

WALKING, CYCLING & HORSE-RIDING ASSESSMENT & REVIEW (WCHAR)

Land to the South of Mortimers Lane, Fair Oak, Eastleigh. SO50 7EA



Prepared for: Bloor Homes Limited
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5	21 Nov 24	Updates Following Client Comments	A Davey	A Jones

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1.0 Introduction

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2.0 Scheme Location and Description of Highway Works

- 2.1 This Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) has been prepared by Glanville Consultants on behalf of Bloor Homes Limited to accompany an outline planning application for residential development with multi-functional hub on Land South of Mortimers Lane, Fair Oak, Eastleigh, herein 'the site'. The description of development is as follows:
- 'Outline application for up to 245 dwellings (Use Class C3), up to 350m² multi-functional space, mobility infrastructure (Use Class Sui Generis), with associated open space, landscaping, infrastructure, and vehicular access off Mortimers Lane, Fair Oak; All matters reserved except for vehicular access off Mortimers Lane and pedestrian / cycle connections to the site boundary.'*
- 2.2 The proposed development is located to the south of Mortimers Lane, in Fair Oak, Eastleigh and is situated approximately 1.4 kilometres to the east of Fair Oak Village Centre (Fair Oak Road) and approximately six kilometres to the east of Eastleigh town centre.
- 2.3 The site is bounded by Mortimers Lane/B3037 to the north, Pembers Hill Drive and residential properties to the west and open/agricultural land to the east and south.
- 2.4 It should be noted that the majority of facilities and amenities are located in Fair Oak to the west of the site, or near the B3354/Botley Road/Winchester Road. There are also a number of facilities and amenities located in the on reasonably close proximity to the site, including Deer Park Farm Industrial Estate, East Horton Business Park, an under-construction employment development at Land East of Knowle Lane (ref. F/23/94668) and Knowle Park, accessed off Knowle Lane, as well as a pharmacy, a Library, Fair Oak Village hall, number of restaurants / takeaways / cafes / pubs, three convenience stores, hairdressers, retail units, a Post Office, educational facilities (Wyvern College, Wyvern Day nursery, Fair Oak junior and infant school) and leisure facilities (i.e. gym, Squash and Racketball club) in Fair Oak. East Horton Golf Club is also located to the east of the site with access provided at Mortimers Lane. It should be noted that Wyvern College has a gym on site, which is open to the general public.
- 2.5 The location of the site within the wider allocation is shown in **Appendix A**.

Proposed Access Arrangements for All Modes of Transports

- 2.6 It is proposed that vehicular access to the development site will be via a new priority ghost island right turn lane junction with the B3037 - Mortimers Lane, which runs along the northern boundary of the site. The proposed site access junction is located at the at the 30mph speed limit Gateway located on Mortimers Lane. Mortimers Lane is subject to a 30mph speed limit to the west (towards Fair Oak) of the Gateway and the national speed limit (60mph) to the east towards Lower Upham.
- 2.7 The proposed access road leading into the development is proposed to be 5.5 metre wide with 15 metre junction bellmouth radii. Three metre shared pedestrian / cycle footways will be provided on both sides of the site access road leading into the site, which will reduce to two metre footways after approximately 15 metres. Dropped kerbs and tactile paving are proposed on the minor site access arm of the proposed junction.
- 2.8 On the eastern side of the site access, the shared cycleway/footway will connect with the 1.8 metre footway proposed to be delivered as part of the Mortimer Farm development (ref. F/22/94435) on the southern side of the B3039 – Mortimer's Lane carriageway.

- 2.9 On the western side of the site access, the proposed shared cycleway/footway is proposed on the southern side of the B3037 – Mortimers Lane carriageway up to junction between Mortimers Lane and Knowle Lane located approximately 250 metres to the west to connect the development site with the cycle infrastructure improvements proposed to be delivered as part of the Hampshire County Council (HCC) Local Cycle, Walking Infrastructure Plan (LCWIP).
- 2.10 It has been agreed between the Highway Authority and Bloor Homes Limited that the provision of a Y distance visibility splay looking right out of the proposed site access to the nearside B3037 – Mortimers Lane carriageway at 2.4 metre X- distance is appropriate to minimise any impact on the existing trees and vegetation on the southern side of Mortimers Lane within the vicinity of the site, as well as benefits with respect to urban design and providing an overly engineered access junction in an rural-urban setting. The Drawing 8230679/6103 Rev H included in **Appendix B** show the emerging visibility splays based on a 2.4 metre X-distance and the corresponding impact on the existing vegetation.
- 2.11 Splitters islands will be provided to the west of the proposed site access to seek to prevent vehicles from overtaking and allow the 'Y' distance visibility splays to be measured to the centre of the Mortimers Lane carriageway as per the HCC TG3 – 'Stopping Sight Distances and Visibility Splays' Technical Guidance Note.
- 2.12 The proposed site access has been subject to a Stage One Road Safety Audit (RSA) and Designers Log, and this accompanied the Departure from Standard form submitted to the Local Highway Authority on 13th February 2024 to support the provision of the 'Y' visibility splays at a 'X' distance setback of 2.4 metres. The Stage One RSA and Designers Log is included in **Appendix C** and the agreed Departure from Standards is also included in Appendix C.
- 2.13 The existing field access to the east of the site access on the northern side of Mortimer's Lane/B3037 will be retained. There is also an existing private drive to the Little Dower House, located on the northern side of Mortimers, with a stagger distance of approximately 33 metres from the proposed site access.
- 2.14 To ensure that the 30mph speed limit gateway sign is not located within the centre of the proposed new junction, it is proposed to relocate the sign and gateway feature approximately 100 metres to the east on the B3037 Mortimers Lane (following the comments raised in the Stage 1 RSA). It should be noted that the In principle Departure from Standard approval (included in Appendix C) states that *'relocating the 30mph speed limit by approximately 100 metres to the east in combination with the physical changes to Mortimers Lane as a result of the implementation of the junction, refuge island and active frontage, will likely reduce both westbound and eastbound 85th percentile vehicle speeds on the B3037 – Mortimers Lane. Therefore, the visibility splays based on the observed 85th percentile speed provide a realistic scenario, based on the current road conditions and there is no departure from standard associated with the relocation of the speed limit sign.'*
- 2.15 It should also be noted that there are a number of routes proposed within the internal site layout, which will improve access by walking and cycling to the surrounding area. Another pedestrian and agricultural access will be provided to the east of the site access. This route will be largely traffic-free, and provide an alternative route to access the development, the proposed multi-functional hub and the open space proposed on site.
- 2.16 The Indicative Masterplan of the proposed development is included in Appendix D.

Proposed Off-Site Active Travel and Public Transport Improvements

- 2.17 As shown on the drawings at Appendix P, several off-site highway works are proposed to be delivered as part of the proposed development, primarily to improve pedestrian, cycle and public transport connectivity between the site, Winchester Road, Fair Oak village centre and Wyvern College and Fair Oak Junior and Infants School on Botley Road. These have been reviewed with consideration to the observations and recommendations of the WCHAR and pre-application advice from the LHA at HCC including its proposed active travel improvements proposed to be implemented in the village of Fair Oaks.
- 2.18 The preliminary design of the proposed off-site cycle and public transport works have been subject to pre-application feedback from the LHA at HCC and updated as appropriate. It is considered that these off-site works will both complement and enhance HCC's proposed cycle improvement scheme in Fair Oaks.
- 2.19 Drawings 8230678/6017_A and 8230679/6105_C show the extent of HCC's cycle improvement scheme in Fair Oaks; the proposed development's off-site mitigation and the footway works proposed to be provided by Mortimers Farm to the east of the development site.

HCC Active Travel Improvements

- 2.20 The proposed active travel improvements proposed by HCC to Botley Road, Winchester Road and Mortimers Lane are included at Appendix O and comprise of the following works:

Winchester Road / Botley Road junction

- o Widening of existing western footway into the carriageway to accommodate a shared use facility approx. 3m wide;
- o Decluttering of street furniture;
- o Carriageway realignment due to widening of the cycleway resulting in narrower traffic lanes;
- o Installation of shared use cycle infrastructure;
- o Tightening of radiuses of the Stubbington Way junction;
- o Side road junctions upgraded to LTN 1/20 compliance for pedestrian / cycling priority;
- o Fair Oak Court junction formalisation for vehicles and cyclists; and
- o Pelican crossings upgraded to Toucan.

Winchester Road

- o Widening of existing western footway into the carriageway to accommodate a shared use facility approx. 3m wide;
- o Decluttering of street furniture;
- o Carriageway realignment due to widening of the cycleway resulting in narrower traffic lanes;
- o Installation of shared use cycle infrastructure;
- o Side road junctions upgraded to LTN 1/20 compliance for pedestrian / cycling priority;
- o Fair Oak Court junction formalisation for vehicles and cyclists; and
- o Pelican crossing upgraded to Toucan outside Esso garage.

Eastleigh Road

- Widening of existing western footway into the carriageway to accommodate a shared use facility approx. 3m wide;
- Decluttering of street furniture;
- Carriageway realignment due to widening of the cycleway resulting in narrower traffic lanes;
- Formalisation of existing parking; and
- Advanced stop lines for cyclists.

Fair Oaks Road

- Widening of existing western footway into the carriageway to accommodate a shared use facility approx. 3m wide;
- Decluttering of street furniture;
- Carriageway realignment due to widening of the cycleway resulting in narrower traffic lanes;
- Installation of shared use cycle infrastructure;
- Side road junctions upgraded to LTN 1/20 compliance for pedestrian / cycling priority; and
- Installation of refuge islands appropriate for cyclist widths.

Off-Site Active Travel and Public Transport Mitigation Proposed by Bloor Homes

- 2.21 Drawing 8230679/6106_D shows the proposed three metre shared footway / cycleway extending for a distance of circa 160 metres to the west of the site and how it ties-in to the HCC cycle improvement scheme near its junction with Pembers Hill Farm, as well as the delivery of on-carriageway cycle markings along Knowle Lane.
- 2.22 Drawing 8230679/6106_D also shows the provision of new westbound and eastbound bus stops located between Mortimers Lane's junctions with Knowle Lane to the west and the Pembers Hill Farm residential scheme to the east within the vicinity of the existing uncontrolled pedestrian refuge island crossing facility in place at this location.
- 2.23 The scheme proposal includes the provision of a new footway that is proposed to be circa 1.8 metres in width to the eastbound bus stop on the northern side of the Mortimers Lane carriageway to the west of the existing footway that is in place provided by the Pembers Farm scheme. Due to the drainage ditch that is in place at this location, it is considered that the provision of the footway extension to the bus stop will need to provide pedestrian guardrails (or similar) for pedestrian safety. It is considered that the proposed footway and bus stops are deliverable within the adopted highway extents. The bus stop arrangements are shown as per HCC 11/C/195 STD.
- 2.24 Two Sheffield stand cycle parking spaces are shown near the bus stop on the southern side of the Mortimers Lane carriageway. It is not considered that the verge / proposed footway on the northern side of the carriageway is sufficiently wide to accommodate Sheffield cycle stands. This proposed arrangement therefore requires cyclists to park their bikes / cycles at the facilities proposed to be provided at the bus stop on the southern side of the carriageway and then cross Mortimers Lane to use the eastbound northern bus stop. However, this is similar to the existing arrangements already in place at the bus stops in Fair Oak village centre located on Fair Oaks Road near the Cricketers Arm PH.

- 2.25 It is considered that the location of the bus stops on Mortimers Lane, as shown on Drawing 6106 Rev D is appropriate because bus / public transport users will only need to cross the Mortimers Lane carriageway once to catch / depart a bus depending on where they reside. The proposed new bus stops are located circa 400 metres walking distance metres of the centre of the development site and within 400 metres walking distance of the existing dwellings within the Pembers Hill Farm development and those to the south accessed at Knowle Lane. The new bus stops are also materially closer to the existing employment opportunities that available on Knowle Lane to the south (circa 550 – 600 metres compared to circa 750-800 metres), in comparison to the existing bus stop provision in place on Mortimers Lane.
- 2.26 Drawing 8230679/6107_C shows a proposed Toucan crossing at the southern arm of the B3354 Winchester Road/ B3037 Eastleigh Road/ Botley Road/ Stubbington Way Signalised crossroads junction. It also shows the proposed removal of a refuge island on Stubbington Way arm to deliver a 3.0m wide footway / cycleway and widening of the western side of Botley Road to deliver a 3.0m wide footway / cycleway extending circa 450 metres to the south of the signalised crossroads junction to connect to Wyvern College and Fair Oak Infants School to the south. Drawing 8230679/6107_C also shows the proposal to convert the existing footway located on the southern side of the Stubbington Way carriageway to a shared use footway / cycleway leading back from the signalised crossroads junction for an approximate distance of 100 metres. It is not proposed to amend the existing footway width, and this is considered appropriate and consistent with the HCC Active Travel improvement schemes when constraints dictate the provision of a shared footway / cycleway that is narrower than three metres.
- 2.27 Drawing 8230679/6108 is a Continuation of 6106_D, including on-carriageway cycle markings and delivery of an ASL at the Botley Road / Knowle Lane / Burnetts Lane junction.
- 2.28 As shown at Appendix P, given the tightening of the radii and widening of the footway on the Stubbington Way and Botley Road arms to provide a footway / cycleway at the junction, swept path analysis has been undertaken of an 11.2m refuse vehicle entering and exiting the respective arms as shown on Drawing 8230679/6203.
- 2.29 To ensure that refuse vehicles have sufficient space to manoeuvre into the Stubbington Way arm past any queuing vehicles, the existing double yellow lines on Stubbington Way will be extended to prevent parking in the vicinity of the junction.
- 2.30 It is considered that proposed off-site mitigation will offer future and existing residents' alternative routes from the site to facilities located to the south and west, via the continuous footway / cycleway along Mortimers Lane or along the quiet residential streets between Stubbington Way and Mortimers Lane. The proposals will therefore improve connectivity from the site to the destinations which will be most used by residents, namely schools, shops and workplaces.

WCHAR Study Area

- 2.31 In accordance with HCC TG19 guidance Walking, Cycling and Horse-Riding Assessment and Review' document, the proposed scheme of up to 245 dwellings plus the potential on-site multi-functional hub is considered to be a large scheme as it is more than 50 dwellings. DMRB GG142 – 'Walking, Cycling and Horse-Riding Assessment and Review' advises at paragraph 4.6.1 that the WCHAR study areas for larger schemes should cover an area of 5 kilometres on the surrounding highway network.

- 2.32 It is also stated in paragraph 4.1.4 of the TG 19 guidance that *'the process detailed in GG 142 for Large and Small schemes shall be followed with the Lead Assessor confirming the scale of the scheme within the Assessment Report.'*
- 2.33 Therefore, the study area and the relevant walking and cycling routes (presented in drawings 8230679-6008 and 8230679-6009 in **Appendix E**) have been agreed with the Local Highway Authority at Hampshire Council via email dated 31st January 2024 (see **Appendix F**).
- 2.34 The scope of the study area has been considered in detail and consideration of the scale of development, as well as the number, type and location of amenities and facilities available within Fair Oak and further afield has been taken into consideration.
- 2.35 The study is shown in Appendix E, together with the likely key walking routes are summarised below (and are shown in Figure 8):
- Route 1 – west to the bus stops on Mortimers Lane;
 - Route 2 – west to Fair Oak village centre;
 - Route 3 – to Fair Oak Infant and Junior School, Wyvern College, Wyvern Day Nursery and Gym (via Mortiers Lane, residential streets or Knowle Park);
 - Route 4 – south to Knowle Park;
 - Route 5 – south to Knowle Lane employment area;
 - Route 6 – west to Stokewood Surgery and Kings School; and
 - Route 7 - north towards Crowdhill and Colden Common.
- 2.36 The study is shown in Appendix E, together with the likely key cycling routes are summarised below (and are shown in Figure 9):
- Route 7 – north to Crowdhill and Colden Common;
 - Route 8 - south to Hedge End railway station, Chalcroft Business Park; and
 - Route 9 – west to Eastleigh Town centre.

3.0 WCHAR Assessment

Assessment of Walking, Cycling and Horse-riding Policies and Strategies

- 3.1 The following documents have been considered or have been referred to for the purposes of this WCHAR.
- National Planning Policy Framework (NPPF) December 2023;
 - Gear Change: A Bold Vision for Walking and Cycling (2020);
 - Manual for streets and Manual for Streets 2;
 - GG142- Walking, cycling and horse-riding assessment and review (November 2019) Revision 0;
 - HCC Technical Guidance Note TG19 – Walking, Cycling and Horse-Riding Assessment and Review (WCHAR);
 - Eastleigh Borough Local Plan 2016-2036 (April 2022);
 - Hampshire Local Transport Plan (LPT 3);
 - Draft Hampshire Local Transport Plan (LPT 4); and
 - Eastleigh Local Cycling and Walking Infrastructure Plan (LCWIP).
- 3.2 The full review of relevant policy documents is included in the Transport Assessment and the summary of policy documents is provided below.

