

Appendix C

WCHAR

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Land and Development Advisory Ltd

Ageas Bowl Masterplan

Walking, Cycling and Horse Riding Assessment
and Review





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Walking, Cycling and Horse Riding Assessment and Review

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1 Scheme Details

1.1 Scheme Client / Developer

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1.5 Scheme Location and Description of Highway Works

Introduction

- 1.5.1. WSP has been appointed by Land and Development Advisory Ltd to produce a Walking, Cycling and Horse Riding Assessment and Review for the Ageas Bowl Masterplan, located in West End, Hampshire.
- 1.5.2. The proposals for the development comprise of five character areas:
 - Character area 1: Car Park;
 - Character area 2: 142-bed budget hotel and car park;
 - Character area 3: Pavilion and Maintenance Store;
 - Character area 4: 71 bedroom (+ Concierge) Care Home; and
 - Character area 5: Residential area made up of 98 dwellings and 88 apartments.
- 1.5.3. Figure 1-1 below outlines the proposed Site location in relation to local facilities and existing Public Rights of Way.

Highway Proposals and Proposed Access Arrangements

Vehicular

- 1.5.4. Access for vehicles into the Ageas Bowl site is currently achieved via the B3035 Botley / Marshall Drive signal junction. There is then a roundabout which will via its eastern arm direct visitors to the existing and proposed hotels and associated car park, grounds entrance and pavilion. The southern arm of the junction leads towards the proposed well-being centre, residential development, and care home via an existing internal access road. The western exit of the roundabout provides access to an existing hotel facility (Holiday Inn Express) and David Lloyd gym complex.
- 1.5.5. The proposed access into the residential area consists of a three arm compact roundabout to the west of the stadium on the existing internal road. Vehicular access and parking can be achieved around the entire residential development through the internal access road, though the masterplan is focused on active-travel movements. The proposed width of the main residential access road is 6m, with footways either side which will be 2m wide. In areas of shared space the carriageway width is between 4-6m to encourage slow moving vehicles with the priority given to pedestrians and cyclists. The residential development includes a number of footpaths providing more direct access to properties than the internal road network. WSP drawing 3579-GA-101 included in Appendix F of Transport Assessment Addendum presents vehicular access into the residential development.
- 1.5.6. The internal access road continues south-east from the residential development access roundabout towards the proposed Care Home and associated car park. WSP drawing 3579-GA-101 also presents a swept path analysis of the vehicular access into the Care Home car park.

- 1.5.7. Access to the main car park for the Well-Being centre will be via a priority junction to the south of the Marshall Drive roundabout which provides access to the expanded Hotel car park. A secondary car park has been provided for the Well-Being centre providing space for four disabled parking bays this will enable access into the centre to be step free. This car park will also be accessed via the internal road. WSP drawing 3579-GA-101 presents a swept path analysis of the vehicular access into the Well-Being car parks and access into the proposed hotel car park which will still be accessed via eastern arm of the roundabout.
- 1.5.8. The new pavilion and maintenance area will be accessed via the internal ring-road as per the existing situation.

Pedestrian and Cyclist

- 1.5.9. The main pedestrian and cyclist access to the Site is via the Marshall Drive traffic signal junction. There is an existing shared use path leading to the roundabout on Marshall Drive and footways on both sides of the carriageway, which will continue around the internal access road, leading into the Well-Being centre, the residential development, and the care home. The Ageas Bowl internal road network promotes considerate vehicle movement, which in turn promotes active travel throughout the site as low vehicle speeds reduce severance created by vehicles and pedestrians and cyclists.
- 1.5.10. The residential development has an additional access point in the form of an offline path through Telegraph Woods connecting to Telegraph Road, which will provide a shorter route to the West End local centre. The residential development will also link into the existing tracks within Telegraph Woods which would provide leisure activities for those living on site. These tracks are not classified as a Public Right of Way (PRoW) and as such these tracks could be closed for public access at any point.
- 1.5.11. Cycle stores are proposed on the lower ground floor of the Well-Being centre and the apartment blocks of the residential development. Bike storage will be provided within the curtilage of each residential property.
- 1.5.12. Bicycle parking will be provided in accordance with Eastleigh Borough Council's adopted standards and is discussed later within this section.

1.6 Event Day Arrangements

- 1.6.1. Currently, event day traffic and pedestrian movements are organised via Traffic Management Plans (TMP) completed by The Ageas Bowl and submitted to Eastleigh Borough Council for approval before each event.
- 1.6.2. Each bespoke TMP outlines the strategy that will be employed to minimise the impact of the event in question on both the local and strategic road network, as well as ensuring that spectators are able to travel to and from the event in a safe and efficient manner. The operation of these TMPs has been in place since 2004, having been found to be a success in the past, with the Ageas Bowl team minimising traffic congestion on the surrounding highway network prior to events and ensuring the swift and safe exit of spectators after each

event which maintains the integrity of the operation of the local highway network. Overall, it is the aim of the traffic management team is to have the local highway network operating as normal within two hours of the end of an event.

- 1.6.3. Parking on events days takes place both on-site and at off site at dedicated park and ride facilities. Accessible parking, VIP and Debentures parking for events is generally located on-site. The majority of on-site parking on event days is accessible via the signal-controlled junction on B3035 Botley Road and is managed by traffic marshals. As part of the development there will be a new event day access junction located further east on B3035 Botley Road providing direct access to the event day car park. Parking at Thorneydown Farm is accessed via A27 Moordown Road, with an internal footpath connecting pedestrians from the car park to the site. Onsite parking is typically managed via a booking system, with 1,684 car parking spaces and 30 bus spaces available on-site. The University of Southampton Sports Ground facility at Wide Lane has an additional 1,500 spaces and operates as a Park and Ride, with no need to pre-book.
- 1.6.4. Each TMP contains details about the approach taken to the management of local traffic signals. The Ageas Bowl work closely with Hampshire County Council's Intelligent Traffic Systems Group (ITS) Group) to develop a strategic approach to local traffic signalling. The purpose of this approach is to minimise the disruption event traffic may cause to the wider road network. Previous TMP's have included mitigation measures such as the live monitoring and / or management of traffic lights by an ITS engineer at the following locations prior to an event:
 - Junction 5, M27;
 - Eastbound Slip Road, Junction 7, M27;
 - Windhover Roundabout; and
 - B3035 Botley Road / Marshall Drive.
- 1.6.5. The purpose of intervention by the ITS Group is to improve the flow of traffic into the Park and Ride site at the University of Southampton Sports Ground at Wide Lane and to the Ageas Bowl site itself, while also ensuring that queuing traffic does not lead to safety concerns such as blocking back of queues onto the M27. This is assisted further by the ITS Group being in direct communication with police motorbike riders who monitor traffic condition at critical locations.
- 1.6.6. Each TMP also outlines ITS measures put in place to ensure the egress of traffic from the event is safe and efficient. An ITS engineer is typically positioned at the junction of B3035 High Street / A27 Church Hill during the egress of spectators, to ensure priority is given to traffic exiting the ground, with particular consideration being given to Park and Ride Buses returning for multiple pickups.
- 1.6.7. In terms of Public Transport, The Ageas Bowl operates a rail shuttle service from Southampton Airport Parking and / or Hedge End train stations. Additionally, The Ageas Bowl liaises with local public transport operators and EBC to encourage visitors to use public transport to attend events. Additional late running bus services, increased service

