Visits

Senior staff from Prime have undertaken multiple site visits to Hayling Island since 2016. The most recent visit undertaken specifically for this WCHAR was by David Stoddart on 13th July 2022 between mid-afternoon (circa 1300) and early evening (circa 1700). The visit encompassed the school afternoon peak with both Mengham Infant School and The Hayling College both being in term.

All roads and off-road footpaths within the study area were walked. Photographic evidence can be provided.

Roadside footways were found to be well established and of standard construction. Off-road PRoW and unadopted off-road footways were found to be pleasant but of varying surface quality. Further details are provided below.

2.6. Liaison with key stakeholders

This WCHAR has been prepared at the request of HCC Highways' Development Planning team as part of the outline planning application at Rook Farm.

We contacted HCC's Countryside Service in July 2022 with the following queries:

What is the status of the paths to the north of the site? During the site visit it was observed that they were well maintained but do not appear to be adopted PRow with reference to the online PRow map;

Has the southern section of path 108/94/1 that runs between Southleigh Grove and the St Mary's Road cul de sac been extinguished or bypassed by a more recent connection to Southleigh Grove? This section is inaccessible and does not appear to have been used for many years. It was observed to be inaccessible during our first site visit in 2016.

No response has been received.

2.7. Existing pedestrian, cyclist and equestrian facilities

Footway is present on the northern side of St Mary's Road at the site frontage. It continues to meet the footway on Church Road to the north-east where crossing facilities are limited but the applicant intends to provide improvements here as detailed in Technical Note 1 (TN1). The nearest pair of bus stops are on Church Road/Elm Grove close to this junction. The northbound bus stop benefits from a shelter with seating, timetable information and a layby, while the southbound stop consists of a flagpole only. A potential bus stop upgrade is discussed in TN1.

Heading south-west from the site frontage, the footway terminates but continues on the southern side to Mengham Infant School where two uncontrolled crossings with tactile paving, dropped kerbs and pedestrian refuge island are present. The footways continue on both sides to Cherrywood Gardens which also benefits from footways on both sides up to Elm Grove.

There are sections of footway on St Mary's Road where overhanging vegetation restricts the available width. It is the responsibility of HCC to ensure that any vegetation which overhangs public highway is regularly cut-back in line with Section 154 of the Highways Act (1980).

North-east of the infant school is St Mary's car park which was observed to be well used for school pick-ups at the time of the site visit. The car park also has a convenient pedestrian cut-through to Elm Grove, which is a signed route to the school, though no dedicated pedestrian route through the car park is available, with pedestrians mixing with cars. Dropped kerbs are present across the car park access but tactile paving is not.

St Mary's Road west of Cherrywood Gardens has a wide footway on the southern side that continues to Beach Road/Manor Road. Dropped kerbs are present at the junctions with South Road and Beach Road though tactile paving is not. A 1.2m wide pedestrian refuge island is present at the crossing of St Mary's Road with Beach Road/Manor Road. A zebra crossing with Belisha beacon is present on Beach Road south of St Mary's Road.

Running from Beach Road opposite St Mary's Road there is a fairly recently upgraded shared cycleway that runs largely traffic-free through Hayling Park, eventually joining the Hayling Billy Trail. This path is route 108/96/1 and is shown on HCC's online PRow map as being a footpath but it appears suitable for use by cyclists and is signed as such. This, in combination with the lightly trafficked nature of St Mary's Road, provides a convenient cycle route between the site and the Hayling Billy Trail.

Footways are present on both sides of Manor Road with dropped kerbs, tactile paving and a 1.2m wide pedestrian refuge island present at the junction with Station Road. The refuge island lacks tactile paving.

Two pedestrian cut-throughs run north to Southleigh Grove and Fathom's Reach where established street lit footways are present. A footpath runs from Southleigh Grove to path 108/94/1 though it is not shown as an adopted PRow on HCC's online PRow map. The initial section from Southleigh Grove is however an adopted footway (not PRow). This path appears to have bypassed the southern section of 108/94/1 which is inaccessible and does not appear to have been navigated for many years.