National Planning Policy Framework (December 2023)

- 3.3 The National Planning Policy Framework (NPPF) sets out the Government's overarching planning policies for England. At its heart is a presumption in favour of sustainable development.
- 3.4 With respect to promoting sustainable transport, paragraph 108 states that transport issues should be considered at the earliest stages of 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.'*
- 3.5 Paragraph 109 goes on to state that:

'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities

to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

3.6 Paragraph 114 advises the following when considering applications for development:

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; 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."*

3.7 The NPPF sets out at Paragraph 115 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.'

3.8 Within this context the NPPF goes on to state at Paragraph 116 that development should:

- a) 'give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists, and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.'*

National Planning Policy Guidance (2014)

3.9 The guidance document provides advice on the preparation of Transport Assessments and Travel Plans and this document has been used to inform the preparation of this report.

- 3.10 National Planning Policy Guidance (NPPG) (2014) is the government's online guidance for when Transport Assessments are required and what they should contain.
- 3.11 The NPPG states that Transport Assessments are ways of assessing the potential transport impacts of developments. They can positively contribute to:
- encouraging sustainable travel;
 - lessening traffic generation and its detrimental impacts;
 - reducing carbon emissions and climate impacts;
 - creating accessible, connected, inclusive communities;
 - improving health outcomes and quality of life;
 - improving road safety; and
 - reducing the need for new development to increase existing road capacity or provide new roads.
- 3.12 In providing an assessment of the development's impacts and accessibility, this WCHAR responds positively to the objectives of the NPPG.
- 3.13 It is considered that the proposed development follows the NPPG requirements as it is designed to encourage sustainable travel and create accessible and inclusive communities. The development scheme will also be supported by a Transport Assessment and a Framework Residential Travel Plan, including for undertaking capacity assessments of key junctions in the vicinity of the site in agreement with the LHA (see Section 9).

Travel Plans, Transport Assessments and Transport Statements (2014)

- 3.14 This planning practice guidance document 'Travel Plans, Transport Assessments and Statements' states that:
- 'Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.'*
- 3.15 A Framework Residential Travel Plan (F RTP). The F RTP will include measures, initiatives, targets and a monitoring regime to reduce single occupancy car travel and encourage alternative sustainable modes of transport.

Manual for Streets and Manual for Streets 2

- 3.16 Manual for Streets (MfS) is used predominantly for the design, construction, adoption, and maintenance of new residential streets, but it is also applicable to existing residential streets. MfS states that streets should not just be designed for use by vehicles, but also be designed with accessibility by all modes of transport in mind. The ethos of MfS has, therefore, been adopted throughout the preparation of this WCHAR and the development which it supports, with all internal roads based on a design speed of 20mph and the access designed to be inclusive of all road users.

Gear Change: A Bold Vision for Walking and Cycling (2020)

- 3.17 This document sets out a walking and cycling vision for the nation. The vision is to create walkable streets and an environment where walking and cycling is a first choice. In order to deliver this vision, the strategy intends to ensure active travel is embedded in wider policy making to encourage and empower local authorities to take bold decisions. There are four key themes associated with improved active travel infrastructure:
- Theme 1: Better streets for cycling and people;
 - Theme 2: Putting cycling and walking at the heart of transport, place making and health policy;
 - Theme 3: Empowering and encouraging local authorities; and
 - Theme 4: We will enable people to cycle and protect them when they cycle.
- 3.18 This document has been considered as part of the development when providing infrastructure for pedestrians and cyclists.

GG142- Walking, Cycling and Horse-riding Assessment and Review (November 2019) Revision

- 3.19 This document outlines the Walking, Cycling and Horse-riding Assessment and Review (WCHAR) process for highway schemes. It defines the applicable highway schemes and stages in the highway scheme development process and when WCHAR's are needed, together with the process requirements.
- 3.20 The purpose of this WCHAR is to consider the walking, cycling and horse-riding modes from the earliest stage of the scheme, enabling the applicant to consider opportunities for new or improved facilities for pedestrians, cyclists and equestrians and seek agreement in principle on these improvements with the LHA.
- 3.21 This document and the relevant guidance have been considered when preparing this WCHAR in addition to TG19.

HCC Technical Guidance Note TG19 – Walking, Cycling and Horse-Riding Assessment and Review (WCHAR)

- 3.22 This Technical Guidance Note describes the process for undertaking a WCHAR and is used to consider the needs of people walking, cycling or equestrians within the design of all highway improvement schemes. The purpose of this document is to help create improved conditions for walking, cycling and horse-riding.
- 3.23 It also states that 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.'*
- 3.24 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.'*
- 3.25 This document and the relevant guidance have been considered when preparing this WCHWCHAR in addition to GG142.

Eastleigh Borough Council Local Plan 2016-2036 (April 2022)

- 3.26 The Eastleigh Borough Council Local Plan (LP) sets out the policies and plans to guide future development to 2036. Eastleigh Borough Council has three strategic priorities, which are outlined in Paragraph 1.2 of the Local Plan:
- A Green Borough – tackling congestion; developing green infrastructure; an excellent environment for all and minimising waste and managing resources;
 - A Healthy Community – enabling healthier; lifestyle/wellbeing; and tackling deprivation; and
 - A Prosperous place – increased provision and more diverse mix of housing; ensuring appropriate reinvigorating town and local centres.
- 3.27 The objectives for the borough, in relation to transport, are summarised below:
- **Tackling congestion** – Tackle local traffic congestion and associated pollution by reducing car usage and improving transport infrastructure;
 - **Developing green infrastructure** – Provide green links to and between local facilities and open space and a linked habitat network to safeguard wildlife and natural resources;
 - **Encouraging a sustainable community** - Ensure future development contributes to the Borough's sustainability and resilience through effective low carbon and water efficient planning and design;
 - **Minimising waste and managing resources** - Use resources more efficiently and consume fewer of them, while ensuring maximum value is generated from any waste produced;
 - **Enabling healthier lifestyles/wellbeing** - Facilitate better physical and mental health and wellbeing by improving the places people live, work, learn and play, meeting the challenge of the ageing population, and promoting cultural and physical activity; and
 - **Increased provision and more diverse mix of housing** - Ensure a sufficient supply of well-designed homes to deliver the target of at least 14,580 homes between 2016-2036 and meet the diverse needs, and abilities to afford housing, of residents both now and in the future.'
- 3.28 The transport related topics outlined under Policy S1 (Delivering sustainable development) are summarised below. It states that new developments should:
- '1. Have regard to the potential impact of climate change, and the need to limit greenhouse gas emissions....by minimising emissions from motorised transport industrial activity and domestic uses...*
- e. minimise the need to travel longer distances and, where travel is necessary, prioritise more sustainable forms of transport, such as active travel, other alternatives to car use, or a combination of active travel and other alternatives to car use.'*
- 3.29 Paragraph 4.7 of the LP advises that most towns and larger villages in the Borough have a reasonable range of facilities with some having more than others. They have been classified into a settlement hierarchy based on whether the following services are available in the settlement or nearby:
- shops (convenience goods) and post office;
 - leisure and community facilities;
 - education facilities;
 - health care facilities (doctors, dentists, pharmacies);
 - local employment (proximity of employment areas); and
 - public transport.

Policy S11, Transport Infrastructure

3.30 The Council will work with the highway authorities, Solent Transport, transport operators, funding bodies and developers to minimise transport emissions, pollution and congestion by:

- a) *'ensuring new developments:*
 - i. *encourage walking, cycling and the use of public transport; and*
 - ii. *minimise congestion and support safety on the highway network;*

as informed by appropriate transport assessments; and

- b) *safeguarding the routes and securing the funding to deliver new and improved transport infrastructure.*

1. The key proposals for new and improved transport infrastructure in the Borough are as follows:

- a) *'the Eastleigh Cycle Route Network and improvement pedestrian routes as set out in the Solent Transport Delivery Plan, the Hampshire County Council/Eastleigh Borough Transport Statement, the Eastleigh Cycling Strategy, the Eastleigh Walking Strategy and strategic policy S12.'*
- c) *'local improvements to railway stations and bus services and infrastructure to enhance their accessibility and use.'*
- j) *'Road corridor improvements (walking, cycling, bus and/or junction upgrades)*
 - i. *Eastleigh to Fair Oak (see policy E8 and paragraphs 6.1.30 – 6.1.35; 6.4.44 – 6.4.49)*
- k. *'additional junction improvements at:*
 - i. *Botley;*
 - ii. *Eastleigh;*
 - iii. *Fair Oak and Horton Heath;*
 - iv. *Hedge End; and*
 - v. *West End.*

Policy DM13 (General development criteria – Transport) states that:

- 1. *'All new development must have safe and convenient access to the highway network and make provision for access to, and by, other transport modes including public transport and cycle and pedestrian routes as appropriate. Access arrangements to the highway network must:*
 - a) *meet national and local guidance and standards with all highway improvements meeting the standard required to be adopted by the Highway Authority;*
 - b) *not cause or increase danger to road users or have a significant detrimental impact on the operation or safety of the highway network; and*
 - c) *be provided without unacceptable environmental impact.*
- 2. *All new development will be assessed to establish whether it should contribute to off-site improvements to transport infrastructure in accordance with Hampshire County Council's Transport Contributions Policy, to the extent that these are necessitated by the development and proportionate to the scale of development.*

3. *Development proposals that will generate vehicle movements likely to have an adverse impact on traffic conditions beyond the immediate vicinity of the development site must be subject to Transport Assessment and will be required to incorporate and implement mitigation measures such as:*
 - a) *provision of/contribution towards on and off-site highway improvements such as junction improvements and potentially new road links;*
 - b) *on-site pedestrian, cycle and public transport infrastructure;*
 - c) *contributions towards relevant off-site sustainable transport infrastructure, public rights of way and service improvements where appropriate; and*
 - d) *on-site measures aimed at increasing uptake of non-car travel options (e.g. Travel Plans) to reduce car use.*
4. *New development intended to serve or accommodate large numbers of people will only be permitted in locations that as well as having adequate road access, or will have as a result of the development, are or can be served by means of transport other than the private car, including bus, train, cycle and pedestrian access.'*

- 3.31 As part of the planning application for the development, routes to key facilities have been considered and as part of this WCHAR with potential improvements to pedestrian, cycle and/or equestrian infrastructure identified for agreement with the LHA.

Eastleigh Borough Local Plan 2016-2036 Infrastructure Delivery Plan (June 2018)

- 3.32 This document provides an indication of the nature, scale and extent of new infrastructure required to support the new development planned in the Eastleigh Borough Council Local Plan 2016 to 2036.
- 3.33 In terms of local junction improvements, the transport, modelling work undertaken in support of the local plan has identified a number of highway and junction improvements. These include:
- Winchester Road /Mortimers Lane widening - £379,000 – £572,000; and
 - Winchester Road/Mortimers Lane traffic signals - £156,000 - £222,000.
- 3.34 The drawing extracted from the supporting Transport Assessment of the pre-submission Local Plan 2019 Part 2 showing the potential widening improvements is included in **Appendix G**. However, further discussions have been held with the LHA regarding the potential improvements at the Winchester Road / Mortimers Lane junction, and it has been confirmed that there are no confirmed improvements proposed at this junction and that since adoption of the LTP 4, mitigation promoting and encouraging sustainable transport modes as alternatives to single occupancy car travel rather the junction capacity improvements will be explored instead (see also Appendix G for relevant correspondence).
- 3.35 In terms of strategically important schemes, Hampshire County Council (HCC) has identified improvements in the Borough including a number of junction improvements listed in Policy S12. These schemes are as follows:
- Bishopstoke Road Corridor – includes improvements to the Twyford Road Roundabout and rail bridge at the western end and to the junction of Botley Road, Eastleigh Road and Stubbington Way at the eastern end. It also includes junction improvements at the Chickenhall Lane/Bishopstoke Road mini roundabout. Estimated cost of £7.5mil; and
 - Traffic management improvements at Burnett's Lane / Botley Road / Knowle Lane junction to prevent delays along the Botley Road corridor. Cost unknown.

Hampshire Local Transport Plan (LTP 4) (February 2024)

3.36 The Hampshire Local Transport was adopted in February 2024 and has replaced the previous Hampshire Local Transport Plan (LTP 3). The document has been prepared to outline the vision for 2050 and the relevant transport policies, which set out a roadmap to 2050 and key priorities.

3.37 The vision for the LTP 4 is to create *'a carbon neutral, resilient, and inclusive transport system designed around people, which: supports health, well-being, and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire's unique environment.'*

3.38 The document also outlines the guiding principles for the Borough. These include:

Guiding Principle 1: Give people a choice of high quality travel options

3.39 This principle aims to:

- Provide a choice of high-quality travel option and reduce dependency on the private car by:
 - providing better walking, cycling and public transport choices
 - creating opportunities to 'live locally' (including homeworking)
 - owning fewer cars and using them less.
- Use vehicles more efficiently to reduce per vehicle emissions, e.g. fuller loads and more efficient routes for movement of goods, smaller vehicles, well-used public transport and more car-sharing;
- Replace our petrol and diesel vehicles (which emit CO₂) with zero emission vehicles; and
- Offset any remaining emissions that cannot be eliminated by the above.

3.40 This principle requires an increased emphasis on approaches that:

- *'promote walking and cycling as the first choice for shorter journeys (for those who are able), including use of e-bikes and other legal forms of micro-mobility which can increase the range and opportunities for active travel;*
- *make public transport more attractive, cheaper and accessible to more people, as the first choice for medium and longer journeys (as well as complementing walking and cycling options for shorter trips);*
- *support 'shared mobility' solutions (e.g. electric vehicle car sharing clubs, bike/e-bike share schemes, lift share schemes, taxi sharing models, demand responsive transport), and mobility hubs which act as a focal point for public and shared transport, alongside other services (e.g. health clinics, local work hubs, parcel lockers);*
- *enable people to access many of their daily needs within a 20 minute walk of their home, through the creation of 'liveable neighbourhoods';*
- *create micro and macro distribution centres (also known as logistic hubs) from which 'last-mile' deliveries can be made using zero-emission vehicles;*
- *seek to better manage travel demands, particularly on the busiest parts of the network at peak times;*
- *provide realistic alternatives to private car use to connect our rural communities, and to support those with mobility issues including flexible and demand responsive transport services and community-based shared mobility schemes;*

- o seek integrated land use and transport planning to reduce the need to travel by car and enable more sustainable travel choices; and
- o make best use of technology that helps us to manage our travel needs in smarter ways (e.g. use of online services and remote working, shared transport, digital apps for planning and paying for bundles of sustainable journeys known as Mobility as a Service (MaaS), and low emission vehicles).'

Guiding Principle 2: Provide a transport system that promotes high quality, prosperous places and puts people first.

- 3.41 The document states that traditional approach to transport planning has involved planning for vehicles, by creating additional highway capacity to cater for predicted traffic growth. It states that this has simply generated additional demand, eroding the expected reduction congestion and creating other social and environmental problems.
- 3.42 This principle requires an increased emphasis on approaches that:
- o 'recognise that routes and spaces have many different functions (from vibrant high streets to fast flowing dual carriageways) and establishing a framework which considers both the form and function to set principles for the design and provision for different user needs;
 - o reshape and repurpose urban centres to better serve changing lifestyles;
 - o tackle the adverse impacts of transport on the environment within which we live, and particularly on our most vulnerable communities (including those in deprived areas, and those with health and mobility issues);
 - o address the perceived (as well as actual) safety of walking and cycling, recognising this as one of the most significant barriers to their use;
 - o encourage and support planning authorities to promote new developments that create better connected, accessible and liveable neighbourhoods (including 20 minute neighbourhoods); and
 - o create a seamless travel experience – focusing on the start and end of the journey, as well as the main leg of the journey.'

- 3.43 Following the principles above, the relevant policies are outlined below:

Policy C1: putting people and places at the heart of our decisions. The council will:

- o 'Develop and apply a Movement and Place Framework to manage the transport network in accordance with its function in different locations...;
- o prioritise the needs of walking and cycling, public transport users and delivery vehicles...;
- o Use a 'Healthy Streets' approach and our 'Hampshire Walking and Cycling Principles' to plan and design attractive, comfortable, safe and inclusive networks for everyone regardless of ability, confidence, age and disability;
- o Seek opportunities to create or re-allocate road space to create better walking and cycling routes and faster routes for buses; and
- o Support targeted highway capacity improvements where there is a strong economic, safety, health, social or environmental case and where the Movement and Place Framework is achieved.'

- 3.44 The document refers to Healthy Streets Approach (currently used by Transport for London) to create environment that feels attractive, comfortable and safe for walking and cycling, regardless of confidence, age and ability.

Policy C2: Efficient and sustainable movement of goods.

- 3.45 This policy aims to enhance Hampshire's economic competitiveness by leveraging the freight and logistics sector. This involves prioritising safe, efficient, and sustainable movement of goods. Key actions include improving journey time reliability on strategic freight routes, encouraging the transition to eco-friendly transport modes, collaborating to optimise vehicle use and reduce environmental impact, directing freight to designated road networks, enhancing communication between authorities and operators, supporting research for low-carbon HGVs, and considering freight needs in transport strategy development.