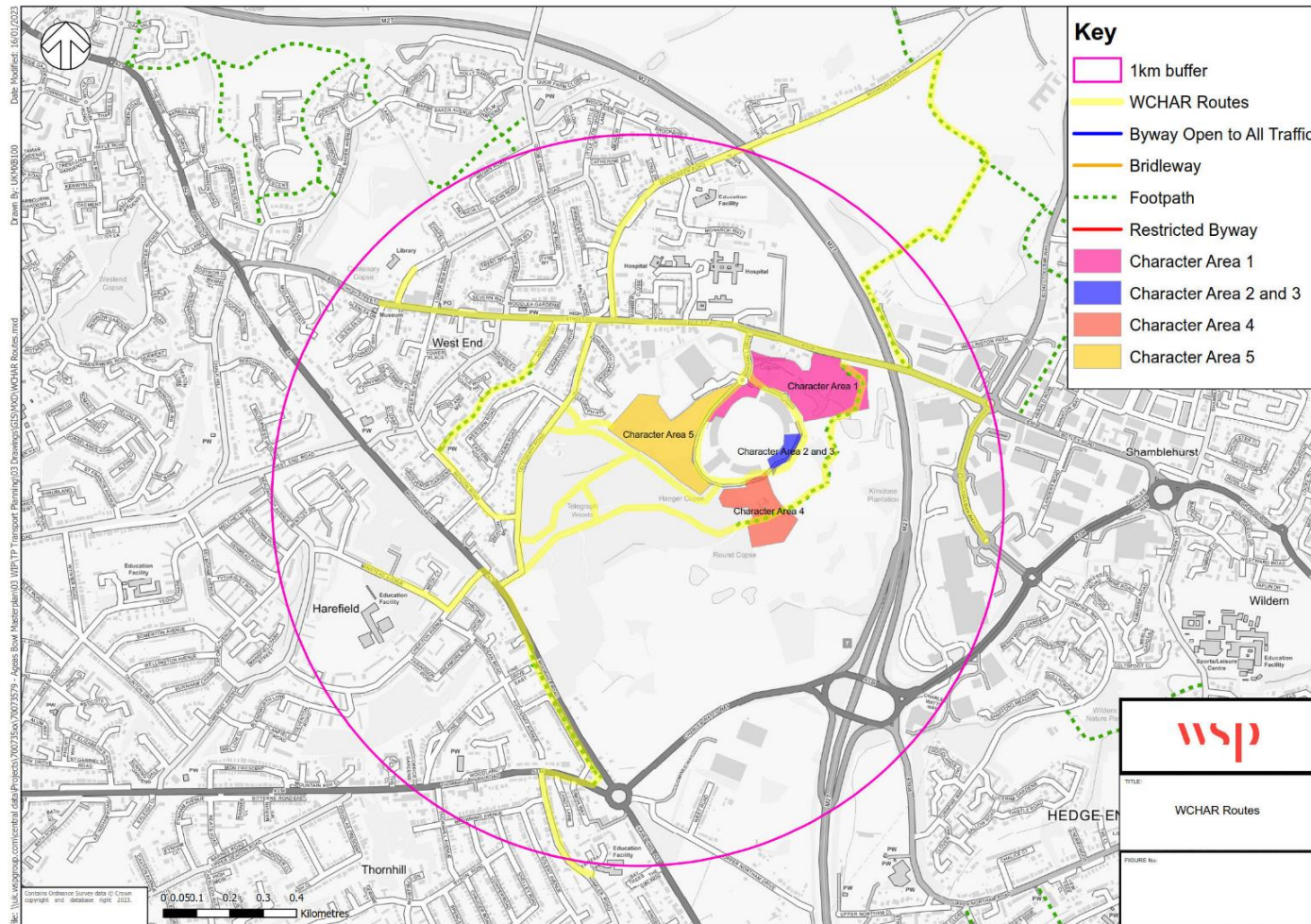
frequency and the provision of free services have previously been implemented in order to reduce the strain on the local network.

- 1.6.8. Further information about event day operations can be found in the Transport Assessment, including management of local junctions, temporary event signage and temporary road closures.

1.7 WCHAR Study Area

- 1.7.1. The WCHAR has been undertaken and completed at the request of Hampshire County Council (HCC). The Hampshire County Council's document TG19 (Walking, Cycling and Horse-Riding Assessment and Review) outlines those developments more than 50 residential units in size and 'S38/S278 schemes should undertake a WCHAR based on a 'large scheme' basis. The development will provide more than 50 units and community facilities but will not include any S38 works as the residential development will connect into a private unadopted road and the S278 works only relate to the event day access junction not the residential/ community access.
- 1.7.2. The study area and routes of the WCHAR is outlined below. This has been created by adding a 1km buffer around the development site in order to encompass routes to local schools and local amenities.

Figure 1-1 - WCHAR Audit Route



2 WCHAR Assessment

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

- 2.1.1. There are numerous policy documents relating to the development at The Ageas Bowl.
National Planning Policy Framework, 2021
- 2.1.2. National Planning Policy was updated in July 2021, setting out the government's planning policies and how they should be applied when planning new development.
- 2.1.3. Relevant to the development at The Ageas Bowl, Section 8 'Promoting healthy and safe communities' states in paragraph 100 that:
"Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails."
- 2.1.4. Chapter 9 'Promoting sustainable transport', explains in paragraph 104:
"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
a) *the potential impacts of development on transport networks can be addressed;*
b) *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*
d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*
- 2.1.5. Paragraphs 110 and 111 also state:
"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
b) *safe and suitable access to the site can be achieved for all users;*

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

and that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

Hampshire Local Transport Plan 4 (April 2022)

- 2.1.6. This document was published in April 2022 and is currently in draft. The document describes the route to delivering a set of core transport related outcomes over the next 30 year period, including ‘significantly reducing dependency on the private vehicle’.
- 2.1.7. Section 6 outlines the proposed core policies related to the development at The Ageas Bowl:
 - Policy C1 – Putting people and places at the heart of our decisions;
 - Policy C5 – Support local living and reduce demands on transport; and
 - Policy C6 – Encourage sustainable travel behaviour.
- 2.1.8. Section 7 outlines the following proposed theme policies which are relevant to the development at The Ageas Bowl:
 - 7.1: Healthy Places
 - HP1 - Deliver the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips
 - HP2 - Enable healthy neighbourhoods and high streets in partnership with communities
 - HP3 - Widen participation and broaden the appeal of walking and cycling as a natural travel choice
 - 7.4 Balancing Travel Demand (BTD)
 - BTD3 - New approaches for shifting the balance between private car use and other modes
 - 7.5 Rural Transport
 - RT2 – Sustainable access to the countryside
 - Development and Masterplanning (DM)
 - DM1 - Integrate transport and strategic land-use planning to reduce the need to travel

- DM2 - Support proactive masterplanning of new development sites for high quality neighbourhoods

Eastleigh Borough Local Plan (2016 – 2036)

2.1.9. This local plan was adopted in April 2022 and sets out the policies and plans to guide future development up until 2036. The council has three strategic priorities outlined in the plan, which are:

- **A Green Borough:** tackling congestion; developing green infrastructure; an excellent environment for all; and minimising waste and managing resources
- **A Healthy Community:** enabling healthier lifestyles/wellbeing; and tackling deprivation
- **A Prosperous Place:** increased provision and more diverse mix of housing; ensuring appropriate infrastructure including employment land; enabling the right skills and employment mix; and reinvigorating town and local centres

2.1.10. Development at The Ageas Bowl is outlined in Policy WE4. This policy is detailed further in the Transport Assessment.