Path 108/94/1 runs north along the western boundary of the site. This section is fairly overgrown and the path is narrow with an open ditch as well as buttress roots protruding from the surface in places, however an unadopted route is available a few metres to the west which appears to be more well used. The adopted path then continues east to St Mary's Church, though the eastern section does not appear to follow the route shown on the online PRow map. There is a network of unadopted and unmade footpaths, also used by cyclists, running through the fields to the north and west of the site. It was observed during the site visit that these paths had recently been tended to and appeared to be well-trodden/cycled. Aerial photography suggests that these paths have been in use for many years but it is not clear who is responsible for their upkeep. Path 108/92/1 runs west from 108/94/1 to Manor Road with two connections provided to Fathoms Reach.

A puffin crossing is available outside of The Hayling College on Church Road, providing safe passage for pupils and parents/guardians.

Two well signed footpaths run north and south of St Mary's Church to Church Road. Barriers to presumably encourage cyclists to dismount are present on the sections of the paths that pass through the church grounds/graveyard. The southern path includes a section that has metal sheeting/matting laid, presumably to aid safe passage in inclement weather or to help groundskeeping activities. The northern path is of a higher quality with what appears to be a fairly recently laid compacted gravel surface which continues north-west to the caravan park via 108/89/1. This footpath passes through the caravan park where a tarmac footpath is provided, and with traffic calming where it crosses the internal roads emerging at the lightly trafficked Higworth Lane that connects to Manor Road opposite Brights Lane.

There are limited crossing facilities at the junction of Manor Road/Brights Lane/Higworth Lane. A second route to the Hayling Billy Trail can be made via Higworth Lane, Brights Lane, West Lane, Saltmarsh Road and Denhill

Close with the latter connected to the Hayling Billy Trail via path 108/521/1. This route has well established street lit footways and is relatively lightly trafficked, so could be used as a connection to the trail.

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

Data is not currently available for such users, but from our observations, walking and cycling is popular within the study area. The formal and informal paths to the north are well used by both pedestrians and cyclists. Roadside footways are well used. Cyclists have been observed cycling in the carriageway.

The existing and proposed numbers of pedestrians and cyclists are not to a level that would cause capacity constraints for the existing infrastructure.

There do not appear to be any horse-riding schools in the vicinity of the study area and no horse-riders have been witnessed, therefore it is assumed that there is no regular equine use in the area.

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

The current planning application submission is open to comments from local residents and businesses. Limited feedback has been received on walking, cycling and horse-riding.

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.

A plan showing potential improvements, all of which are not directly related to the proposed development, is provided as Figure B1 in Appendix B. The improvements previously proposed in the TA and/or TN1 are not shown.

It is again noted that any improvements should be proportionate in scale and kind to the development proposed and necessary to make it acceptable in planning terms, with reference to paragraph 57 of the NPPF. The applicant is also only able to deliver improvements to the extent that these would be fully deliverable within the adopted highway or land within its control.

The applicant would be willing to discuss the provision of proportionate developer contributions that would enable HCC to facilitate or deliver other off-site accessibility and highway improvements where these would be necessary to make the development acceptable in planning terms.

3.1. General

There is potential to install traffic calming measures on St Mary's Road which the applicant described and explored in the TA. We would welcome discussion with HCC regarding the type and extent of the measures.

3.2. Strategic Opportunities

As part of the proposed development, a potential connection to path 108/94/1 is shown on the Development Framework Plan that accompanies the client's application proposals. The precise location of this connection would be determined at the reserved matters stage. The connection would create a direct connection between the application site and the wider PRoW network in the local vicinity, and in turn could help to improve accessibility and provide a further alternative route option that bypasses a section of St Mary's Road.