Policy C3: transport strategies and schemes to be developed in accordance with consideration of all users (Road User Utility Framework)

- 3.46 This document aims to ensure that transport strategies and schemes give appropriate consideration to the following Road User Utility Framework:
- 'opportunities to reduce travel demand and the need to travel;
 - vulnerable users, including people with disabilities or long-term mobility-related health conditions;
 - people who walk;
 - people who cycle and ride horses;
 - people who use public transport (bus, coach, rail, taxi, community transport);
 - delivery of goods; and
 - other motor vehicles.'

Policy C4: Place Climate Change at the heart of decision-making

- 3.47 This policy states that the Council will:
- 'Take local action to achieve reduction in carbon emissions required to be carbon neutral and resilient to the impacts of climate change by 2050, by changing travel behaviour and accelerating the shift to zero emission vehicles;
 - Adopt a 'designing for climate change' approach for new transport schemes and existing infrastructure, which will involve:
 - Assessing schemes to understand their carbon impact and resilience to the effects of climate change. Seeking to identify mitigation measures to offset any net increase in carbon.
 - Using materials and assets that have a lower carbon footprint and are resilient to the effects of climate change....;
 - Retrofitting existing infrastructure to make it more resilient where there is a good case for doing so;
 - Favor transport investment that also deliver benefits of our other LTP outcomes covering environment, economy and people.'

Policy C5: Support local living and reduce demands on transport

- 3.48 This policy states that the Council will:
- 'Support measures that enable residents to make greater use of local services and facilities and will create stronger communities (based around the liveable neighbourhood concept);

- Enable local communities to deliver community-led place and transport improvements where there is funding to do so;
- Support the roll out of superfast/gigabit broadband to enable home working and online access to services, so that people can travel less for these services – especially in rural areas, where the provision of the necessary infrastructure by the private sector may be slower...;
- Support plans that re-vitalise town centre, neighbourhood centre and local villages, to encourage residents to 'live locally'; and
- Support investment in walking, cycling, integrated public transport and new forms of shared mobility... '.

Policy C6: Encourage sustainable travel behaviour

3.49 This policy states that the Council will:

- 'Raise awareness of the impacts of individual travel choices and encourage personal and community behaviour change;
- Work with local communities, educational establishments, businesses, local media, and other organizations to deliver travel planning and safety advice, and other evidence-based interventions to encourage people to walk, cycle, scoot, and use public transport and car-sharing more, using innovative ways of reinforcing the messages about sustainable, healthy, and active travel;
- Deliver transport infrastructure which will provide affordable, safe, attractive, and easy-to-use alternatives to the private car (with supporting behaviour change interventions where feasible);
- Ensure that sustainable travel options cater for all groups, including individuals living with disabilities, limited mobility or long-term limiting health conditions, and those individuals within society who are disadvantaged;
- Develop and implement a Hampshire-wide parking strategy which is aligned with the LTP4 outcomes... and
- Monitor the effectiveness of our approach and adapt it to changing transport needs.'

Policy C7: A Safe System approach for Hampshire

3.50 This policy states that the Council will:

- 'Build on existing practices to work towards a Safe System approach to road safety delivery in Hampshire by:
 - Ensuring road safety is a fundamental consideration in the design of new infrastructure, with the needs of vulnerable road users appropriately prioritised.
 - Monitoring casualty data for new infrastructure to identify emerging safety issues and implement remedial casualty reduction measures.
- Work with partners to reduce the number of deaths, serious and slight injuries on Hampshire's road network, and reduce the injury rate for vulnerable users (including children, and those walking and cycling);
- Seek to improve the perception of safety and security where this could deter people from traveling, particularly by walking, cycling, and public transport.'

3.51 Other relevant policies are listed below:

- Policy C8: Managing the harmful health effects of poor air quality and noise disturbance due to transport; and
- Policy C9: Protecting the environment.

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

- 3.52 Hampshire County Council and Eastleigh Borough Council have a desire to invest in sustainable transport measures, including walking and cycling infrastructure, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.
- 3.53 This plan is supported by policies developed and delivered by Hampshire County Council including; the emerging Local Transport Plan 4 and Hampshire's walking and cycling strategies. It states that by 2025, walking will be the travel mode of choice for short trips and the most popular and accessible means of recreation. It states that 2025 cycling will be a convenient, safe, healthy and affordable and popular means of transportation and recreation within Hampshire.
- 3.54 The Eastleigh cycle network Figure 1 is shown below.

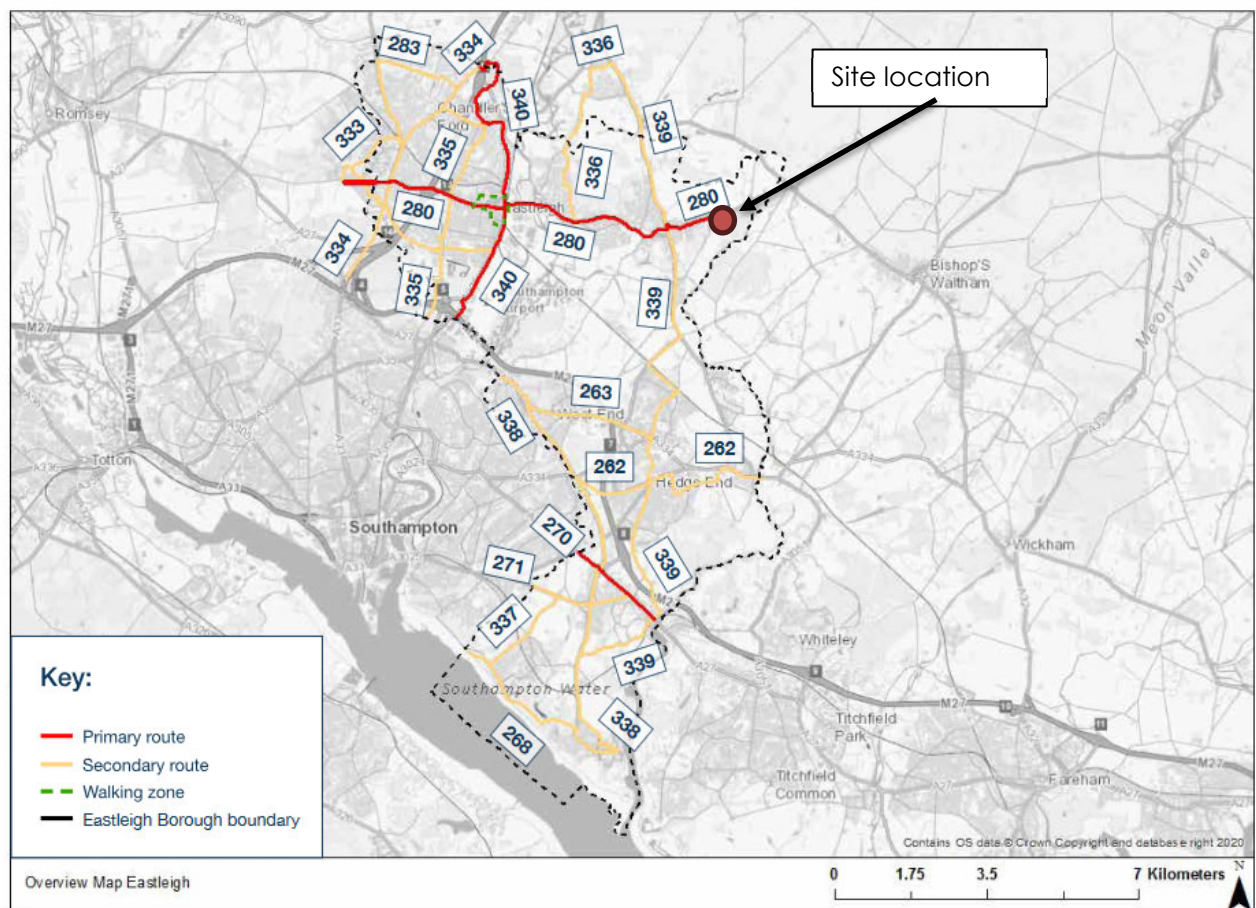


Figure 1 – Eastleigh Cycle Overview Map (Source: Eastleigh LCWIP 2022)

- 3.55 The LCWIP assigned a three-digit reference number, and the routes are divided into two categories of routes:
- Primary - which represent busy, direct and main routes; and,
 - Secondary – which represent medium usage routes through local areas, feeding into primary routes.

3.56 It can be seen from the Figure 1 above that there are two routes in close proximity of the development site:

- Route 280 – identified as a primary route, which originates at the boundary with Test Valley in Romsey, Eastleigh and runs through the residential area of Knightswood Park and to the eastern settlements of Bishopstoke and Fair Oak. The route is 8.5 kilometre in length and in the vicinity of the development site is provided along Castle Lane, Leight Road/A335, Bishopstoke Road/B3037/Alan Drayton Way/Eastleigh Road, Botley Road, Mortimers Lane (up to the junction with Knowle Lane): and
- Route 339 – identified as a secondary route, which runs between Colden Common and Hound to the south. The route is 17.4 kilometre in length and passes a number of settlements including Fair Oak, Horton Heath, Hedge End (including the railway station) and Bursledon, as well as several schools including Wyvern College, Fair Oak Junior and Infants School. In the vicinity of the development site, the route is provided along the B3354/Winchester Road/Botley Road, Bubb Lane, Maunsell Way, Old Shamblehurst Lane, Wildern Lane, Bursledon Road, Dodwell Lane and Hamblen Lane.

3.57 As agreed with the LHA, a review of route 280 (to Eastleigh town centre and A335) and route 339 (up to the Hedge End Railway station) has been undertaken as part of this WCHAR.

3.58 A description of the cycle route improvements identified in the LCWIP in the vicinity of the site are summarised in detail below.

Route 280: Castle Lane – Fair Oak

3.59 The cycle route 280 is the closest cycle route to the site and is identified as a primary route as stated in paragraph 3.58 above. This route has five sections and as follows from east to west:

- Route 280.5 Bishopstoke – Winchester Road;
- Route 280.4 Eastleigh railway Station – Bishopstoke;
- Route 280.3 Woodside Avenue Eastleigh railway station;
- Route 280.2 Bournemouth Road - Woodside Avenue; and
- Route 280.1 Castle Lane – Bournemouth Road.

3.60 Route sections 280.5, 280.4 and a part of 280.3 will be reviewed in detail as part of this WCHAR and these routes are described below in detail (starting from the sections closest to the site).

3.61 Route 280.5 (Bishopstoke – Winchester Road) - the LCWIP identifies that the cycle infrastructure on this section of the 280 Primary cycle route is inconsistent and the shared use paths are unlikely to meet current guidance.

3.62 This section (280.5) of the 280 Primary cycle route within Fair Oak and along Fair Oak Road/B3037 is shown in Figure 2 below.

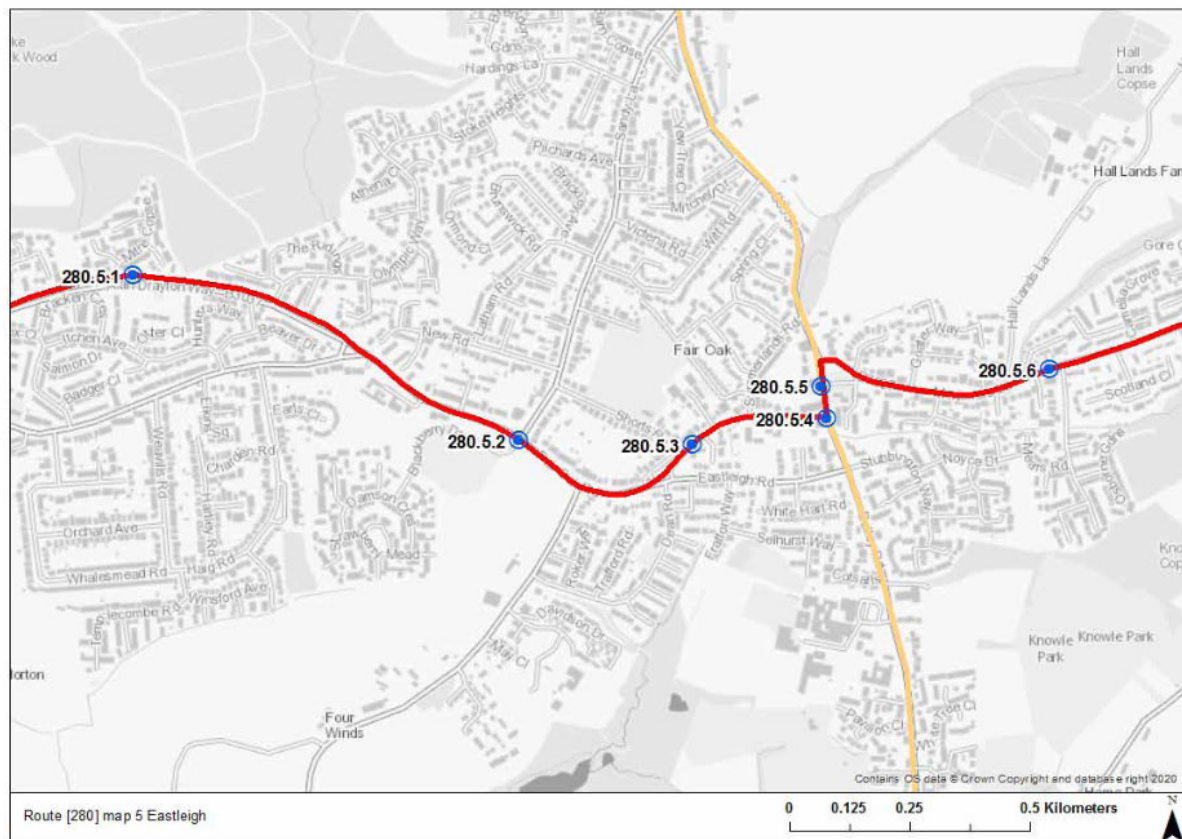


Figure 2 – Cycle Route 280.5 Bishopstoke – Winchester Map (Source: Eastleigh LCWIP 2022)

3.63 The potential options for improving this route as advised in the LCWIP are summarised below:

- 'There is scope to provide a segregated cycle track between Woodside Avenue and the Leigh Road/Romsey Road junction; this will require significant tree loss and the road reallocation at signalised junctions. Priority crossing should be considered at side road junction (paragraph 280.3.1);
- There is scope to provide a segregated cycle track along Leigh Road between the Romsey Road junction and high street; this may require the removal of on-street parking bays and some trees (paragraph 280.3.2);
- A segregated cycle track could be provided through the pedestrianised area between High Street and Market Street (paragraph 280.3.3); and
- There is scope to provide a segregated cycle track between Market Street and Southampton Road if the existing on-street parking bays are removed. There is an existing toucan crossing on Southampton Road that provides a link to the station forecourt, but this could be reconfigured to provide a segregated crossing (paragraph 280.3.4)'.

3.64 Further to the above, the LHA has confirmed (See **Appendix H**) that there are two schemes along route 280 that are being progressed and are funded. This includes provision of a shared-use path along Mortimer's Lane, through Fair Oak onto Eastleigh Road. The high level information is provided using the link [here](#) and the proposals are summarised below and are shown in Figure 3 below:

- o 'Widen the southern footway of Mortimers Lane to provide a shared use path between Pembers Farm Avenue junction and continue to the Fair Oak Court cut through to Winchester Road;
- o Crossing points across Mortimers Lane at key locations including a new crossing to the west of Mimosa Drive and an enhanced crossing to the west of Camelia Grove;
- o A new crossing to west of Goaters Way, an enhanced crossing to the west of Hall Lands Lane and enhancements to the crossing adjacent to Pembers Hill Farm;
- o Provision of a shared use path between Fair Oak Court and Botley Road; and
- o The scheme will also consider cycle signage from Mortimers Lane through to the Eastleigh Road/Botley Road/Stubbington Way signalised junction via the Stubbington Way estate as this would provide a lighter trafficked route from Mortimers Lane towards the schools on Botley Road.
- o The existing shared use path along Eastleigh Road between Allington Lane and Fratton Way will be extended east from Fratton Way towards the Eastleigh Road/Botley Road/Stubbington Lane junction'.