Eastleigh Local Cycling and Walking Infrastructure Plan (LCWIP, 2022)

2.1.11. This document outlines the plan for investment in walking and cycling infrastructure, with the intention of bringing a range of benefits to the residents of Eastleigh. These include: “a *reduction in air pollution, fewer delays, decreasing frequency of collisions on the highway and improving accessibility for people of all ages and ability*”. The document then goes on to detail it’s proposed network around the area.

2.1.12. **Route 263: West End – Hedge End** runs along the B3035 Botley Road, which is the main access road to the development at The Ageas Bowl. This route aims to connect residential and business area and the LCWIP acknowledges the vehicular domination of the route at present. The document then outlines some potential upgrades to the route, including a segregated facility along the B3035.

2.1.13. **Route 338: West End – Hamble** route runs to the south west and south of the proposed development. Proposed improvements include a segregated cycle track between the Swaythling Road/High Street junction and Kanes Hill roundabout, as well as a review of Kanes Hill Roundabout.

2.1.14. **Route 262: Kanes Hill Roundabout – Hedge End Centre** runs to the south-east of the site and the document recognises the limited existing cycle infrastructure. Several improvements are suggested for this route, including a segregated cycle track between Kanes Hill and Upper Northam Drive.

LTN 1/20 – Cycle Infrastructure Design (Department for Transport, 2020)

2.1.15. LTN 1/20 was published in July 2020 and outlines the standards for cycling infrastructure. It provides guidance for designing new and improving existing cycling infrastructure, outlining the most desirable and appropriate levels of intervention for the environment.

- 2.1.16. The document explains that cycling is a vital component of key transport policies across the country and will contribute to targets for reducing traffic congestion, improving air quality, and securing the benefits of cycling in terms of public health.
- 2.1.17. LTN 1/20 also emphasises the importance of making cycling inclusive and an achievable form of travel for all. It states that to achieve the core design principles, cycling infrastructure should be Coherent, Direct, Safe, Comfortable and Attractive.

Inclusive Mobility – A Guide to best Practice on Access and Pedestrian and Transport Infrastructure (Department for Transport, 2021)

- 2.1.18. The Inclusive Mobility document was published in December 2021 and provides guidance and best practice on access to pedestrian and transport infrastructure. It describes features that should be considered for the provision of safe and inclusive infrastructure, and highlights issues related to disabling barriers, such as technology, maintenance, awareness of the needs of disabled people and the importance of engagement.

Hampshire County Council Countryside Service Design Guidance (2020)

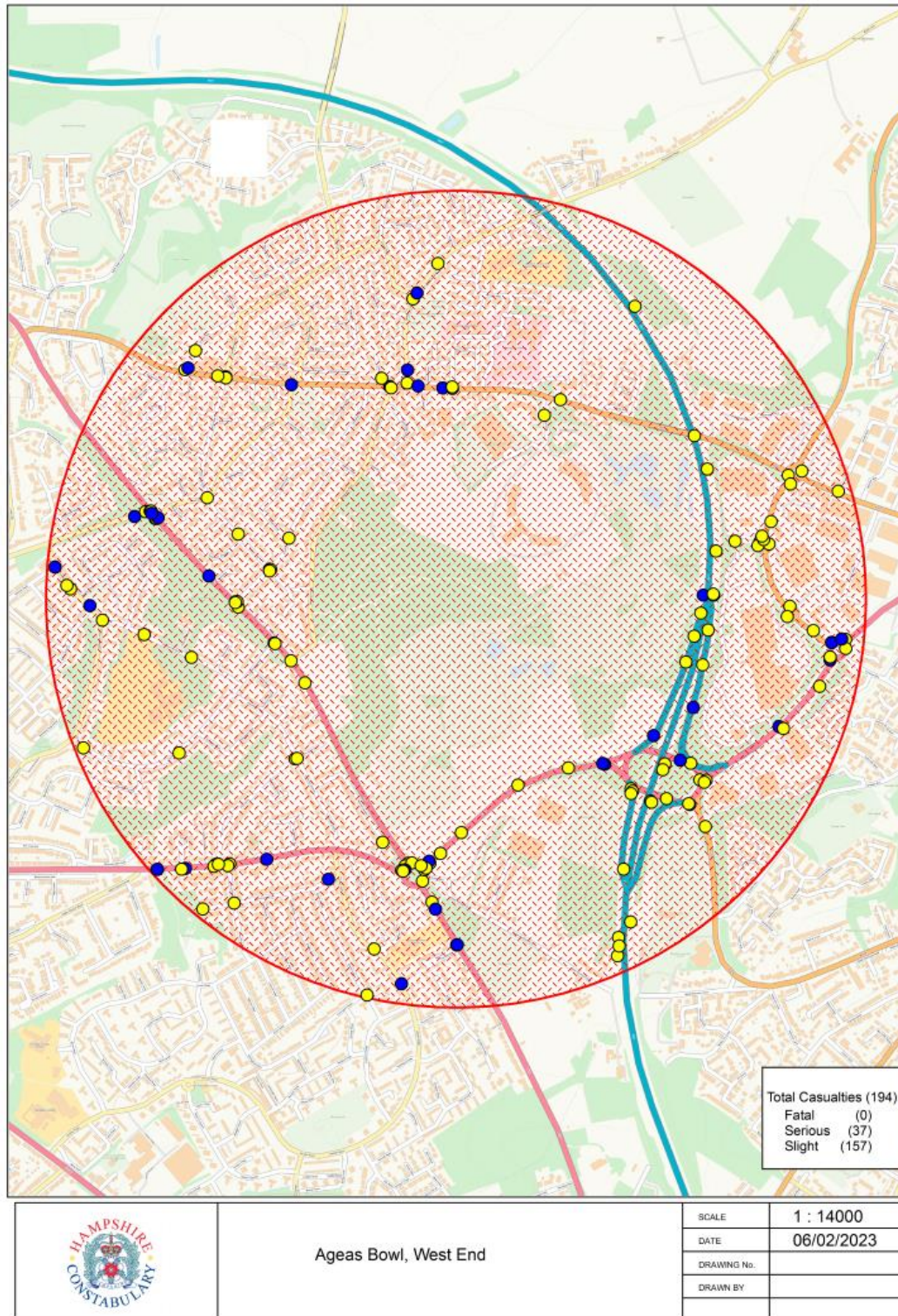
- 2.1.19. Hampshire Countryside Service have provided a series of guidance documents containing design standards for different elements of countryside development. The following documents are considered to be relevant to the proposed development and WCHAR:
- **Paths, Widths, Heights, and Gaps:** There is a desirable path width of 2.5m and a head clearance of 3.5m for bridleways, and desirable path width of 1.5m and head clearance of 2.5m for footpaths. It is desirable to allow an extra 0.5m on either side of a footpath or bridleway to allow vegetation to grow.
 - **Path Surfacing:** A natural surface, adequate for public use, such as gravel is considered acceptable where it is in keeping with the environment and requires minimal maintenance. Drainage should also be considered, particularly in areas that susceptible to being muddy or waterlogged, this can include vegetation clearance to allow sufficient sunlight in. Formal surfacing may need to be considered if drainage does not solve any issues. The document outlines several other considerations that need to be made in terms of water and surfacing, maintenance, and possible use of the surface by large farming machinery that may cause damage. The document also outlines the typical bridleway specification for constructing a path suitable for walkers, cyclists, and horse-riders.