As noted above, PRoW 108/94/1 extends along the application site's western boundary, before turning eastwards and running parallel to the application site's northern boundary. However, other than the proposed connection point shown on the Development Framework Plan, further links to this PRoW would require the use of third-party land and would be beyond the applicant's control. Notwithstanding this, it is not considered that such connections are necessary to deliver appropriate levels of accessibility, in connection with the proposed development scheme.

There is opportunity to provide greater connection to the Hayling Billy Trail, particularly for cyclists as well as pedestrians, potentially linking path 108/101/1 off Legion Road to path 108/96/1 off Beach Road via St Mary's Road, and path 108/521/1 of Denhill Close via path 108/89/1. These routes

are shown on Figure B1 in Appendix B. The connections would likely require a combination of existing PRow improvements, including upgrade to bridleway/cycleway standard, and the creation of on-road cycle routes and pedestrian infrastructure improvements.

It is considered that these improvements would be best delivered on a strategic basis, as part of a package of wider accessibility improvements, with funding from other sources and development proposals. However, the applicant would be willing to explore the potential to offer a proportionate contribution that would enable HCC to facilitate such upgrades, subject to meeting the three CIL Regulation 122 tests (NPPF paragraph 57).

3.3. Walking Specific Opportunities

Aside from the abovementioned strategic opportunities and the commitments already offered at the Church Road/Elm Grove/St Mary's Road/Tournerbury Lane junction and on St Mary's Road, there are several junctions in the study area which have limited crossing facilities. These have been identified as follows:

- St Mary's Road/Cherrywood Gardens – lack of crossing facilities but ability to provide them restricted by driveways;
- St Mary's Road/South Road – dropped kerbs but no tactile paving;
- St Mary's Road/Beach Road – dropped kerbs but no tactile paving and substandard refuge island width;
- Station Road/Manor Road – dropped kerbs and tactile paving on footways but substandard refuge island width and no tactile paving on island; and
- Manor Road/Higworth Lane/Brights Lane – limited dropped kerbs and no tactile paving.

There are also opportunities to improve the local PRow network, particularly 108/94/1 north of Southleigh Grove through the cutting-back of vegetation and surfacing improvements.

We acknowledge that the south-western section of St Mary's Road lacks footway along much of the northern side, but opportunity to provide one is restricted by the limited highway verge and available carriageway width.

Whilst the above have been identified as part of this WCHAR, they are not all directly related to the development as the internal network and pedestrian accesses will allow some of the constraints to be bypassed, such as the St Mary's Road junctions with Cherrywood Gardens and South Road and the lack of footway on the northern side of the south-western section of St Mary's Road.

The site's good permeability for pedestrians means that residents of the site will be able to bypass these constraints by walking through the site and using one of the proposed pedestrian accesses towards Southleigh Grove and Fathom's Reach.

Improvements to sections of PRow outside of the applicant's control will be the responsibility of HCC.

3.4. Cycling Specific Opportunities

Where appropriate and feasible, cycling improvements could be made as part of the abovementioned strategic opportunities, and through the provision of designated on-road cycle routes.

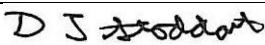
3.5. Horse-Riding Specific Opportunities

Given the lack of horse-riding centres in the vicinity of the study area, it is felt that opportunities to improve horse-riding facilities in the area are limited. There may be some opportunity to encourage horse-riding through the upgrade of the Hayling Billy Trail as part of a wider package of strategic accessibility measures.

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:	Mr David Stoddart
Title/Position:	Associate Director
Organisation:	Prime Transport Planning Ltd
Signature:	
Date:	17/04/23