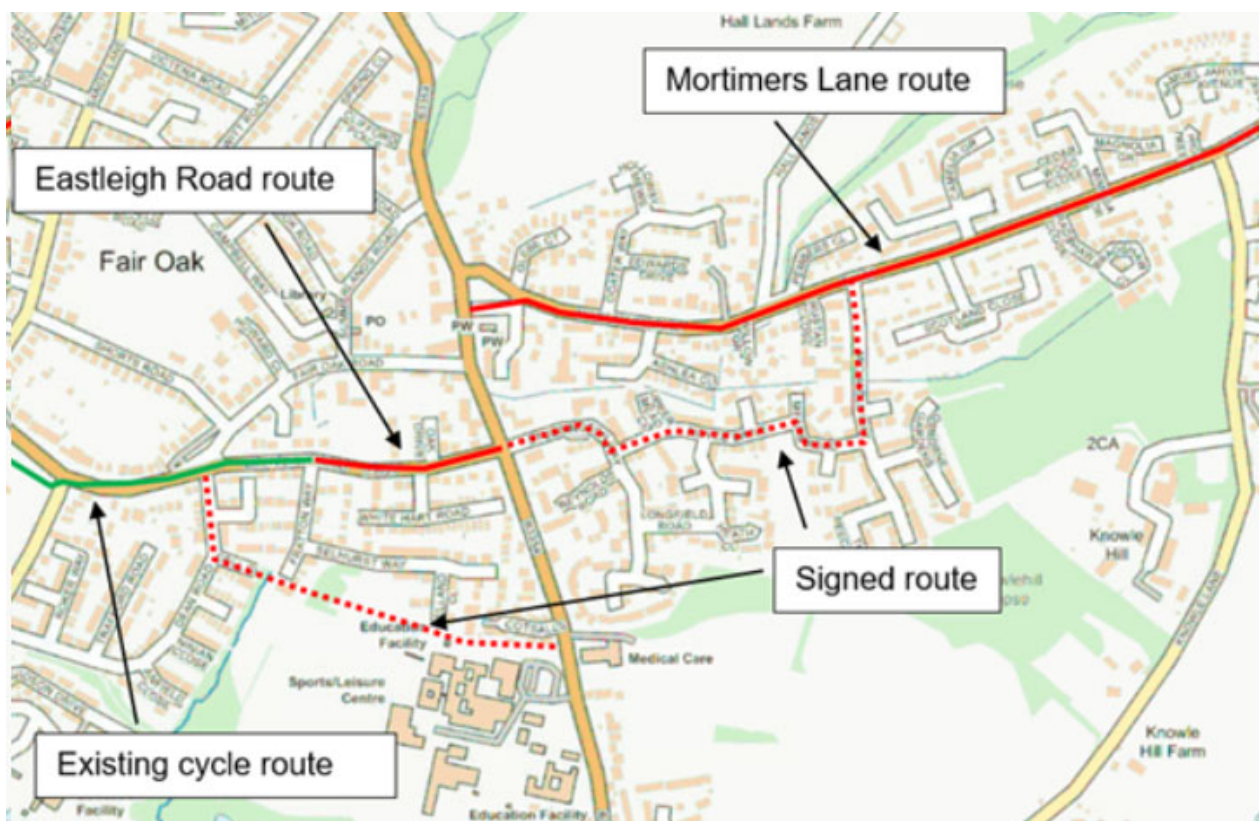


Figure 3 - Location of Proposed Improvements Along Route 280

- 3.65 In addition to the above, there are also proposals to provide bus priority improvements along Bishopstoke Road. This includes 'delivering infrastructure improvements to provide priority for buses at the Riverside and Chickenhall Lane junctions using traffic signal control and a new westbound bus only lane outside The Hub Eastleigh, between the two main river bridges'. Further information is included in the link [here](#).
- 3.66 The detailed plans of the proposals are included in **Appendix I**.

Route 339: Colden Common – Hound

- 3.67 The cycle route 339 is the second closest cycle route to the site and is identified as a Secondary route. route has five sections and starting from the north these sections are as follows:
- Route 339.1 Bosville – Woodside Avenue;
 - Route 339.2 Fair Oak – Edge End Railway station;
 - Route 339.3 Hedge End railway station – Dodwell Lane; and
 - Route 339.4 Dodwell Lane – Hamble Lane.
- 3.68 Route sections 339.1 and 339.2 will be reviewed in detail as part of this WCHAR and these routes are described below in detail (starting from the sections closest to the site).
- 3.69 Route 339.1 (Bosville – Woodside Avenue) - the LCWIP states that the 339 Secondary cycle route has a very steep hill at Crowdhill, which is challenging to cycle without an e-bike. In addition, there are turns which have limited visibility which could deter some cyclists. Other barriers include noise and proximity to traffic, as well as little shelter and shade.
- 3.70 This section (339.1) of the 339 Secondary cycle route within Fair Oak, along B3354 Winchester Road and up to the southern edge of Fair Oak, is shown in Figure 4 below.

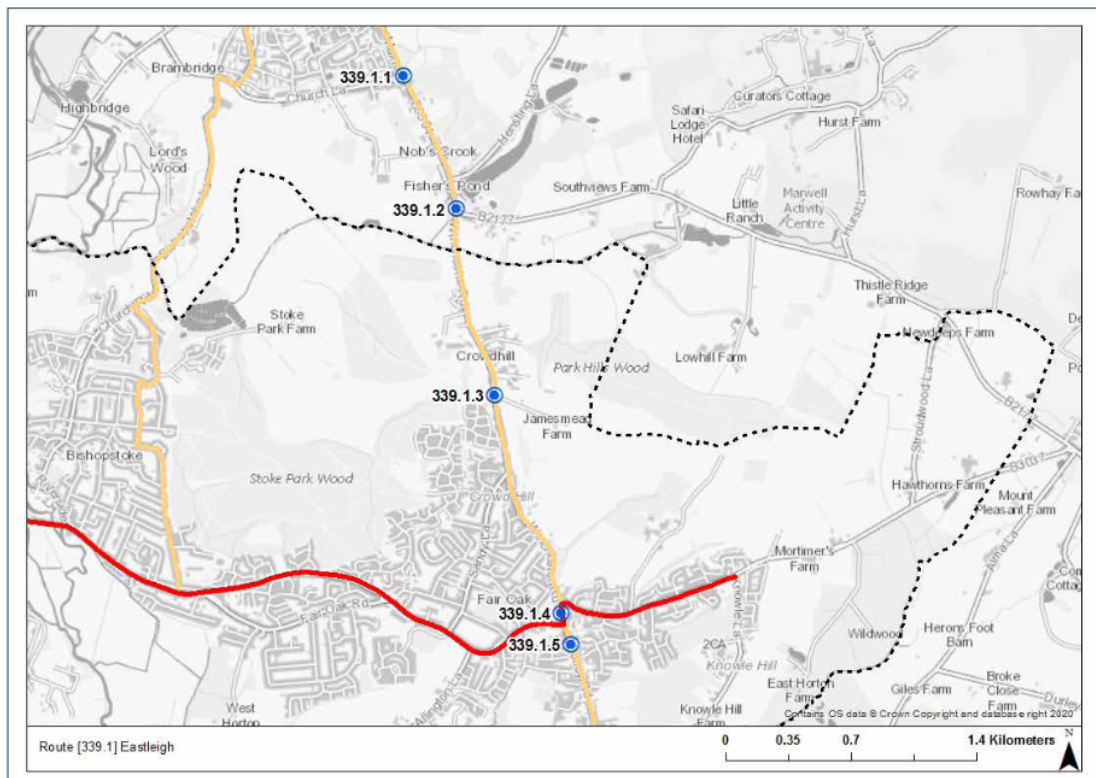


Figure 4 – Cycle Route 339.1 Bosville – Woodside Avenue (Source: Eastleigh LCWIP 2022)

3.71 The potential options for improving this route as identified in the LCWIP are summarised below:

- 'There may be scope to provide a shared use path along Main Road between Spring Lane and the Portsmouth Road junction; this will require land purchase (paragraph 339.1.1);
- A review of Main Road/Portsmouth Road junction is required to provide a design that gives greater priority to cyclists through the junction (paragraph 339.1.2);
- There is very little scope to provide a segregated cycle track or shared use path for the majority of the route between Portsmouth Road and Mortimers Lane. It is unlikely that this route could be made suitable for mixed traffic due to the level of traffic on along this section, but this is likely to be the only; although an alternative is not obvious (paragraph 339.1.3);
- The section of Botley Road between Eastleigh Road and Mortimer's Lane is very constrained, so a segregated cycle track is not feasible, but it is unlikely that this route could be made suitable for mixed traffic due to high traffic flows (paragraph 339.1.4); and,
- Depending on the type of provision that is provided along the B3354, the Botley Road/Eastleigh Road junction could be improved to give greater priority to cyclists (paragraph 339.1.5)'.

3.72 Route 339.2 (Fair Oak – Hedge End railway station) – the LCWIP states that there are fewer barriers along this section compared to the 339.1 route section (described above). However, the LCWIP does advise that the lack of continuous infrastructure does produce potential for conflict with other highway users and the speed of traffic would deter people from cycling. This is section (339.2) of the 339 Secondary cycle route from Fair Oak to Hedge End railway station is shown in Figure 5 below.

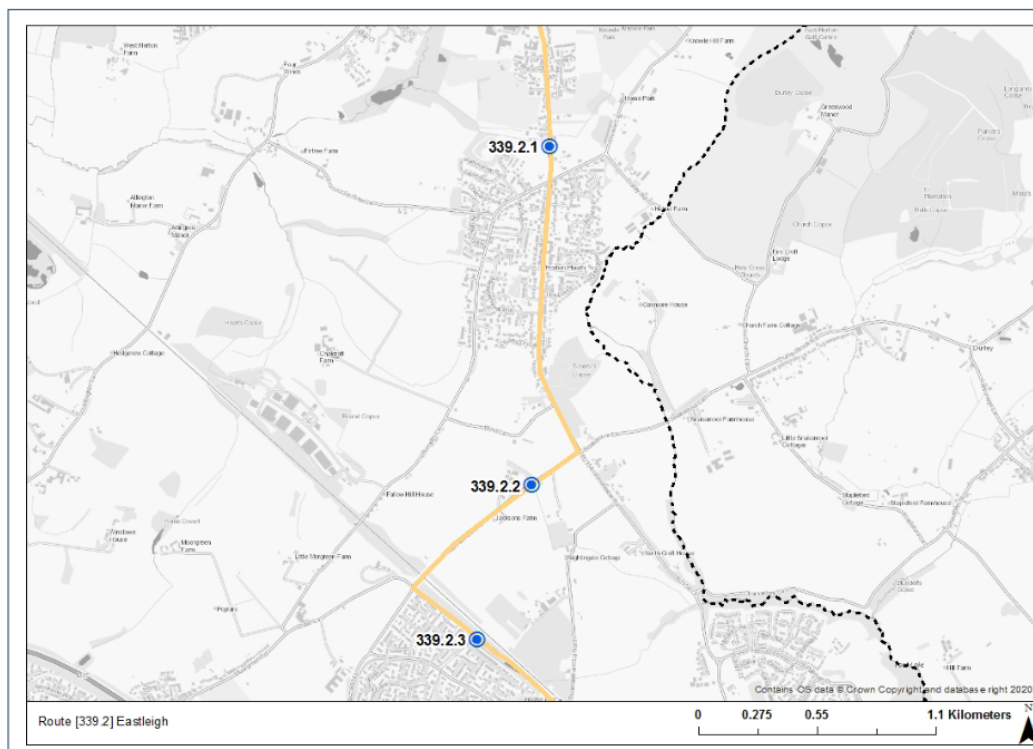


Figure 5 – Cycle Route 339.2 Fair Oak – Hedge End Railway Station (Source: Eastleigh LCWIP 2022)

3.73 The potential options for improving this route as advised in the LCWIP are summarised below:

- *'The provision of a segregated cycle track along Botley Road between Eastleigh Road and Bubb Lane would require land purchase from a large number of properties, but it's unlikely that this route could be made suitable for mixed traffic due to existing high traffic levels. The Botley Road/Knowles Lane junction is so constrained it would be difficult to provide improvements for cyclists (paragraph 339.2.1);*
- *There is scope to widen the existing shared use path along Bubb Lane; some land purchase may be required to provide a fully segregated cycle track (paragraph 339.2.2); and*
- *The track between Bubb Lane and Maunsell Way should be widened to provide a fully segregated cycle track with an improved surface (paragraph 339.2.3)'.*

3.74 The recommendations of the WCHAR have been updated to consider the HCC Active Travel Improvements proposed in Fair Oaks and the off-site mitigation proposed by the site as described in detail in Chapter 6.



4.0 Personal Injury Collision Data

- 4.1 It was agreed with the LHA on 31st January 2024 that the review of personal injury collisions (PIC) in the WCHAR would be undertaken for the latest three-year period and only for pedestrians, cyclists, horse-riders, motorcyclists and any other vulnerable road users. The study area is shown in **Appendix J**.
- 4.2 As requested, PIC data has been obtained from Hampshire Constabulary for the latest three-year period. Hampshire Constabulary confirmed that the latest data is available for a period between 30th September 2020 to 30th September 2023.
- 4.3 The updated study area is included in Appendix J and the data for this period summarised in Table 1.

Table 1: Personal Injury Collision Data Summary

Year	Severity of collision			All Casualties	Vulnerable road user casualty				
	Slight	Serious	Fatal		Pedestrian	Cycle	Motorcycle	E-scooter	Horse-rider
2020	3	0	0	3	0	0	2	0	0
2021	15	4	0	21	4	7	2	0	0
2022	11	6	1	23	1	4	4	0	0
2023	10	1	0	12	1	2	4	2	1
Total	39	11	1	59	6	13	12	2	1

- 4.4 Table 1 above shows that a total of 51 PICs have been recorded to occur in the study area over the three-year study period, resulting in 59 casualties sustaining injuries. A total of 39 collisions were recorded as slight incidents (76%), 11 were recorded as serious incidents (22%) and there was one recorded fatal incident (2%).
- 4.5 Of the total of 51 PICs recorded, of these 34 recorded PICs involved vulnerable user casualties. The remaining 25 PICs were vehicle drivers or passengers.
- 4.6 A summary of the PICs involving vulnerable road users is set out below.
- Knowle Lane/Mortimers Lane junction
- 4.7 A total of two PICs involving vulnerable road users occurred at Junction 14 - Knowle Lane/Mortimer's Lane junction over the three-year study period.
- 4.8 One PIC occurred on 14th May 2023 at 4.15pm and involved a cyclist sustaining a slight injury. The road surface was dry. The collision report advises that a car was travelling west along B3037 Mortimers Lane and overtook a cyclist. The car then turned left to Knowle Lane colliding with the cyclist.
- 4.9 The second PIC occurred on 23rd June 2023 at 4.35pm and involved an e-scooter rider sustaining slight injuries. The road surface was dry. The collision report advises that the e-scooter rider was travelling south along Knowle Lane, lost control, causing the rider to fall. The collision report stated that the driver was impaired by alcohol.
- 4.10 It is considered that the collisions recorded occurred due to driver error / misjudgement and alcohol impairment. It is not considered that there is any adverse highway safety issue associated with the current operation of the junction.

Mortimers Lane between the Mortimer Lane/B3354 Winchester Road and the Mortimers Lane/B2177 - Winchester Road (Junction 5) excluding Junction 14 (Mortimers Lane/Knowle Lane)

- 4.11 A total of four PICs involving vulnerable road users occurred along this stretch of Mortimers Lane as described below.
- 4.12 One collision occurred outside No. 46 Mortimers Lane on 15th of April 2021, at 10.24am. The road surface was dry. This collision resulted in a pedestrian sustaining serious injuries. The collision report advises that a pedestrian was crossing the B3037 from south to north and was struck by HGV which was manoeuvring south in order to reverse into a private drive. It appears that the collision occurred due to the driver of the HGV failing to look properly or judge another person's path/speed.
- 4.13 A second collision occurred at Michaels Way/Mortimers Lane junction on 9th of July 2021 at 7.15am. The road surface was dry. This collision resulted in a pedestrian sustaining serious injuries. The collision report advises that a pedestrian was crossing Michaels Way and collided with a car travelling north along Michaels Way in the middle of the carriageway. The vehicle left the scene.
- 4.14 A third collision occurred at Mortimers Lane/Alma Lane junction on the 4th of April 2022 at 5.30pm. The road surface was dry. This collision resulted in a cyclist sustaining serious injuries. The collision report advises that a car was travelling west along Alma Lane towards the B3037 – Mortimers Lane and overtook the cyclist that was also travelling west. The car then turned left at the junction with Mortimers Lane across the path of the cyclist resulting in the rider being knocked off the bike.
- 4.15 The remaining fourth collision occurred at the Mortimers Lane/Scotland Close junction on the 16th of June 2022 at 08.03am. The conditions were dry and resulted in a cyclist sustaining slight injuries. The collision report advises that a car was travelling along Mortimers Lane, turning into Scotland close, without giving way to a cyclist traveling west along Mortimers Lane.
- 4.16 It is not considered that there is any adverse trends or clusters of PICs occurring on Mortimers Lane between Mortimers Lane/B3354 Winchester Road priority junction (Junction 1) and Mortimers Lane/Winchester Road priority junction (Junction 5). It is acknowledged that the four PIC incidents involved vulnerable roads but that the causes of the incidents appear to have occurred due to driver error / lack of judgment.

Fair Oak Village centre – The B3354 Winchester Road including the junction between Mortimers Lane/ and the B3354 Winchester Road (Junction 1) and B3037 - Eastleigh Road junction with the B3354 – Winchester Road

- 4.17 Table 2 below provides a detailed description of collisions in Fair Oak Village Centre - B3354 Winchester Road, between and B3354 Winchester Road/B3037 Eastleigh Road/Botley Road/Stubbington Way traffic signal-controlled junction. Only collisions involving vulnerable road users are included in the table below.