2.2 Collision data

- 2.2.1. Based upon the analysis of Personal Injury Accident (PIA) data received from Hampshire Constabulary for the latest available 5-year period (01/10/2017 – 30/09/2022) a total of 157 PIAs occurred with 37 being classified as ‘Serious’ and 157 classified as ‘Slight’. No fatal accidents were recorded within the study period. Approximately 11% of the recorded incidents involved at least one pedal cycle.

2.2.2. Figure 2-1 shows the location of the accidents that occurred in the study area during the most recent five year period.

Figure 2-1 - Accident Data



- 2.2.3. Five cluster sites of accidents were identified at the following locations with a review of the data identifying the majority of the recorded accidents as being ‘Slight’:
- M27 – Junction 7;
 - A27 – Kanes Hill Roundabout;
 - A27 Church Hill/West End Road junction;
 - A334 Charles Watts Way/B3342 Tollbar Way/Turnpike Way Roundabout; and
 - Botley Road/B3035 Mini-Roundabouts.
- 2.2.4. A review of the causation factors at these cluster sites identified that the PIAs were caused by human error, with factors such as ‘failing to see’ and ‘careless/reckless/in a hurry’ being listed as opposed to errors within the operation/design of the highway network.
- 2.2.5. One slight PIA was recorded within proximity of the proposed site access junction near the signalised B3035 Botley Road/Marshall Drive junction. The causation factor for this accident was listed ‘loss of control’ and ‘failed to judge other persons path or speed’. No vulnerable road users were recorded as being involved.
- 2.2.6. Another incident occurred on Marshall Drive; however this was attributed to a medical episode of a cyclist and did not involve any other road users.
- 2.2.7. In conclusion, it can be determined that there are no operational issues within the local highway network within proximity of the proposed development, with previous PIAs occurring due to human/driver error. Given the limited level of traffic associated with the development proposals, it can be determined that the operation of the proposed development would not have an adverse impact upon active modes of transport from the highway safety perspective.

2.3 Multi-modal transport services and interchange information

Bus Services

- 2.3.1. The closest bus stops are Moorgreen Hospital (eastbound) and Shaw Road (westbound), which are both situated on the B3035 Botley Road, immediately west and east of the Marshall Drive junction. This is approximately 400m (or a five minute walk) from the Marshall Drive Roundabout.
- 2.3.2. The Moorgreen Hospital stop has a shelter with seating and timetabling information available. The Shaw Road stop is signposted as a bus stop, with timetabling information, however no seating or shelter is available. Alternatively, the westbound Moorgreen Hospital bus stop has both shelter and seating and has the same services available as Shaw Road.
- 2.3.3. Services available from these stops include the Xelabus X4, providing an hourly service between Eastleigh, West End and Hedge End, and the First 8 service, running every 30 minutes between Southampton City Centre, Bitterne, West End and Hedge End Railway Station.

Rail Services

- 2.3.4. The closest train station is Hedge End, which is 2.6km north east of the site. Hedge End station is a small station, with two platforms operated by South Western Railway. The station is manned by staff on a part time basis; however customer help points are available on all platforms for when the station is unmanned.
- 2.3.5. There is a waiting room available during daytime hours, and outdoor seating is available. This station does not have toilet facilities. Platform one has step free access, however Platform two is only accessible via a 52 step footbridge.
- 2.3.6. There is a free, council managed car park at the station with 96 spaces which operates 24h a day. Bike storage is available with wheel rack space for 54 bikes. There is CCTV overlooking the bike storage area.
- 2.3.7. The train station has frequent services to destinations including Eastleigh, Winchester, London Waterloo and Portsmouth Harbour. The table below summarises the journey time and frequency of these services.

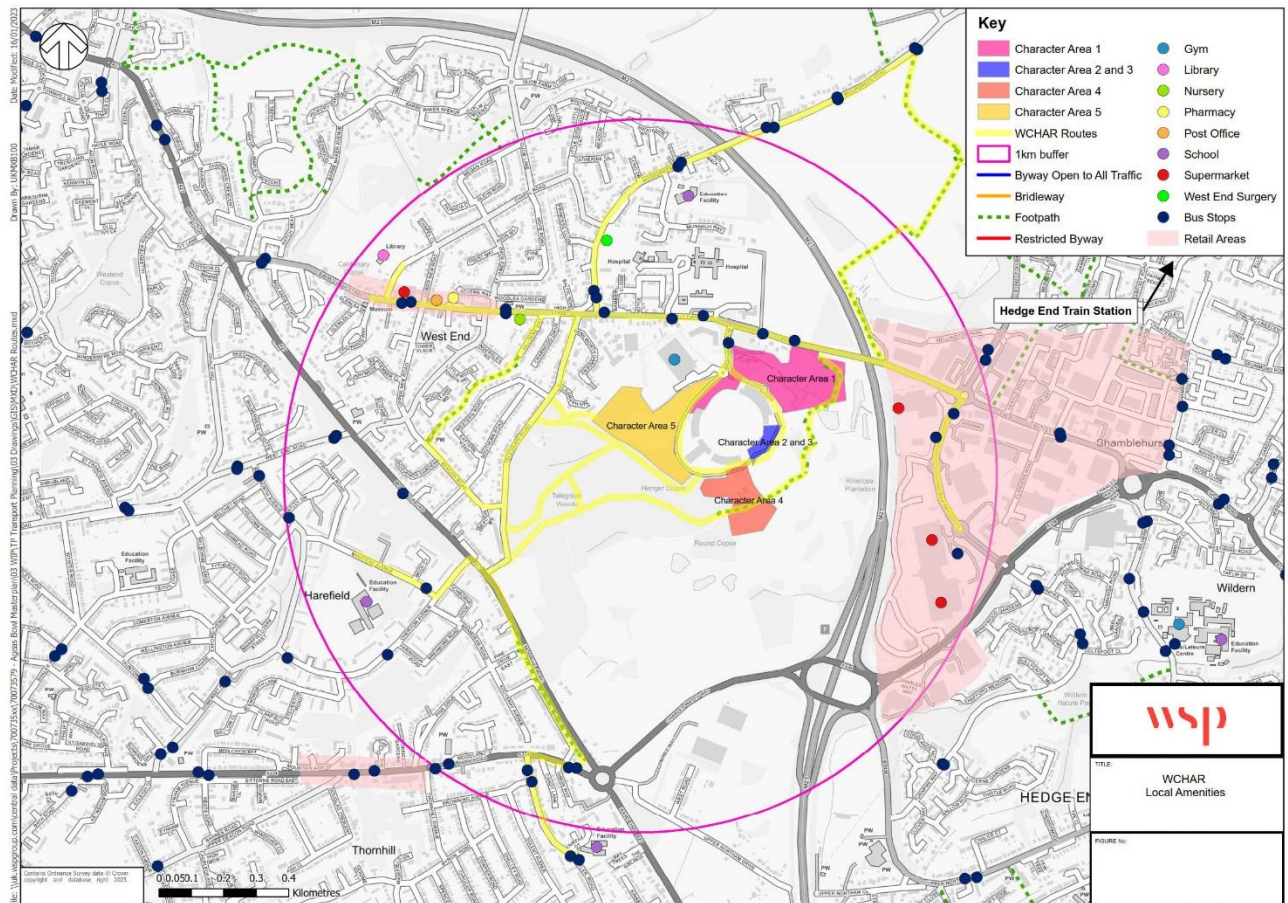
Table 2-1 – Summary of Rail Services from Hedge End