Scheme Client Team Leader

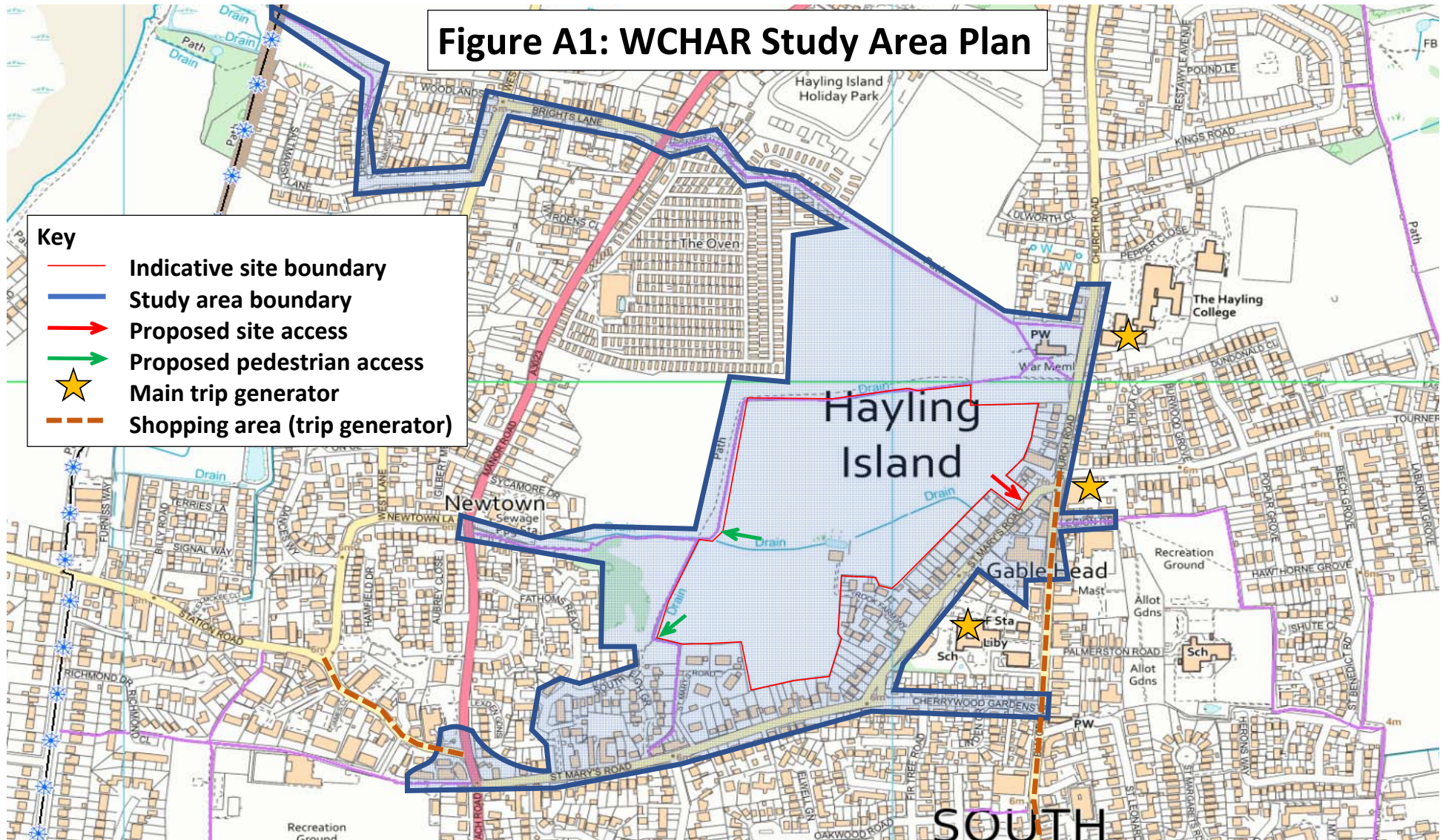
As the Scheme Client Team Leader, I confirm that the assessment has been undertaken at the appropriate stage of the highway scheme development.

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:	Mr Paul Roberts
Title/Position:	Project Manager
Organisation:	Gladman
Signature:	
Date:	17/04/23

Appendix A – Figure A1 WCHAR Study Area Plan

Figure A1: WCHAR Study Area Plan



Appendix B – Figure B1 Potential Improvements