Table 2: Collisions at Eastleigh Roundabout (Bishopstoke Road/Twyford Road/Coles Close/Station Hill/Romsey Road)

Collision ref	Date, Time	Location	Casualties	Details	Road surface	Factors
44210135749	10/04/2021, 22:24	A335 Station Hill, outside Eastleigh railway station	1 slight - pedestrian	A pedestrian has deliberately stepped into A335 Station Road into the path of a vehicle travelling south along A335.	Wet/damp	Disability/ or illness
44210188397	15/05/2021, 23:05	A335 roundabout/Southampt on Road no. 156	1 slight - cyclist	A cyclist was travelling south along A335 Southampton Road with no light and dark clothing and earphones and veered into the path of a car travelling south along A335.	Wet/damp	Careless/reckless/in a hurry
44210330250	19/08/2021, 06:40	A335 /Southampton Road	1 serious - cyclist	A cyclist on an electric bike was travelling north on Southampton Road and failed to notice that a van travelling in the same direction has stopped. The cyclist collided with the rear of the van.	Dry	Failed to look
44220359186	03/09/2022, 11:37	A335 Romsey Road/ Roundabout	1 serious - motorcyclist	The motorcyclist was travelling and lost control, resulting in a fall.	Dry	Loss of control
44220493942	06/12/2022, 16:23	A335 Station Hill/Leigh Road	1 slight - cyclist	A van was travelling along A335 Station Hill and hit a cyclist who crossed A335 Station Hill travelling west.	Dry	Cyclist entered road from pavement

- 4.18 Table 2 shows that a total of five PICs were recorded involving vulnerable roads users resulting in three slight injuries and two serious injuries as follows:
- One collision involved a pedestrian, sustaining slight injuries;
 - Three collisions involved cyclist, of which two sustained slight injuries and one sustained serious injury; and
 - One collision involved a motorcyclist sustaining serious injuries.
- 4.19 It is considered that the incidents recorded to occur at the Eastleigh Roundabout (Bishopstoke Road/Twyford Road/Coles Close/Station Hill/Romsey Road), in the three year study period occurred due to driver error / lack of judgment including loss of control; following to close; careless driving or failing to look or judge another vehicle's path. The recorded PICs are considered to be typical of the incidents that occur at similar roundabout junction arrangements and not specifically attributed to the design of junction layout.
- 4.20 Three collisions involved cyclists, however these collisions appeared to have occurred due to cyclists wearing dark clothing; a car braking suddenly and cyclist not noticing this in time and a driver failing to see a cyclist crossing the carriageway.
- 4.21 It is considered that collision rate of 3-4 collisions per year is not abnormal, given that this the A335 major road leading into Eastleigh town centre with total flow of approximately 1600 vehicles and 2270 vehicles using the junction during the morning and evening peak hours respectively.

B3354 Botley Road/Snakemoor Lane/Bubb Lane/B3354 Winchester Road roundabout and Bubb Lane

- 4.22 One PIC has been recorded to occur at this junction and involved a vulnerable road user.
- 4.23 The collision report states that a collision (ref. 44200429984) on 5th of November 2020 at 6.59pm at Bubb Lane roundabout. The road surface was wet. The collision report states that a bus was travelling along Bubb Lane towards a roundabout and was expecting the motorcyclist to move off and enter the roundabout. However, the motorcyclist did not move, and the bus collided with the rear of motorcyclist. This resulted in a motorcyclist sustaining a slight injury. The reason for collision is failure to judge other person path or speed.

Tollbar Way and Tollbar Way/Botley Road roundabout

- 4.24 Table 3 below provides a detail description of the PICS recorded on Tollbar Way and at the Tollbar Way/Botley Road roundabout over the three-year study period that involved vulnerable road users.

Table 3: Tollbar Way and Tollbar Way/Botley Road

Collision ref.	Date, Time	Location	Road surface	Casualties	Factors
44210055845	14/02/2021, 12:17	Tollbar Way	Dry	1 slight - cyclist	N/A
44210318297	10/08/2021, 20:44	toolbar Way	Dry	1 slight - motorcyclist	Failed to look properly; failed to judge path/speed

- 4.25 Table 3 confirms that a total of two slight PICs involving vulnerable road users were recorded to have occurred along Tollbar Way or near the Tollbar Way/Botley Road roundabout resulting in two casualties sustaining injuries, where:
- One collision involved a cyclist and resulted in slight injuries being sustained; and
 - One collision involved motorcyclist and resulted in slight injuries being sustained.
- 4.26 These collisions appear to have occurred due to failure to look properly and failure to judge other persons path or speed.
- 4.27 It is considered that the collisions recorded in this area are typical of the type of incidents expected to occur at roundabout junctions and that the majority of these collisions occurred due to driver error, and all collisions were slight, mainly involving car drivers. This indicates that there is no adverse highway safety issue associated with the current operation of the junction.



5.0 Multi-modal Transport Services and Interchange Information

Bus Services

- 5.1 A Public Transport figure, showing the bus routes and the closest bus stops in the vicinity of the site are included in **Appendix K** of the report.
- 5.2 The closest bus stop is located on Mortimers Lane, approximately 730m to the west from the centre of the site (equivalent to a 9-minute walk). This bus stop is served by bus route 69 and route 649. Bus route 69 runs between Winchester to the north and Fareham to the south. The buses run consistently between 7.24am and 11.39pm. The westbound bus stop is provided with shelter, seating, bus timetable information, a flag and a pole. The eastbound bus stop is provided with a flag, pole and bus timetable information.
- 5.3 The existing bus services are detailed in the supporting Transport Assessment.
- 5.4 Including a walk to the bus stop, the journey times are as follows:
- Fair Oak – 10 minutes
 - Winchester - 51 minutes; and
 - Fareham – 58 minutes.
- 5.5 Bus route 649 runs between Botley Station and Swanmore Technology College once a day in each direction (At 7.42am and 3.33pm).
- 5.6 Additional bus stops are located on Fair Oak Road, approximately 1.5 kilometres to the west (equivalent to a 19-minute walk). These bus stops are serviced by additional bus services 2 and 3, which provide access to Eastleigh and Southampton. Bus route 2 (to Southampton), runs consistently between 5.46am to 11.18pm. There are typically 3-4 services per hour between 10am and 5pm, and 1-2 services per hour after 5pm. Bus route 3 (to Eastleigh), runs between approximately 6.30am to 10.06pm, with hourly service provided between 10am and 8pm, and less frequent services outside these hours.
- 5.7 The westbound bus stop is provided with shelter, seating, bus timetable information, a flag and a pole. The eastbound bus stop is provided with a flag, pole and bus timetable information. The total journey time (including the walk to the bus stop) to Eastleigh is approximately 30minutes, but the bus journey time is 13minutes, which is similar to a car journey time of 12-minutes. The journey time to Southampton is approximately 57 minutes.

Rail Services

- 5.8 A Public Transport figure, showing the closest railway stations is included in Appendix K of the report.
- 5.9 Measured from the centre of the site, Hedge End Railway Station is located approximately 5 kilometres to the south of the site equivalent to a 16-minute cycle journey or a 51-minute bus ride, including the walk to the bus stop.

- 5.10 This station is located on the Eastleigh-Fareham line and is managed by South Western Railway. This station provides one service per hour to Portsmouth Harbour (train journey time approximately 100 minutes) and one service per hour to London Waterloo (train journey time 22 minutes). The station is category B in terms of accessibility and there is a level access to Platform 1 but access to Platform 2 is via a stepped footbridge. There is a 96-space station car park (including four accessible spaces) located at this station and there are 54 cycle parking spaces provided in racks. These cycle spaces are sheltered and provided with CCTV.
- 5.11 Eastleigh Railway Station is located approximately 5.7 kilometres to the west of the site equivalent to a 21-minute cycle journey, or a 35-minute combined bus and walk journey. This station is located on the South West Main Line and provides six services per hour as follows:
- Two trains per hour to London Waterloo (journey time of 90 minutes);
 - One train per hour to Salisbury (journey time of 56 minutes);
 - One train per hour to Portsmouth Harbour (journey time of approximately 50 minutes);
 - One train per hour to Romsey (journey time of 13 minutes);
 - One train per hour to Winchester (journey time of 10 minutes); and
 - One train per hour to Southampton Central (journey time of approximately 15 minutes).
- 5.12 Eastleigh Railway Station is category A in terms of accessibility, and the station has step-free access to all platforms. There is a 133-space station car park (including four accessible spaces) located at this station and parking charges apply. In addition, there are 130 cycle parking spaces provided in racks and stands. These cycle spaces are sheltered and provided with CCTV.

6.0 Key Trip Generators and Local Amenities

- 6.1 The facilities and amenities are described in detail in the Transport Assessment. A map showing the various facilities within easy walking and cycling distance of the site is provided Figures in **Appendix K**.
- 6.2 For the purposes of this assessment the key future trip generator is determined to be the proposed development.
- 6.3 Amenities and facilities lying on the agreed routes, including those located immediately adjacent to the site or which might be reasonably accessed from the site are considered to be key trip destinations.
- 6.4 As stated earlier, majority of facilities and amenities are located in Fair Oak to the west of the site, in particular along Fair Oak Road and near the B3354/Botley Road/Winchester Road. These facilities are located within a 30-minute walking distance of the site or a seven-minute cycle ride. There are three Sheffield style cycle stands provided at the southern end and two on the northern end of Summerland's Road where a number of local facilities, including a Post Office, a pharmacy and other retail units are located.
- 6.5 There is a range of amenities and facilities, which are considered local to the site such as schools, shops, chemists, banks and food outlets are summarised below. Note: All distances are approximate and assume use of existing footways between the site and the facility or amenity. These facilities and amenities are summarised in Table 4 below.

Table 4: Local facilities within a 30-minute walking distance of the site

Facility	Distance (m) From the Centre of the Site	Approximate Walking Time (minutes)	Approximate Cycle Time (minutes)
Bus stop	730	9	3
Stokewood Surgery	2400	30	9
Deer Park Farm Industrial Estate	850	11	3
East Horton Business Park	850	11	3
Fair Oak Infant and Junior School	1900	24	7
Tesco Express and Esso Petrol Station	1300	16	6
Wyvern Day nursery	1900	24	7
Fair Oak Village Centre on Fair Oak Road (includes bus stops, takeaways, a pub, restaurant, butchers, hairdressers, pharmacy, Post Office and retail units)	1600	20	6
Library	1800	23	6
Village Hall	1900	24	6
Knowle Hill Park open area and skate park	1500	19	6
Fair Oak Squash club	1900	24	6
Wyvern College Gym (open to public)	1900	24	7

- 6.6 Further facilities, within a 30-minute cycle distance of the site (equivalent to 8-kilometre distance) are shown in Figure 2 of Appendix K. These include Lapstone Playing Fields and Tennis Courts, Chalcroft Business Park; Hedge End Railway Station; Lower Upham; Bishop's Waltham, Eastleigh Town Centre, Woodside Road Industrial Estate; Barton Park Industrial Estate; a number of education facilities and Southampton Airport.



7.0 Liaison with Key Stakeholders

- 7.1 A number of meetings were held with the Local Highway Authority on 12 January 2024 and via email on 30 January 2024 and 14 February to discuss the development proposals. More detailed discussions and the subsequent reports that have been prepared following these meetings are summarised below.

Pre-Application Discussions

- 7.2 It should be noted that the original pre-application scoping report (ref 6/3/9/320) for the development was prepared by Mode Transport Planning and submitted to Hampshire County Highways in May 2023. The Local Highway Authority then prepared a response in relation to the pre-application on 14th September. Subsequently, Glanville prepared a further Technical Note to address these comments, which was submitted to the LHA on 22nd of November 2023 in order to aim to agree the scope of the supporting transport reports. This included proposed access strategy for all modes of transport, accessibility, and the scope of the Transport Assessment. The LHA provided a response in relation to this Technical Note on 29th January 2024. In broad terms, it is understood that the proposed scope and principles of the methodologies to be used by Glanville to determine forecast development trip rates, number of trips by trip purpose, trip distribution, the percentage impact assessment, and a review of Personal Injury Collisions (PICs) of the m of the TA (included in the November 2022 note) is agreed with the Highway Authority. However, to ensure this, a third Technical Note was submitted on March 22nd, 2024, which aims to agree the following:
- Forecast Development trip rates;
 - Forecast trips by Trip Purpose;
 - Forecast trip distribution purpose;
 - Confirmation of the junctions to be assessed within the submitted TA further to a detailed review of Personal Injury Collision data at key junctions and the results of a percentage impact assessment; and
 - Confirmation of the Committed Developments to be included in the junction assessments to be set out within the submitted TA.

Departure from Standards

- 7.3 At the pre-application meeting held with the Local Highway Authority at HCC on 12th January, it has been requested that a Departure from Standards form is submitted, which would need to include the stagger distance between the site access and the private driveway located on the northern side of Mortimers Lane, provision of a direct access onto Mortimers Lane, and relocation of the extant 30 mpg speed limit gateway sign. This form was submitted on 13th February 2024 and approved in Principle on 28th March 2024 (see Appendix C).

Road Safety Audit

- 7.4 It has also been requested that a Road Safety Audit (RSA) of the site access was prepared on 6th February 2024, followed by a Designer's Response prepared on 9th February (see Appendix C).

Scope of the WCHRA

- 7.5 As stated in Section 2, the scope of the WCHRA has been agreed with the Local Highway Authority at Hampshire Council via email dated 31st January 2024 (see Appendix F).

8.0 Existing Pedestrian, Cyclist and Equestrian Facilities

Pedestrian Infrastructure

- 8.1 The existing pedestrian facilities between the site and Fair Oak are shown in **Appendix L**. These generally comprise of footways circa two metres in width running parallel to the carriageway and a combination of uncontrolled and controlled pedestrian crossing facilities.
- 8.2 Chapter 11 provides a more detailed review of the local pedestrian infrastructure based on the routes agreed to be assessed in paragraph 2.21.

Public Rights of Way

- 8.3 There are pedestrian routes (network of footpaths, Bridleways and Permissive Paths) in the vicinity of the site within Fair Oak, which provide good access to a number of facilities. There nearest routes are located to the west of Knowle Lane and run through Knowle Hill Conservation Area and Knowle Park to the west.
- 8.4 There are several Public Rights of Way (PRoW) in the vicinity of the site, as follows:
- PRoW 18/1 and 19/4 – runs to the north of Mortimer's Lane and connects with PRoW 19/3;
 - PRoW 19/3 runs to the north of Mortimer's Lane and connects with PRoW 19/2 further to the north;
 - PRoW 19/2 provides access to an existing bridleway 23/2 and 23.1 This bridleway runs between B3354/Winchester Road and Stroudwood Lane;
 - PRoW 20/1 – runs to the north of Pembers Farm between Mortimers Lane to the south and PRoW 19/2 further to the north. This PRoW connects with PRoW 23/1 which a bridleway;
 - PRoW 17/1 – runs to the east of Pembers Farm between Mortimers Lane to the north and Alma Lane/Greenwood Lane; and
 - PRoW 23/1 and 23/2 is a bridleway which runs between B3354/Winchester Road to the west, north of Pembers Farm development and to Stroudwood Lane to the east.
- 8.5 The existing Public Rights Way are shown in **Appendix K**.

Cycle infrastructure

- 8.6 Chapter 11 provides a more detailed review of the local cycle infrastructure based on the routes agreed to be assessed in paragraph 2.22.
- 8.7 There is a dedicated shared cycleway/footway facilities along B3037/Alan Drayton Way/Fair Oak Road. This route can be used for access into Eastleigh Town Centre. The shared cycleway/footway starts at the Dean Road/Eastleigh Road junction and continues up to the Stokewood Surgery and is provided on the southern side of the carriageway.
- 8.8 From this point, any cyclists heading to Eastleigh Town Centre will need to cross the B3037 using a signalised crossing to access the shared cycleway/footway on the northern side of the carriageway. The shared cycleway/footway is then continuously provided up to the junction with Riverside. There is a signalised crossing provided on B3037 to the east of Riverside junction, where cyclists can cross the carriageway again to reach the shared cycleway/footway on B3037/Bishopstoke Road, which provides continuous access to Eastleigh town centre. There are typically crossing facilities provided on approach to a number of residential streets (with dropped kerbs and tactile paving).

- 8.9 It should also be noted that the western section of this route (ref. 280.4) is identified as a route for improvements in the Borough of Eastleigh Draft Local Cycling and Walking Infrastructure Plan (LCWIP). There are also improvements identified for route 280.6 between Winchester Road and Knowle Lane. It is stated in the Borough of Eastleigh Draft LCWIP that there is the potential to remove the diagonal white trips and centreline markings to provide a segregated on-road cycle lane and also give priority to cyclists crossing over the junction bellmouth along Mortimers Lane.
- 8.10 Similarly, route 339 (from Colden Common to Hound) along V3354 Winchester Road is also identified for improvements in the Eastleigh LCWIP.
- 8.11 Additional cycle routes include routes 23 and 24 of the National Cycle Network are accessible in Eastleigh Town Centre.
- 8.12 Route 23 is a long-distance cycle route from Reading to Southampton, via Basingstoke, Alresford, Winchester and Eastleigh. In the vicinity of the site, this route provides access to Winchester to the north and Southampton to the south.
- 8.13 Route 24 is a long-distance cycle route from Bath to Eastleigh, via Radstoke, Frome, Warminster and Salisbury. In the vicinity of the site, this route provides access to Romsey to the west and Salisbury further west.