Destination	Frequency	Journey time
Portsmouth Harbour via Fareham, Cosham, and Portsmouth and Southsea	Hourly	45 minutes
London Waterloo via Eastleigh, Winchester, and Basingstoke	Hourly	1 hour 35 minutes

2.4 Trip Generators

- 2.4.1. The Site is located approximately 1km from Hedge End retail centre to the east and West End Village centre to the west, roughly a 15 minute walk in each direction. Both of these offer shopping and convenience opportunities, as well as a selection of places to eat. Hedge End is accessed via B3035 Botley Road and B3342 Tollbar Way, with wide pedestrian and cycle facilities, including signalised crossings, available for the duration. West End is also accessed via B3035 Botley Road and B3035 High Street, also with adequate pedestrian and cycle facilities available for the duration. Cycle parking is available at Hedge End retail park outside multiple areas of the shops available, and in West End Village centre.
- 2.4.2. The following amenities are available within 1km from the development:
- David Lloyd Gym;
 - West End Surgery;
 - St James' Primary School;
 - Hildene Centre and Pre-School;
 - Hedge End Retail Centre;
 - Convenience Shop;
 - Pharmacy;
 - Post Office;
 - Supermarket;
 - Library; and
 - Woodlands Community College.
- 2.4.3. The map below highlights the location of these amenities in proximity to the development.

Figure 2-2 - Key amenities in the local area



2.5 Site Visit

- 2.5.1. A site visit was undertaken on Wednesday 11th January 2023, between 09:30 and 13:00 to observe the standard and condition of existing facilities. An assessment of how these existing facilities will tie into the proposed site development and access arrangements was also undertaken. The site visit was carried out by two assessment team members. The weather started out as cold, sunny, and clear, but became overcast and started raining in the early afternoon.
- 2.5.2. The following sections present a summary of the key findings from the Site visit for the key routes highlighted in Figure 1-1. The purpose of the site visit is to provide a detailed review of the existing walking, cycling. It will focus on the surface quality, whether lighting is available or routes are overlooked, conflicts/ risks of each route, crossing facilities and accommodation of desire lines. Taking these items into consideration, opportunities will then be proposed to make appropriate improvements to the study area.
- 2.5.3. Photos are available in Appendix B.

Telegraph Woods

- Several other users were noted in Telegraph Woods during the site visit, particularly dog walkers;
- The footways around the woods were a good width. They were unsurfaced and sympathetic with the environment, some areas of muddiness however this was not severe, particularly considering it had been raining heavily the day before;
- Paths were generally unaffected by overgrown vegetation;
- There was a map available near the entrance of the woods on Telegraph Road and some wayfinding present throughout the routes taken; and
- There is no lighting present in the woods, so during night time hours this area would be very dark and could feel isolated.

The Ageas Bowl Internal Network and Footpath 241/509/1

- When leaving the woods and entering The Ageas Bowl site, footpath 241/509/1 was followed through the golf course;
- Footpath 241/509/1 was quite uneven, with some steep terrain and slippery areas. Before joining into the golf course there was a large, waterlogged area which required walking over an unstable plank of wood;
- It was noted that there were many users on the golf course during the site visit, raising potential conflict risks for users of the footpath. However, the route was well signposted, with safety reminders regarding the golf course and bodies of water frequented throughout;
- The internal road around The Ageas Bowl has good quality footways on at least one side of the carriageway;
- Zebra crossings are available throughout the internal ring route; and
- The route is well signposted.

Route to Hedge End Retail Park

- A3035 Botley Road has good quality and sufficiently wide footways on both sides of the carriageway;
- Informal crossings are available at frequent intervals, often with dropped kerbing, tactile paving, and a refuge;
- The shared use path on the northern side of the carriageway is gradient separated;
- Several cyclists and pedestrians were using the facilities during the time of the site visit;
- A Toucan crossing is available at the eastern end of A3035 Botley Road, providing a continuous route to and from the shops to the north of Hedge End Retail Park;
- Informal crossings are available around the roundabout, facilitating movement to other areas of Hedge End Retail Park;
- A shared use path is available down B3342 Tollbar Way, facilitating access to shops including, B&M, Pets at Home, Curry's and Lidl; and

- Further south on B3342 Tollbar Way, the footway on the western side of the dual carriageway ends, with a staggered, signalised crossing moving pedestrians and cyclists onto the eastern side.

Offline Route to Moorgreen Road

- This route followed Footpath 241/10/1, which runs parallel to the M27 and comes out in a series of fields adjacent to Moorgreen Road;
- This footpath was of adequate surface and good width, however there were several instances of the fence between the footpath and the motorway being broken, making the route very loud and feel less safe / in close proximity of fast moving traffic;
- A lot of litter was visible in the hedge lines of the route, this in combination with the above meant the usable width was restricted and walking in single file was necessary;
- Footpath 241/10/1 is not well overlooked and does not have any lighting present;
- There was not much wayfinding present on the route;
- The route required walking over some short bridges, these were very slippery due to the wet weather;
- Some of the fields on the route had livestock, there were no clear warnings of this as some signage was broken; and
- The route joined onto Moorgreen Road, which has a footway on the northern side only. This was of a good quality and adequate width and continued back to a residential area in West End, eventually rejoining A3035 Botley Road.

St James' Primary School

- The route in the vicinity of St James' Primary School was well laid out, with high visibility bollards, school zig-zag road markings and traffic calming present. Crossings around the school were also good quality, with bollards, dropped kerbing and tactile paving.