9.0 Walking, Cycling and Horse-riding Survey Data

- 9.1 Given that TG19 considers that the scheme a large scheme, Table 4.7 of GG142 advises that the WCHAR should be supported by Walking and Cycling and Horse-Riding survey data.
- 9.2 An all modes survey has been undertaken at the Pembers Hill Farm development access with Mortimers Lane located to the immediate north east of the site and it was agreed with the Local Highway Authority on the 31st January (see Appendix F) that this survey would be used within the WCHAR, which would be supported by the conclusions of a site visit that notes pedestrian, cyclist, and horse-rider activity on the proposed routes in general terms. Therefore, at this stage, no additional surveys have been commissioned.
- 9.3 The all-modes survey was undertaken on Tuesday 14th of November 2023. Based on the past weather report, it was not raining and there was some overcast and the temperature was between 13-16 degrees. A total of 14 pedestrian movements in the AM peak (8am-9am) and 13 in the PM peak (5pm-6pm). The survey also shows that there was one cyclist observed in the AM peak and none in the PM peak.
- 9.4 In addition, during the site visit it was confirmed that the pedestrian and cycle flows along Mortimers Lane were low, albeit the number of pedestrians appear to have increased along some routes during the school pick up period between 1500-1600. It should be noted that this approach was agreed with the local highway authority via email on 31st January 2024 (see Appendix F).

10.0 Liaison with Local User Groups and Wider Public

- 10.1 Table 4.7 of GG142 advises that information needs to be gathered during liaison with local users groups and the wider public. It was agreed with the local highway authority on 31st January (see Appendix F) that any liaison with local user groups and the wider public would be gathered via the wider public consultation exercise proposed to be carried out by the scheme.



11.0 Site Visits and Initial Observations

Site Visits

- 11.1 Two site visits were undertaken for this WCHAR on 27 March 2024 between 11.00 and 16.00 hours and on 3 April between 11.00 and 15.00 hours. The first site visit comprised a walking review of the study area routes indicated on Figure 8, whilst the second site visit comprised a cycling review of the study area routes indicated on Figure 9.
- 11.2 During the first hour of the walking review the weather conditions were very wet with heavy and persistent rain. Whilst conditions improved after this first hour, the carriageway and footway surfaces remained damp for most of the remaining review period. Generally drier weather conditions were experienced during the cycling review, although some areas of ponding were observed following earlier heavy rain showers.
- 11.3 Traffic flows were considered to be moderately busy on all main routes within the study areas, but flows became noticeably heavier after 15.00 hours, i.e. coinciding with parents collecting school children from local schools within Fair Oak. Whilst no measurements were undertaken during either of the site visits, and largely because of the levels of traffic observed, vehicle speeds appeared to be generally lower than the posted speed limits.

General Appropriateness of Routes for Walking

- 11.4 The general appropriateness, for walking purposes, of each of the routes within the study area, as indicated in drawings in Appendix E, is described in the following paragraphs. Also, for each route the Lead Assessor has provided their opinion on a routes level of appropriateness, which has been broadly indicated as 'Good', 'Moderate' or 'Poor'. This opinion is largely based on the observed condition of the surfacing material and crossing facilities, maintenance of adjacent or overhanging vegetation and ease of use. Note: for route the starting point is the proposed development site on Mortimers Lane.
- **Good** – Footway surfacing (applicable to all materials) contains some minor defects (i.e. some cracks, small areas of delamination). Where provided crossing facilities accord with established guidance. Adjacent or overhanging vegetation should not cause an obstruction.
 - **Moderate** – Footway surfacing contains defects (i.e. frequent cracks, larger areas of delamination, isolated areas of subsidence), a small number of loose or cracked slabs and minor accumulations of detritus (i.e. resulting from run-off). Where provided crossing facilities generally accord with established guidance. Short sections of adjacent or overhanging vegetation may cause an obstruction.
 - **Poor** – Footway surfacing contains multiple defects (i.e. major, and frequent cracks, delamination, significant areas of subsidence), multiple loose or cracked slabs and major accumulations of detritus. Where provided crossing facilities do not accord with established guidance. Lengthy sections of adjacent or overhanging vegetation will likely cause an obstruction.
- 11.5 It should also be noted that as part of access to facilities via routes 3 and 4, there is a potential for future residents to travel through Knowle Hill Conservation area and Knowle Park in order to reach the Fair Oak Infant and Junior School, Wyvern College, Wyvern Day Nursery and Gym or Knowle Park. It has been confirmed by the Fair Oak & Horton Heath Parish Council that the parish Council own the routes through the park, Eastleigh Borough Council own Knowle Hill Conversation area and the route that connects the two routes is in private ownership (see **Appendix M** for email correspondence and relevant drawing included in this email).

Route 1 (to existing bus stops on Mortimers Lane)

- 11.6 The footways along this route are surfaced with bituminous material. Uncontrolled pedestrian crossing facilities incorporating buff coloured tactile paving and dropped kerbs are generally provided where the route is severed by an access road. For the most part these uncontrolled crossings are located on a desire line, except across Knowle Lane where the crossing is set-back approximately 20 metres from the give way to minimise the overall crossing distance.
- 11.7 In the opinion of the Lead Assessor this route was determined to be on the whole 'Good' and there were no obvious, significant barriers that might otherwise discourage pedestrians from using it.



*View south-east along Mortimers Lane
(south-east of Pembers Farm Avenue)*



*View south-east along Mortimers Lane
(north-east of Mimosa Drive)*

Route 2 (to Fair Oak Village Centre and Village Hall)

- 11.8 The footways along this route are surfaced with bituminous material (Mortimers Lane, Fair Oak Court, Winchester Road) and paving slabs (Fair Oak Road up to and including Village Centre). The bituminous surfaces were generally in good condition whereas the condition of the paved areas was variable with the odd loose, cracked slab or uneven slab. Uncontrolled pedestrian crossings, formed as a raised table and incorporating tactile paving, are provided across Summerlands Road, although both were in poor condition, and it is recommended that they are repaired and / or re-laid (see Section 5.0 'User Opportunities'). There is a controlled, signalised (Puffin) crossing across Winchester Road.
- 11.9 The Village Hall can be accessed from Shorts Road or more likely, if travelling from the site, via Century Park off Campbell Way. The existing hooped barriers installed at the access to Century Park are potentially inaccessible for wheelchair users or those with a pushchair and it is recommended that an alternative barrier arrangement is installed as indicated in the 'User Opportunities'.
- 11.10 In the opinion of the Lead Assessor, this route was determined to be on the whole 'Moderate to Good' and with the exception of any recommended actions indicated in the 'User Opportunities', there were no obvious, significant barriers that might otherwise discourage pedestrians from using it.



View along Fair Oak Court



Paved route on Fair Oak Road

Route 3 (to Fair Oak Infant and Junior School, Wyvern College, Wyvern Day Nursery and Gym)

- 11.11 The footways along this route are surfaced with bituminous materials which generally was in good condition. Towards the end of the review period the Lead Assessor walked the section of this route which passes through the residential areas on Mears Road, Noyce Drive, Stubbington Way and Reynolds Road and finishing on Botley Road. Significant on-street parking was observed on these roads and especially on Stubbington Way which was likely attributed to parents collecting school children.
- 11.12 In the opinion of the Lead Assessor, this route was determined to be 'Good' and with the exception of any recommended actions indicated in the 'User Opportunities', there were no obvious, significant barriers that might otherwise discourage pedestrians from using it.



*Pedestrian only route towards Botley Road
(from Stubbington Way)*



*On-street parking on Stubbington Way
(approx. 15.00 Hours)*



Botley Road (Note: parents collecting children



School crossing patrol at Pavilion Close and Botley Road

Route 4 (to Fair Oak Infant and Junior School, Wyvern College, Wyvern Day Nursery and Gym via Knowle Park)

- 11.13 This route follows Knowle Lane (passing through Knowle Hill Conservation Area), Knowle Hill Copse, Knowle Park, Knowle Park Lane and Botley Road. The section of this route which passes through the Conservation Area, Knowle Hill Copse around the north-western edge of Deer Park Farm Industrial Estate and Knowle Park is unmetalled, being laid as compacted gravel through the park and rough track for the remainder. Sections of the rough track through Knowle Hill Copse were extensively overgrown, contained exposed roots and / or were extremely muddy and thus potentially impassible to some vulnerable road users. At either end of this route (namely Knowle Lane, Knowle Park Lane and Botley Road) the footways are surfaced with bituminous materials which were generally in good condition.
- 11.14 In the opinion of the Lead Assessor, this route was determined to be on the whole 'Good', where metalled or laid as compacted gravel or 'Poor' where it is a rough track. However, the 'Poor' section could be reasonably omitted by continuing along Mortimers Lane, (from the site), then along Michaels Way and The Beeches before accessing the more stable surfacing present within Knowle.



Route (compacted gravel) around Knowle Park



Part of muddy route through Knowle Hill Copse



*Access to route through Knowle Hill Copse
(via Deer Park Farm Industrial Estate)*



View along Knowle Park Lane

Route 5 (south to employment area off Knowle Lane)

- 11.15 The employment area, namely Deer Park Farm Industrial Estate could be accessed via Knowle Hill Conservation Area, which comprises a woodland track, or via Knowle Lane, which is surfaced with bituminous material.
- 11.16 In the opinion of the Lead Assessor, this route was determined to be on the whole 'Good' where it follows Knowle Lane or 'Moderate' where it follows the woodland track. With the exception of any recommended actions indicated in the 'User Opportunities', there were no obvious, significant barriers that might otherwise discourage pedestrians from using either.



View along Knowle Lane



*View along woodland walk
(via Knowle Hill Conservation Area)*

Route 6 (to Stokewood Surgery and Kings School)

- 11.17 The employment area, namely Deer Park Farm Industrial Estate could be accessed via Knowle Hill Conservation Area, which comprises a woodland track, or via Knowle Lane, which is surfaced with bituminous material.
- 11.18 In the opinion of the Lead Assessor, this route was determined to be on the whole 'Good' where it follows Knowle Lane or 'Moderate' where it follows the woodland track. With the exception of any recommended actions indicated in the 'User Opportunities', there were no obvious, significant barriers that might otherwise discourage pedestrians from using either.

Route 7 (to Crowdhill and Colden Common)

- 11.19 This route is also mostly as Route 2 before continuing north towards Crowdhill. Uncontrolled crossings comprising dropped kerbs only are generally provided where the route is severed by an access road.
- 11.20 In the opinion of the Lead Assessor, this route was determined to be on the whole 'Good' and with the exception of any recommended actions indicated in the 'User Opportunities', there were no obvious, significant barriers that might otherwise discourage pedestrians from using it.



View south along Winchester Road



View north along Winchester Road

General Appropriateness of Routes for Cycling

- 11.21 The general appropriateness, for cycling purposes, of each of the routes within the study area, as indicated on in Appendix E, is described in the following paragraphs. Also, for each route the Lead Assessor has provided their opinion on a routes level of appropriateness, which has been broadly indicated as 'Good', 'Moderate' or 'Poor'. This opinion is largely based on the observed condition of the surfacing material, any crossing facilities, maintenance of adjacent or overhanging vegetation and ease of use. Note: for each route the starting point is the proposed development site on Mortimers Lane.
- Good – Carriageway or shared-use surfacing (applicable to all materials) contains some minor defects. Where provided crossing facilities accord with established guidance. Adjacent or overhanging vegetation does not cause an obstruction.
 - Moderate – Carriageway or shared-use surfacing contains defects (i.e. frequent cracks, larger areas of delamination, isolated areas of subsidence) and there are minor accumulations of detritus (i.e. resulting from run-off). Where provided crossing facilities generally accord with established guidance. Short sections of adjacent or overhanging vegetation may cause an obstruction.
 - Poor – Carriageway or shared-use surfacing contains multiple defects (i.e. major, and frequent cracks, delamination, significant areas of subsidence) and there are major accumulations of detritus. Where provided crossing facilities do not accord with established guidance. Lengthy sections of adjacent or overhanging vegetation will likely cause an obstruction.



View south along Knowle Lane



View south-west along Shamblehurst Lane North



*Segregated facility on southern side of B3037
(opposite Cherrywood Gardens)*



*Shared facility on northern side of B3037
(Toucan crossing to the right)*

Route 7 (north to Crowdhill and Colden Common)

- 11.22 This route is uphill in a northern direction and may, as a result, be avoided by all but experienced cyclists. The bituminous carriageway surface was however generally in good condition.
- 11.23 Other than the topography, in the opinion of the Lead Assessor, this route was determined to be on the whole 'Good' and with the exception of any recommended actions indicated in the 'User Opportunities', there were no obvious, significant barriers that might otherwise discourage cyclists from using it.

Route 8 (south to Hedge End Railway Station and Chalcroft Business Park)

- 11.24 As indicated in drawings in Appendix E, part of the route between the site and Hedge End Railway Station proposes that cyclists travel south along the B3354 (from the signalised junction of Botley Road / Knowle Lane / Burnetts Lane) to then use Shamblehurst Lane North. The total length of this route, as measured from Google and including the section along Knowle Lane is 3.1 miles. This route is all on-carriageway with no other cycling facilities provided. Between the signalised junction and the junction of the B3354 / Blind Lane the posted speed limit is 30mph. South of Blind Lane, up to Shamblehurst Lane North, the posted speed limit is 40mph whilst on Shamblehurst Lane North itself the national speed limit applies.

11.25 On completing this route, the Lead Assessor cycled back to the site via an alternative route as follows:

- a) Maunsell Way - shared facility,
- b) Tollbar Way - shared facility,
- c) Chalcroft Way - shared facility, noting also that this section passes Chalcroft Business Park,
- d) Burnetts Lane – short section of shared facility,
- e) Continuing on-carriageway on Burnetts Lane up to the signalised junction with Botley Road / Knowle Lane with the posted speed limit along this section being 40mph.

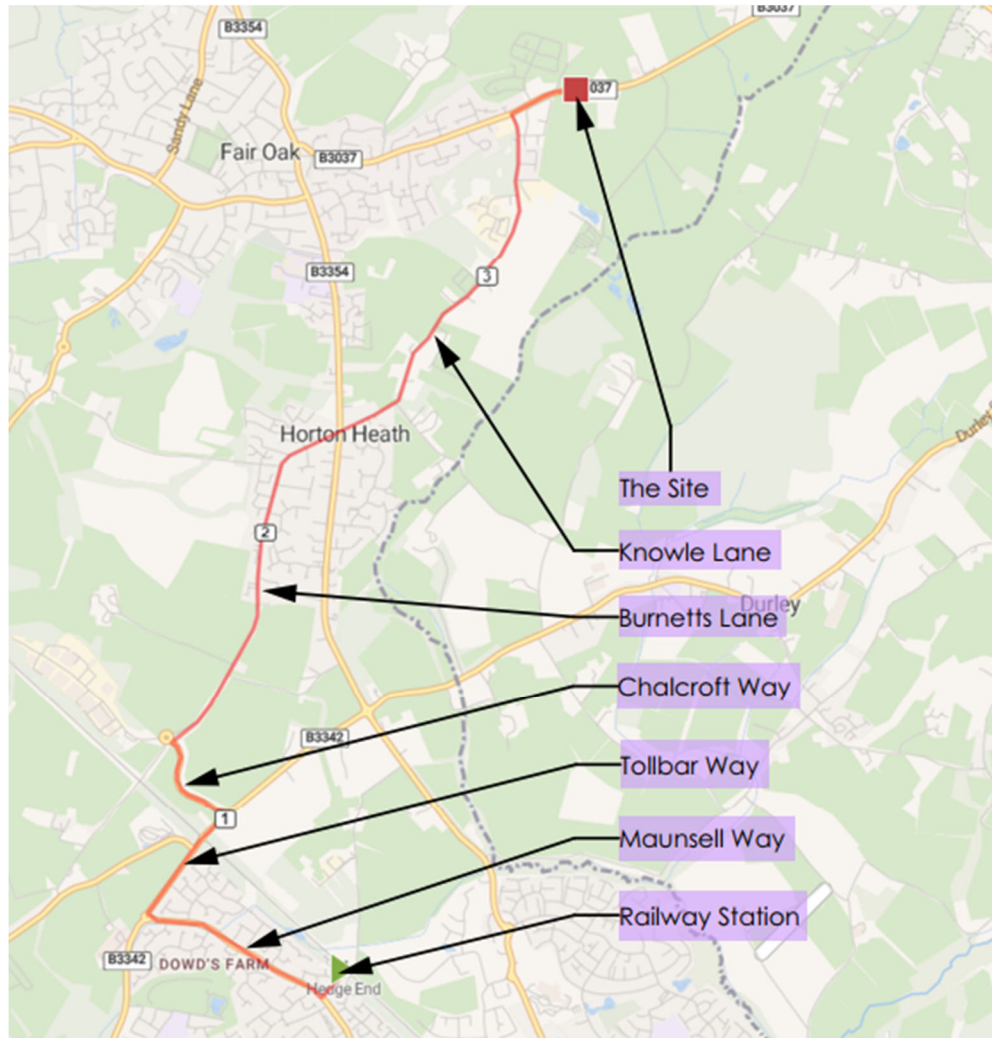


Figure 9 – Alternative route to Hedge End Railway Station and Chalcroft Business Park

11.26 Whilst the above alternative route is a little longer at 3.6 miles (circa 5.8 kilometres), it would offer cyclists with a potentially more attractive and mostly traffic-free section between the site, Chalcroft Business Park and Hedge End Railway Station.