Route to West End Village Centre

- The route between the Ageas Bowl entrance and West End Village centre consists of a shared use path on the northern side of A3035 Botley Road;
- A clearly visible zebra crossing is available before the mini roundabout with Moorgreen Road, with tactile paving and dropped kerbs;
- Some crossing points were informal, though tactile paving and dropped kerbs were available and sometimes a refuge in the middle of the carriageway; and
- The road is well overlooked with streetlighting for the duration of the journey.

Hilldene Way – Beacon Road Footpath

- This path follows footpath 241/505/1;
- The entrance to the footpath is quite tucked away, with wayfinding signage obscured by vegetation;
- The footpath varied in width but was adequate for the duration. Occasional overgrown vegetation restricted the available width and walking in single file was necessary; and

- The route was partially overlooked by nearby residences but streetlighting was not present.

Telegraph Road, Including Pedestrian Access Into Telegraph Wood / Proposed Development Link

- Telegraph Road has a good quality footway on the western side of the carriageway;
- Parking is available on some stints of the road, with other areas having parking restrictions;
- Traffic calming speed cushions are present for the duration of the road;
- There is one pinch point where the footway widens, reducing the width of the road to a single vehicle width. There are high visibility bollards on this section of the footway;
- The offline route into Telegraph Woods / The Ageas Bowl starts as well defined, with a gate and bin at the entrance;
- There is a steep incline, and at the top of the incline the route becomes ambiguous, consisting of only a trodden path; and
- A desire line runs down the northern perimeter of the woodland, down into a ditch with a very steep climb which provides access into the area of the proposed development.

Routes to Harefield and Kanes Hill

- There is no formal crossing across A27 Moorhill Road for users trying to get to Cheriton Avenue or Moorhill Gardens, there is only an informal crossing consisting of tactile paving and a dropped kerb;
- Parts of footways along A27 Moorhill Road are very narrow, which may make some users feel unsafe considering the 40mph speed limit on the road; and
- Footpath 241/506/1 provides a good pedestrian alternative for users wanting to access Kanes Hill Primary School and the amenities on Bitterne Road East.

2.6 Existing Pedestrian, Cyclist and Equestrian Facilities

Pedestrian Facilities

2.6.1. Figure 1-1 shows the Public Rights of Way in the vicinity of the development. These were considered as part of the site visit above and include the following routes:

- Footpath 241/509/1 – running between Telegraph Woods and A3035 Botley Road, through Boundary Lakes golf course;
- Footpath 241/10/1 – running parallel to the M27 between A3035 Botley Road and Moorgreen Road;
- Footpath 241/505/1 – running between Hildene Way and Beacon Road; and
- Footpath 241/506/1 – running parallel to A27 Moorhill Road and Moorhill Gardens.

2.6.2. Generally, there is a good pedestrian network facilitating pedestrian movement between the development and key amenities in the local area. The leisure routes in the area are also of good quality, providing a safe and enjoyable experience for those using them.

Cycling Facilities

- 2.6.3. There are few dedicated cycling facilities in the area. The shared-use path along A3035 Botley Road, which runs into Marshall Drive, is of good quality and width, with a Toucan crossing facility provided to enable cycle crossing.
- 2.6.4. Many of the routes in the study area without dedicated cycle infrastructure are situated on quiet, low traffic routes making them suitable for travel by this mode.

Equestrian Facilities

- 2.6.5. There are no bridleways in the study area. The closest is Bridleway 114/505/1 in Hedge End which is approximately 2km from the Site. Due to the distance from the Site, this was not audited as part of this study.

2.7 Liaison with Key Stakeholders

- 2.7.1. Several key stakeholders have been consulted about the development proposals, however communication with stakeholders has been limited.

Hampshire County Council Highways

- 2.7.2. Hampshire County Council, as local highway authority, provided a response to the planning application on 24th October 2022 detailing a number of observations and required updates to the application, including updated accident data and Travel Plans.
- 2.7.3. A Road Safety Audit has also been requested for the proposed access points and internal layouts, as well as consideration of visibility splays.
- 2.7.4. The absence of a WCHAR was noted, which has now been addressed by this document.
- 2.7.5. The highway authority recommended a holding objection until the requested further information is submitted.

National Highways

- 2.7.6. National Highways provided a response to the application on 4th October 2022. The application was not approved for a set period, as further technical clarification was requested. This was due to an increase in trip generation since the scoping stage, though the new figures have been accepted. National Highways have requested full modelling to be undertaken at M27 Junction 7, in order to demonstrate that the impact of the development can be safely accommodated.

HCC Countryside Service

- 2.7.7. It has been noted that HCC Countryside Service should be consulted, however no response has yet been recorded,

Landscape Officer

- 2.7.8. The landscape officer has provided comments for the designs submitted. Comments regarding the link from the development to Telegraph Woods include the following:

- The sections of path run too tight to the site boundary and should be re-aligned to reduce impact on existing vegetation and to create space for buffer planting.
- The feasibility of providing the informal access into Telegraph Woods needs to be reassessed.
- There are some significant level changes to enable this access resulting in high retaining walls and the arrangement is cramped.

3 User Opportunities

- 3.1.1. The opportunities highlighted below are considered to be relevant to the proposed development and should be considered by the wider design team throughout the progression of the scheme design.

3.2 General

- Opportunity 1: Improved bus stops on Botley Road by Shaw Road. Addition of shelter and / or seating where space permits, to improve accessibility, comfort and feeling of safety, thus possibly increasing the use of bus as a travel option.

3.3 Strategic Opportunities

- Opportunity 2: Extension of / provision of links to the National Cycle Network, potentially connecting to Route 23 in Southampton, Route 2 running parallel to the Solent, and Routes 224 and 236 in Fareham. Facilities would need to be in accordance with Local Transport Note 1/20 guidelines and complement the proposed Local Cycling Walking Infrastructure Plan (LCWIP) network.
- Opportunity 3: Reduction of speed limit at the eastern end of B3035 Botley Road to 30mph. This would improve perception of safety for pedestrians and cyclists using the facility.

3.4 Walking Specific Opportunities

- Opportunity 4: Whilst the majority of routes through Telegraph Woods were adequate, vegetation clearance would be beneficial in the area connecting through to Footpath 241/509/1.
- Opportunity 5: Improvement to Footpath 241/509/1, including drainage improvements and resurfacing to reduce the slope and reduce the potential for slippery surface, this would improve the walking experience in the area and reduce the risk of injury.
- Opportunity 6: Consideration of the steep and uneven topography when designing the route running parallel to Royal Heights and into the proposed development. The desire line runs through a ditch which requires climbing up a steep hill with no stable footing. A possible solution would be to adjust the ditch, evening out the gradient, creating a safer route between Telegraph Road and the development.
- Opportunity 7: Provision of CCTV, additional lighting, and rubbish bins along Footpath 241/10/1. These would improve the public realm and feeling of safety for users on this route.
- Opportunity 8: An addition of a signal crossing and improved footways on the A27 Moorhill Road, near the Telegraph Road junction. This would facilitate the movement of people travelling to and from local schools in Harefield and Kanes Hill.
- Opportunity 9: Upgrade the zebra crossing on B3035 Botley Road to signalised crossing, particularly near the Moorgreen Road junction. This would improve the crossing

experience for pedestrians and cyclists, in line with recommendations in the Eastleigh LCWIP.

3.5 Cycling Specific Opportunities

- Opportunity 10: A segregated cycle track along the B3035 Botley Road, as proposed in the Eastleigh LCWIP, would facilitate safe cycle travel from the development to other areas to the south, including schools and greater / central Southampton area. This would require additional land acquisition to meet LTN1/20 requirements.
- Opportunity 11: Widening of the shared-use facility between Barbe Baker Avenue and Orchards Way to create a new segregated facility, as proposed in the Eastleigh LCWIP. This would require the removal of on-road parking bays.
- Opportunity 12: Improvement to the cycle parking facilities in West End village centre, at present they are uncovered Sheffield stands. These could be covered by a shelter to provide a more secure and more attractive option.
- Opportunity 13: Improvement to the cycle store facilities at Hedge End Retail Park. Cycle parking was available in some areas, but these were uncovered Sheffield stands. More secure, covered stands could be more frequently placed around the park.
- Opportunity 14: Cycle parking could be provided at West End Surgery.
- Opportunity 15: Improved cycle parking could be provided at the Moorgreen Recreational Ground.

3.6 Horse-Riding Specific Opportunities

- 3.6.1. No horse-riding specific opportunities have been identified in this location.

4 Review of WCHAR Assessment Opportunities

- 4.1.1. This section provides a summary of the opportunities identified as part of the Assessment Report and the actions taken or outcomes related to these during the design phase of the highway scheme.

4.2 General

Table 4-1 – Design Team Response to General Opportunities Identified

Opportunity Identified	Design Team Response
Opportunity 1: Improved bus stops by Shaw Road. Addition of shelter and / or seating where space permits, to improve accessibility, comfort and feeling of safety, thus possibly increasing the use of bus as a travel option.	An improvement scheme for these bus stops has already been secured as part of planning application O/15/76418, granted permission under appeal APP/W1715/W/15/3139371 in 2016.

4.3 Strategic Opportunities

Table 4-2 – Design Team Response to General Opportunities Identified

Opportunity Identified	Design Team Response
Opportunity 2: Extension of / provision of links to the National Cycle Network, potentially connecting to Route 23 in Southampton, Route 2 running parallel to the Solent, and Routes 224 and 236 in Fareham. Facilities would be in accordance with LTN1/20 guidelines and complement the proposed LCWIP network.	It is not financially viable for the developer to provide these works, which would also be disproportionate to the development and level of demand being created.
Opportunity 3: Reduction of speed limit at the eastern end of B3035 Botley Road to 30mph. This would improve feeling of safety for pedestrians and cyclists using the facility.	An improvement scheme for these bus stops has already been secured as part of planning application O/15/76418, granted permission under appeal APP/W1715/W/15/3139371 in 2016.

4.4 Walking Specific Opportunities

Table 4-3 – Design Team Response to General Opportunities Identified

Opportunity Identified	Design Team Response
Opportunity 4: Whilst the majority of routes through Telegraph Woods were adequate, vegetation clearance would be beneficial in the area connecting through to Footpath 241/509/1.	This is a maintenance issue and should be resolved by HCC Countryside Services or land owner
Opportunity 5: Improvement to Footpath 241/509/1, including drainage improvements and resurfacing to reduce the slope and reduce the potential for slippery surface, this would improve the walking experience in the area and reduce the risk of injury.	This is a maintenance issue and should be resolved by HCC Countryside Services or land owner
☐ Opportunity 6: Consideration of the steep and uneven topography when designing the route running parallel to Royal Heights and into the proposed development. The desire lines runs through a ditch which requires climbing up a steep hill with no stable footing. A possible solution would be to fill adjust the ditch in, evening out the gradient, creating a safer route between Telegraph Road and the development.	Consideration will be made for improving the landscaping at the connection into the western element of the site. Endeavours will also be made to engage with the adjacent land owner, noting that it is not possible for the developer to provide these improvement works directly. Inability to deal with the ditch may also be a prohibitive factor.
Opportunity 7: Provision of CCTV, additional lighting, and rubbish bins along Footpath 241/10/1. These would improve the public realm and feeling of safety for users on this route.	Provision of CCTV and lighting is not feasible due to the need to provide an electricity connection. Provision of rubbish bins would require maintenance by HCC and may be subject to vandalism.
Opportunity 8: An addition of a signal crossing and improved footways on the A27 Moorhill Road, near the Telegraph Road junction. This would facilitate the movement of people travelling to and from local schools in Harefield and Kaneshill.	There would not be significant enough demand generated by the development proposals to justify the implementation of a new crossing in this location.
Opportunity 9: Upgrade the zebra crossing on B3035 Botley Road to signalised crossing, particularly near the Moorgreen Road junction. This would improve the crossing experience for pedestrians and cyclists, in line with recommendations in the Eastleigh LCWIP.	There would not be significant enough demand generated by the development proposals to justify the implementation of an upgraded crossing in this location.

4.5 Cycling Specific Opportunities

Table 4-4 – Design Team Response to General Opportunities Identified

Opportunity Identified	Design Team Response
Opportunity 10: A segregated cycle track along the A27, as proposed in the Eastleigh LCWIP, would facilitate safe cycle travel from the development to other areas to the south, including schools and greater / central Southampton area. This would require additional land acquisition.	It is unreasonable and not financially viable for the developer to fund cycle infrastructure improvements that require third party land acquisition.
Opportunity 11: Widening of the shared-use facility between Barbe Baker Avenue and Orchards Way to create a new segregated facility, as proposed in the Eastleigh LCWIP. This would require the removal of on-road parking bays.	In accordance with LTN1/20 the provision of shared-use facilities is not recommended in urban areas due to potential conflicts between pedestrians and cyclists. Provision of a segregated cycle route would require third party land acquisition, which is not financially viable for the development to fund.
Opportunity 12: Improvement to the cycle parking facilities in West End village centre, at present they are uncovered Sheffield stands. These could be covered by a shelter to provide a more secure and more attractive option.	Consideration will be given to providing funding towards improved cycle parking facilities via the S106 Agreement.
Opportunity 13: Improvement to the cycle store facilities at Hedge End Retail Park. Cycle parking was available in some areas, but these were uncovered Sheffield stands. More secure, covered stands could be more frequently placed around the park.	It is not possible for the development to provide cycle parking facilities on private land.
Opportunity 14: Cycle parking could be provided at West End Surgery.	It is not possible for the development to provide cycle parking facilities on private land.
Opportunity 15: Improved cycle parking could be provided at the Moorgreen Recreational Ground.	The existing provision (consisting of uncovered Sheffield stands) is considered adequate to short-term recreational and leisure use

4.6 Horse-Riding Specific Opportunities

- 4.6.1. No horse-riding specific opportunities have been identified in this location.