Shared facility on Chalcroft Way



End of shared route. Cyclists re-join Burnett Lane

- 11.27 In the opinion of the Lead Assessor, the route indicated on Figure 9 was determined to be on the whole 'Moderate' whereas the alternative route was determined to be on the whole 'Good'. With the exception of any recommended actions indicated in the 'User Opportunities', there were no obvious, significant barriers that might otherwise discourage cyclists from using either.

Route 9 (west to Eastleigh Town Centre)

- 11.28 Much of this route utilises off-carriageway shared or segregated facilities all of which is surfaced with bituminous materials.
- 11.29 In the opinion of the Lead Assessor, this route was determined to be on the whole 'Moderate' although some sections, such as the advisory on-carriageway cycle lanes were determined to be 'Poor'. For this route there may be some barriers which might otherwise discourage cyclists from using it.



View west along advisory cycle lane



End of Route 9 at Eastleigh Railway Station

- 11.30 Whilst not indicated in Appendix E the Lead Assessor cycled (where legally permitted) the specific 'Mortimers Lane' routes as identified in the Eastleigh Borough Local Cycling and Walking Infrastructure Plan (LCWIP) and as illustrated below.

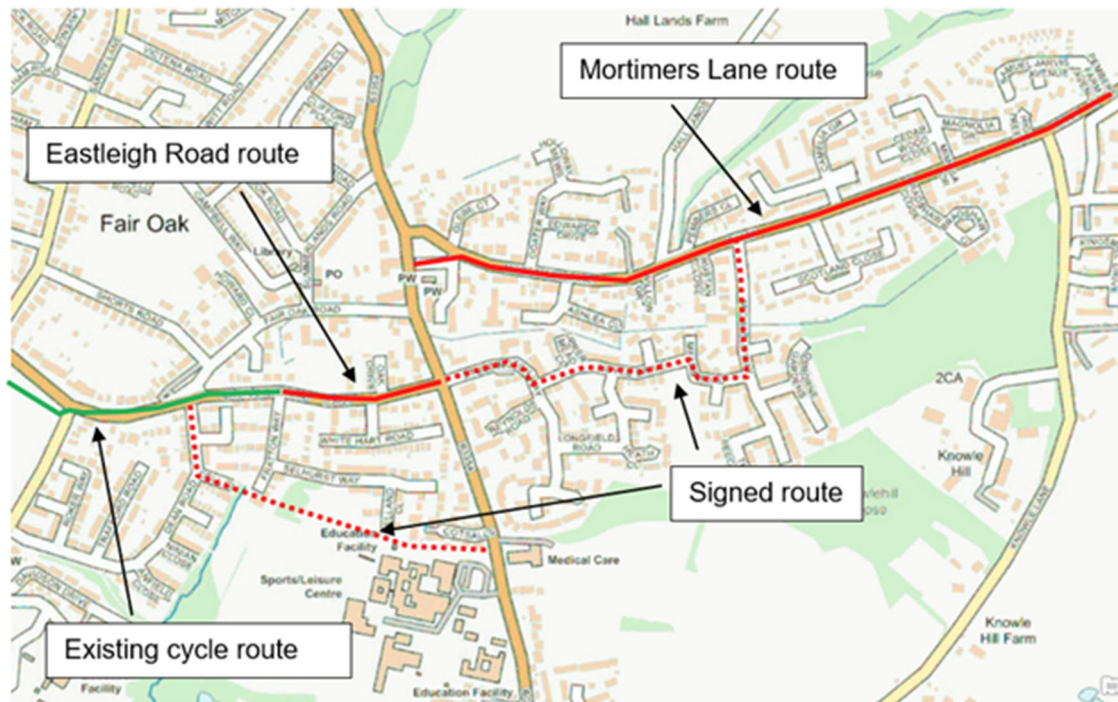


Figure 10 – Route 280 of LCWIP (Image courtesy of Hants.gov.uk)

- 11.31 These routes were largely on-carriageway and thus space is shared with other road users. That being said, with the exception of Mortimers Lane the routes either utilise quieter residential roads or traffic-free sections. Where considered viable further enhancements to these routes are provided in Section 2.0 'User Opportunities'.

12.0 User Opportunities

General

12.1 For this assessment the general user opportunities are defined as follows:

- Provide accessible safe crossing points for NMUs of all abilities when traveling along identified routes between the site and local amenities and facilities.
- Improve / upgrade existing pedestrian / cyclist facilities and identified routes, where reasonably practicable and related in scale and kind to the proposed development, to eliminate potential hazards and improve NMU accessibility.

Additional User Opportunities Identified

12.2 Beyond that being progressed and funded, i.e. the Mortimers Lane routes through Fair Oak and onto Eastleigh Road, the proposed bus scheme and associated pedestrian / cycleway on Bishopstoke Road and that being considered west of Underwood Road, Tables 5 and 6 summarise the additional pedestrian and cyclist user opportunities identified during the two site visits respectively. All additional user opportunities are referenced to the layout drawings included at Figures in **Appendix N**.

Table 5: Summary of Walking Review Additional User Opportunities

Walking Review Additional User Opportunities				
Ref	Location	Observation	Photographs	Glanville Response
1	Existing uncontrolled crossing facilities at Village Centre	The surfacing and tactile paving in place at the existing uncontrolled pedestrian crossings near the Village Centre are in very poor condition with uneven loose slabs and damaged surfacing. Risk of pedestrian tripping injuries Carry out repairs and / or relay as required.	 View across uncontrolled crossing (Summerlands Road)	The applicant is agreeable to carrying out improvements to the existing surfacing and tactile paving at this location and this can be discussed and agreed with the Local Highway Authority.
2	Alternative access to Fair Oak Village Hall and Century Park via Campbell Way	The hooped barriers in place providing access to Century Park are potentially inaccessible for wheelchair users. Provide alternative barrier arrangements which allow legitimate access by NMUs including those requiring the use of a mobility aid.	 Existing barriers installed to prevent unauthorised access	This is unlikely to be a well-used route by the residents of the proposed development. Therefore, it is not considered necessary to upgrade the barriers as part of the development scheme proposals.

Walking Review Additional User Opportunities				
Ref	Location	Observation	Photographs	Glanville Response
3	Fair Oak Road	There are no pedestrian crossing facilities at the Fair Oak Road junction with Winchester Road. Provide uncontrolled crossing facility on reasonable pedestrian desire line.	 View east along Fair Oak Road (Image taken from Streetview)	The Active Travel Improvements proposed to be implemented by the LHA at HCC include for improving the junction between Winchester Road and Fair Oad Road in accordance with guidance in LTN 1/20 – 'Cycle Infrastructure Design'.
4	Pedestrian route across Summerlands Road	It is considered that the existing uncontrolled pedestrian crossing facility at the Summerlands Road junction with Winchester Road is potentially unidentifiable to those with visual impairment. Provide an appropriate arrangement of tactile paving for guidance.	 View across Summerlands Road (Image taken from Streetview)	This is unlikely to be a well-used route associated with any meaningful numbers of pedestrians generated by the proposed development. This is because it is located to the north of Mortimers Lane and is not on the desire line from the proposed development to the Local Village Centre. Therefore, it is not considered necessary to upgrade the crossing facilities at this junction.

Walking Review Additional User Opportunities				
Ref	Location	Observation	Photographs	Glanville Response
5	Pedestrian route across Witt Road	It is considered that the existing uncontrolled crossing facility at the Witt Road junction with Winchester Road is potentially unidentifiable to those with visual impairment. Provide an appropriate arrangement of tactile paving for guidance.	 View across Witt Road	This is unlikely to be a well-used route associated with any meaningful numbers of pedestrians generated by the proposed development. This is because it is located to the north of Mortimers Lane and is not on the desire line from the proposed development to the Local Village Centre. Therefore, it is not considered necessary to upgrade the crossing facilities at this junction.
6	B3354 Winchester Road (north of junction with Mortimers Lane)	The existing footway located on the eastern side of Winchester Road ends approximately 40 metres north of Mortimers Lane at the entrance to 'White Gates'. Pedestrians wishing to access the northern areas of the village must then negotiate full height kerbs to access the existing footway in place on the western side of Winchester Road. Provide an uncontrolled crossing on Winchester Road. [Note: It is understood that as part of the Eastleigh Borough Council Local Plan, the supporting TA proposed capacity improvements at this junction (i.e. road widening or	 View across Winchester Road	It is not considered that there will be any meaningful numbers of pedestrians generated by the proposed development seeking to cross Winchester Road at this location. This is because it is located to the north of Mortimers Lane and is not on the desire line from the proposed development to the Local Village Centre. Therefore, it is not considered necessary to upgrade the crossing facilities at this junction. There is an existing controlled signalised crossing provided on B3354 – Winchester Road located approximately 80 metres to the south of Mortimers Lane that future residents can use to cross the carriageway and travel to the northern areas of the village.

Walking Review Additional User Opportunities				
Ref	Location	Observation	Photographs	Glanville Response
		changing the junction to a traffic signal-controlled junction). However, it has been confirmed by the Local Highway Authority (see Appendix G) that there are no confirmed improvements proposed at this junction and that since adoption of the LTP 4, sustainable mode mitigation rather than the capacity improvements will be explored instead.		Therefore, it is not considered necessary to upgrade the crossing facilities on Winchester Road at this location.
7	Stile and slope down to route through Knowle Hill Copse (from Knowle Park)	The damaged stile and hazardous slope may result in slips and falls. Furthermore, the route beyond is difficult to navigate and / or impassible owing to overgrown vegetation. Access to Knowle Hill Copse and route to Know Hill Park should be improved were reasonably practicable.	 View from stile towards slope down to route through Knowle Hill Copse	It is not considered that there is a need to consider any improvements to this route. This is because there are existing alternative routes to Knowle Park via The Beeches as described in paragraph 11.14.

Walking Review Additional User Opportunities				
Ref	Location	Observation	Photographs	Glanville Response
8	Pedestrian route across White Tree Close	The existing uncontrolled crossing at the junction between White Tree Close with Winchester Road is set-back from junction entrance and is potentially unidentifiable to those with a visual impairment as there are not tactile paving in place. Consider relocating the pedestrian crossing and provide tactile paving.	 View across White Tree Close (Image taken from Streetview)	The applicant is agreeable to relocate the pedestrian crossing and providing tactile paving, subject to agreement with the Local Highway Authority.

Table 6: Summary of Cycling Review Additional User Opportunities

Cycling Review Additional User Opportunities				
Ref	Location	Observation	Photographs	Glanville Response
9	Pedestrian routes passing through residential areas on Mears Road, Noyce Drive, Stubbington Way and Reynolds Road (multiple locations)	If the pedestrian routes through the residential areas (leading to and from sports and leisure and education facilities) are to be promoted as less trafficked options in comparison to Mortimers Land and Winchester Road, these should be fit for purpose. There are various points along this route where an NMU may have to negotiate a full-height kerb, i.e. when crossing a vehicle access or when accessing a footway. Provide dropped kerbs and / or uncontrolled crossings were reasonably practicable.	 View from footway across access to 9-15 Noyce Drive (Note: full-height kerb on opposite side of access)	The applicant is agreeable to providing the appropriate pedestrian crossing infrastructure in the form of dropped kerbs and tactile paving, subject to agreement with the Local Highway Authority.
10	Existing footway on the western side of Knowle Lane from junction of Knowle Lane / Mortimers Lane to Deer Park Farm Industrial Estate (passing access to Knowle Hill Conservation Area enroute)	The existing width of the footway is measured to be approx. 1.8 metres wide but could be wider following removal of ground level vegetation encroachment. Where widening is possible this may support a shared pedestrian / cycling facility. At other locations along this potential route existing grassed verge could be wholly or partly removed to provide a shared pedestrian / cycle route compliant with guidance set out in LTN 1/20	 View north along Knowle Lane from Deer Park Farm Industrial Estate	The applicant has investigated the provision of a shared footway / cycleway on the western side of Knowle Lane compliant with LTN 1/20, but this is not deliverable due to third party land. As such it is proposed to provide on-carriageway cycle markings, as shown on Drawing 8230679/6108 Included at Appendix P.

Cycling Review Additional User Opportunities				
Ref	Location	Observation	Photographs	Glanville Response
11	Knowle Lane from Deer Park Farm Industrial Estate to signalised junction with Burnetts Lane / Botley Road	The section of Knowle Lane between the entrance to the Deer Park Farm Industrial Estate and Durley Road is narrow and there are no centre line markings. Between Durley Road and the signalised junction, the carriageway is slightly wider and centre line markings are provided. No volumetric flow data has been provided but given its width this is likely to be lightly trafficked and may, as a result, be attractive to cyclists wishing to access Chalcroft Business Park or Hedge End Railway Station. Consider removing centre line markings where appropriate and provide advisory on-carriageway cycle lanes.	 View south along Knowle Lane  View west along Knowle Lane (towards signalised junction)	The applicant is agreeable to removing the centre line markings where appropriate and providing advisory on carriageway cycle lanes on Knowle Lane from the entrance to the Deer Park Industrial Estate to Knowle Lane's signalised junction with Burnetts Land and Botley Road. This is shown on Drawing 8230679/6108 at Appendix P.

Cycling Review Additional User Opportunities				
Ref	Location	Observation	Photographs	Glanville Response
12	End of signed shared facility on the northern side of B3037 Fair Oak Road (opposite access to Manor Road)	No obvious means of accessing on-carriageway advisory route continuing west and vice versa. Consider extending the existing signed route along Alan Drayton Way. Provide appropriate guidance for cyclists and motorists where route is severed by access roads. Provide means for cyclists to access / egress existing on-carriageway advisory lane continuing west to Eastleigh.	 Junction of Manor Farm Close / Alan Drayton Way	This section of route is identified in the Eastleigh LCWIP for improvements (Route 280). It is considered that discussions with the Local Highway Authority about potential improvements to this route can be held once the planning application is submitted. Any requested improvements will need to be commensurate with the impact of the development scheme and met the three legal test of Regulation 122 of the Community Infrastructure Levy.
13	Access to / from proposed signed route via Dell Close	Height restriction (approx. 1.9 metres) to allow legitimate vehicular access to the area. If retained, vertical clearance presents a hazard to cyclists. Provide alternative 'cycle-friendly' barrier arrangement which continues to allow vehicular access if required.	 Height restriction barrier at access to proposed signed route (nr. Dell Close)	This section is unlikely to be well-used by the future residents of the development, as it veers away from the desire line along B30347 / Eastleigh Road. Therefore, it is not considered that improvements to this alternative section of the route are necessary.

Cycling Review Additional User Opportunities				
Ref	Location	Observation	Photographs	Glanville Response
14	Proposed signed route between B3354 Botley Road and B3037 Eastleigh Road (via Dell Close)	Much of proposed signed route is defined as Public Footpath Ref. 085/2/1 on Hampshire County Council's Definitive Map. Amend existing Order to allow use of route by cyclists.	 Existing access to Fair Oak Cemetery from Botley Road. (Public Footpath Ref. 085/2/1)	It is not considered that material levels of cyclists generated by the development scheme will use the route via Dell Close to access the B3037 – Eastleigh Road from the B3354 – Botley Road. It is therefore not considered necessary to consider amending the status of the public footpath to a bridleway to be allowed to be used by cyclists.
15	Existing bus stop and cycle stands on B3354 Winchester Road	Sheffield-style cycle stands are located within a grass verge with no means of access for cyclists. Provide dropped kerbs with sufficient surfacing around cycle stands where reasonably practicable.	 View of cycle stands at bus stop. (Image taken from Streetview)	This bus stop is unlikely to be used by the residents of the development as it is located circa 1.9 kilometres to the north of the site, and there is a closer bus stop provided approximately 1.6 kilometres to the west of the site on Fair Oak Road, that is served by the same bus route 2. Therefore, it is not considered that these improvements are necessary to commensurate with the impact of the development scheme.