5 Walking, Cycling and Horse Riding Assessment Team Statement

Design Team Leader

- 5.1.1. As the Lead Reviewer, I confirm that this walking, cycling and horse riding review report has been compiled in accordance with HCC's Technical Guidance Note TG19 and thus records all design team deliberations and decisions relating to walking, cycling and horse riding issues and opportunities.

Name and Title:	Chris Williams
Title / Position:	Associate Director
Organisation:	WSP
Signature:	

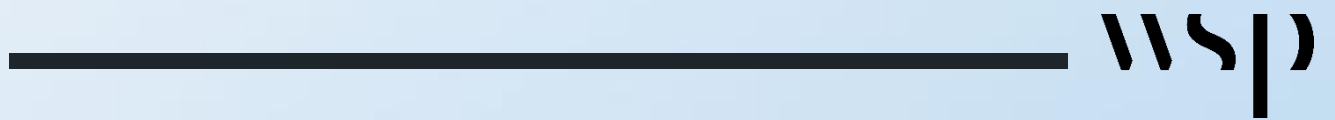
Lead Assessor

- 5.1.2. As Lead Assessor, I confirm that the WCHAR Review has been undertaken at the appropriate stage of the highway scheme development.
- 5.1.3. I confirm that in my professional opinion, the appointed Design Team has the appropriate experience for the review role, making reference to the expected competencies contained in DMRB GG 142, and have liaised with the Assessment Team regarding potential additional opportunities identified.

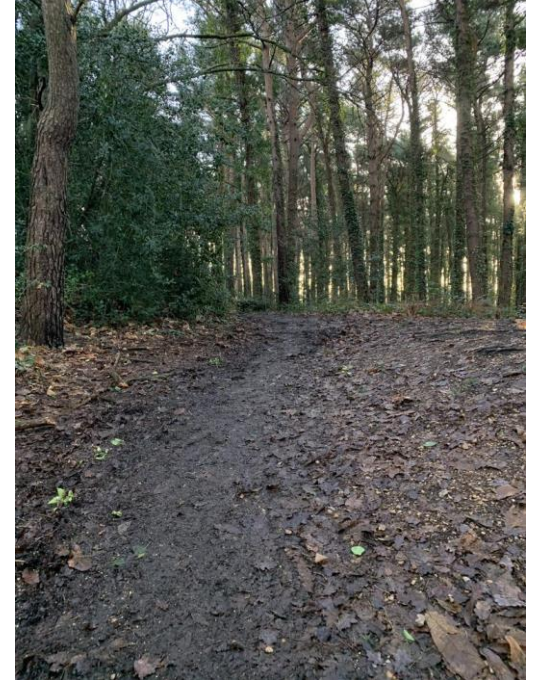
Name and Title:	Philip Moss
Title / Position:	Principal Transport Planner
Organisation:	WSP
Signature:	P.J.Moss

Appendix A

Site Visit Photos



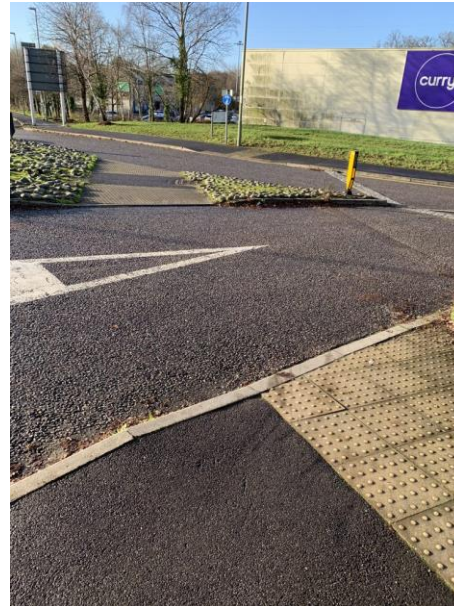
Telegraph Woods



The Ageas Bowl Internal Network and Footway 241/509/1



Route to Hedge End Retail Park



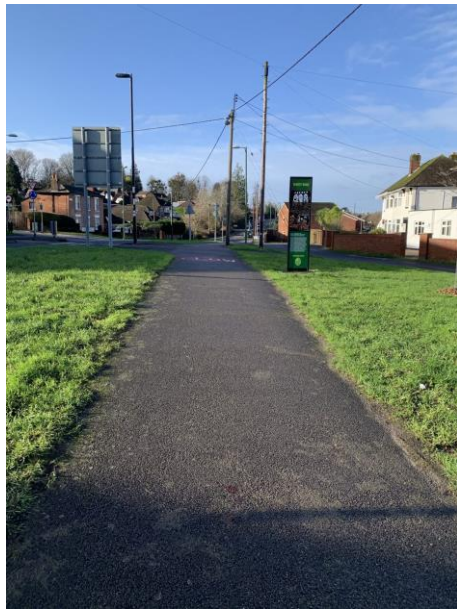
Offline Route to Moorgreen Road



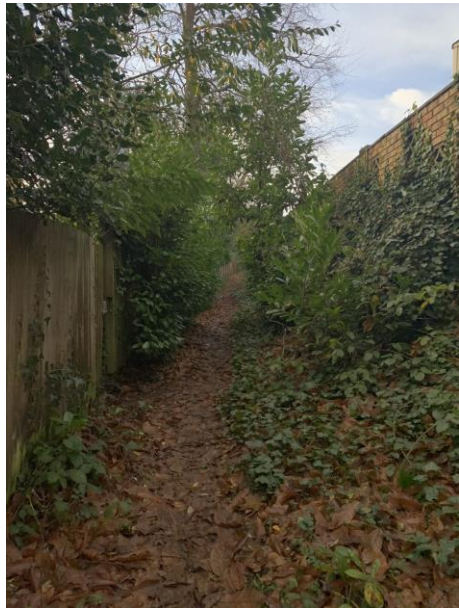
St James Primary School



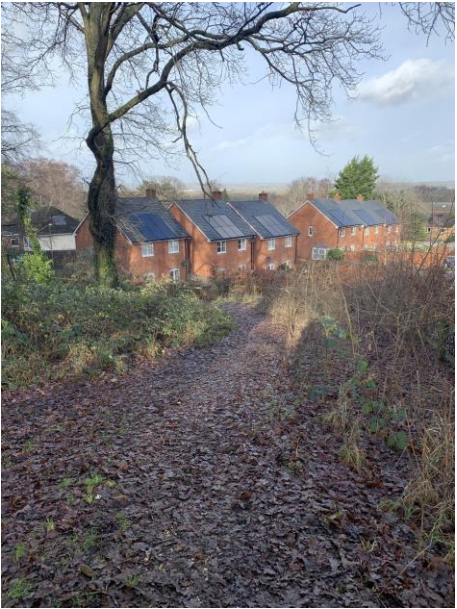
Route to West End Village Centre



Hilldene Way – Beacon Road Footpath



Telegraph Road, Including Pedestrian Access Into Telegraph Wood / Proposed Development Link



Routes to Harefield and Kaneshill





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