Cycling Review Additional User Opportunities				
Ref	Location	Observation	Photographs	Glanville Response
16	Continuing north on Botley Road (west side) from the junction of Burnetts Lane / Botley Road / Knowle Lane.	Existing useable footway width is approx. 2.3 metres, although actual width would likely be greater after hedge trimming and / or removal of ground level vegetation encroachment. Possible opportunity to create a useful length of shared facility along this section (potentially extending as far north as Fair Oak Primary School) and especially if alternative route to Hedge End Railway Station and Chalcroft Business Park, via Burnetts Lane, is promoted. In providing this facility, consideration should be given to providing cyclists with a means of accessing / egressing Burnetts Lane.	 View north along Botley Road  View north along Botley Road. Local narrowing to consider	It is considered that discussions with the Local Highway Authority about potential improvements to this route can be held once the planning application is submitted. Any requested improvements will need to be commensurate with the impact of the development scheme and met the three legal test of Regulation 122 of the Community infrastructure Levy.

Cycling Review Additional User Opportunities				
Ref	Location	Observation	Photographs	Glanville Response
17	Junction of Allington Lane / Fair Oak Road.	As indicated by a Diag. 956 sign, cyclists can continue west on a shared facility after crossing Dean Road. Cyclists should then cross Allington Lane via an uncontrolled facility to access a segregated facility continuing west. The westbound approach to the crossing is a concern owing to the sharp deviation and downhill gradient. Perhaps more problematic is the steeper west to east approach to the crossing, noting that cyclists are instructed of an 'End of Route', although it continues east to Dean Road. There are multiple concerns with this arrangement, not least so the above approaches, lack of clear priorities and having to start cycling on an uphill gradient. It is recommended that the existing arrangements and priorities are reviewed.	 View of shared facility continuing west from Dean Road. (Image taken from Streetview)  View east towards Allington Lane from segregated facility.	This section of route is identified in the Eastleigh LCWIP for improvements (Route 280). The LCWIP states that between Allington Lane and B3354 Botley Road, the section is constrained in some areas but there is scope to provide segregated cycle track. However, details such as priority have not yet been reviewed. In addition, there are some improvements proposed (see paragraph 3.63) between Mortimers Lane and B3037 Eastleigh Road. It is considered that discussions with the Local Highway Authority about potential improvements to this route can be held once the planning application is submitted. Any requested improvements will need to be commensurate with the impact of the development scheme and met the three legal test of Regulation 122 of the Community infrastructure Levy.

13.0 Walking, Cycling and Horse-Riding Assessment and Review Team Statement

- 13.1 As Lead Assessor, I confirm that this walking, cycling and horse-riding assessment report has been compiled in accordance with DMRB GG142. The following assessment and review team undertook the walking, cycling and horse-riding assessment.

Lead Assessor

Name	Anthony Jones
Position	
Organisation	Glanville
Signed	
Date	21 November 2024

- 13.2 As Design Team Leader, I confirm that the assessment has been undertaken at the appropriate stage of the highway scheme development.
- 13.3 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 GG142.

Design Team Leader

Name	Tony Jones
Position	Technical Director
Organisation	Glanville
Signed	
Date	21 November 2024

Appendices

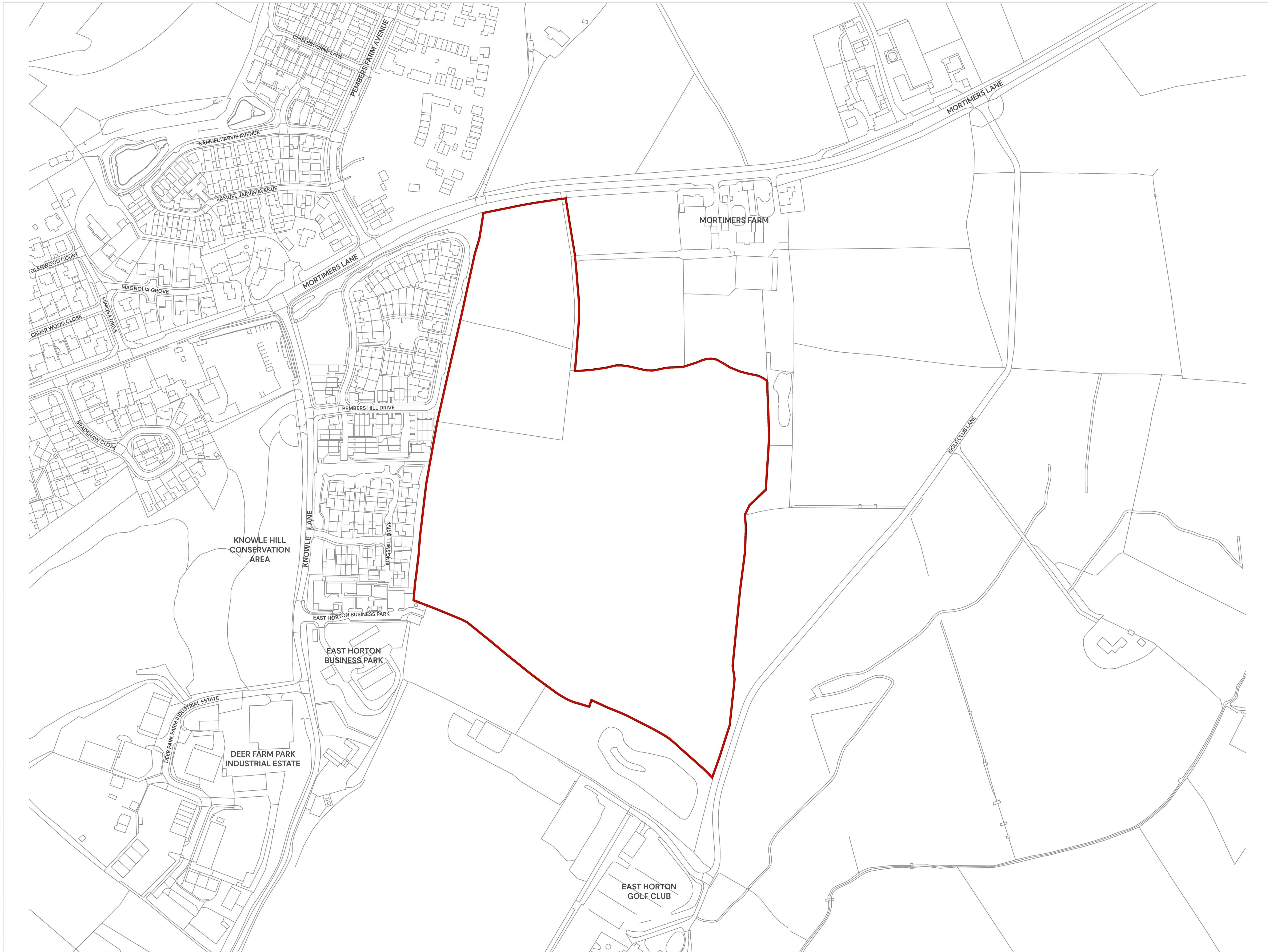


Appendix A

Site Location



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KEY
SITE BOUNDARY (11.06 HA.)



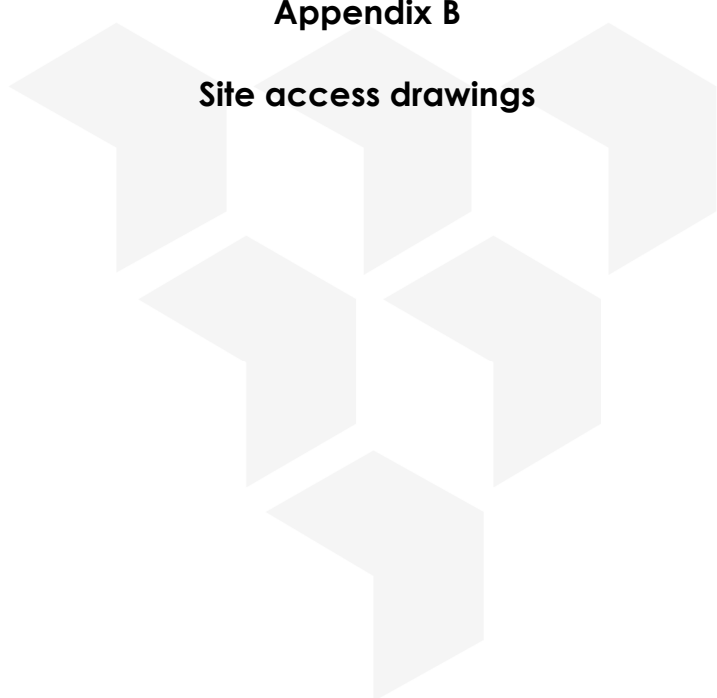
LAND SOUTH OF MORTIMERS LANE, FAIR OAK – SITE LOCATION PLAN

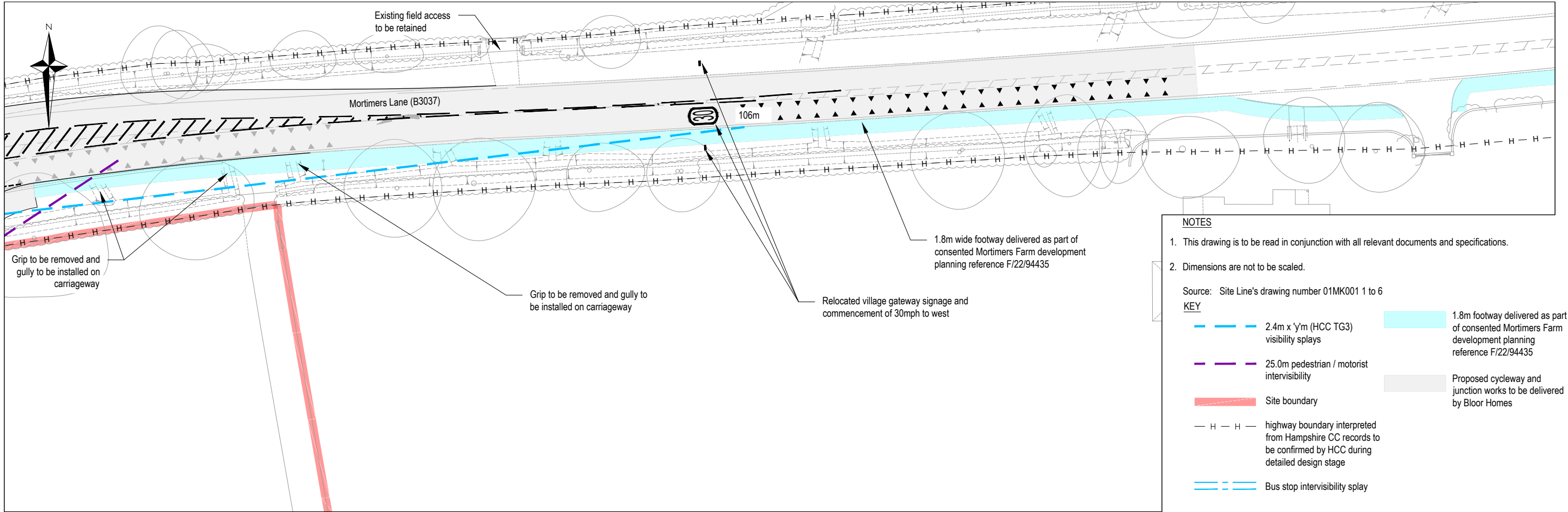
PEGASUSGROUP.CO.UK | TEAM/DRAWN BY: BA | APPROVED BY P.M: TB | DATE: 16/11/2023 | SCALE: 1:1250@A0 | DRWG: P23-2261_DE_002_01_REVA | CLIENT: BLOOR HOMES



Appendix B

Site access drawings





NOTES

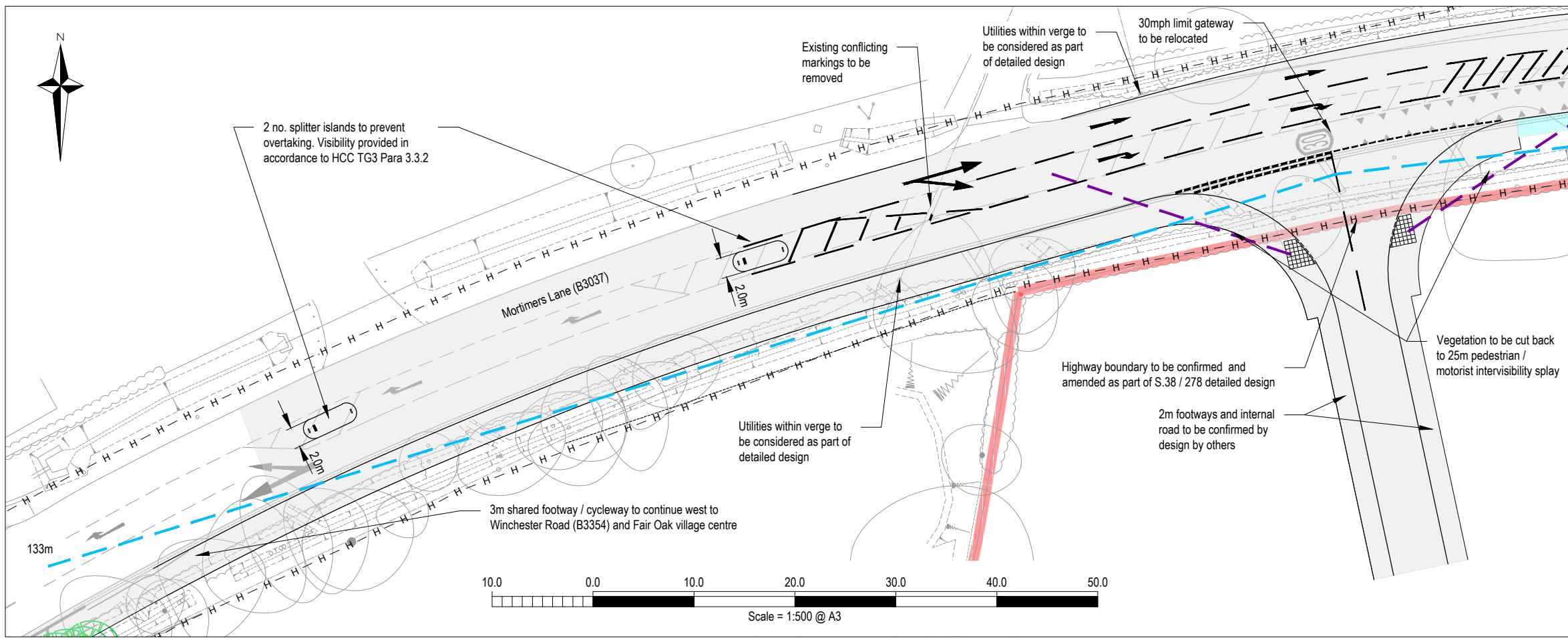
1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: Site Line's drawing number 01MK001 1 to 6

KEY

- 2.4m x 'y'm (HCC TG3) visibility splays
- 25.0m pedestrian / motorist intervisibility
- Site boundary
- highway boundary interpreted from Hampshire CC records to be confirmed by HCC during detailed design stage
- Bus stop intervisibility splay
- 1.8m footway delivered as part of consented Mortimers Farm development planning reference F/22/94435
- Proposed cycleway and junction works to be delivered by Bloor Homes

VISIBILITY TO EAST



VISIBILITY TO WEST

H	Westbound bus stop removed. Visibility splays revised.	11/10/24	TH	AD
G	Bus stop details amended.	19/09/24	AH	AJ
F	Bus stop and footway to golf course added.	17/09/24	AH	AJ
E	Highway boundary updated.	21/08/24	AH	AJ
D	Drawing revised based on Stage 1 RSA.	07/02/24	TH	AJ
Rev.	Description	Date	By	Chkd



Survey > Plan > Engineer

 Civil Engineering

 Structural Engineering

 Transport Planning

 Highways Engineering

 Building Surveying

 Geomatics

Hertfordshire

Oxfordshire

Cambridgeshire

Bristol

Client :	Bloor Homes Southern		
Project :	Land South of Mortimers Lane, Fair Oak, Eastleigh		
Title :	Site Access Visibility Splays		
Engineer : T. Hart	Date : November 2023		
Director : A. Jones	Scale : 1:500 @ A3		
Status :	PRELIMINARY		
Drawing No.	8230679/6103		Rev H

Appendix C

Stage 1 Road Safety Audit and Designer's response and In Principle Departure from Standard approval

STAGE 1 ROAD SAFETY AUDIT

Proposed Off-Site Highway Works
Mortimers Lane, Fair Oak, Eastleigh, Hampshire

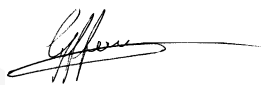


Prepared for: Bloor Homes
Ref: 007_8230679_GT_Stage_1_RSA

Project Details

Report Title	Stage 1 Road Safety Audit
Prepared on behalf of	Hampshire County Council

Control

	Name	Date	Signature
Author	Graeme Turner	06 Feb 2024	
Checker	Duncan Lord	06 Feb 2024	
Authoriser	Graeme Turner	06 Feb 2024	

Report Version

RSA Report Ref	Issue No.	Date of Issue
007_8230679_GT	Issued to Anthony Jones (Glanville)	06 Feb 2024

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2.0	Items Raised at Previous Road Safety Audit	4
3.0	Items Resulting from Stage 1 Road Safety Audit	5
	Audit Team Statement	8

Appendices

Figure 1: Location of Problems



1.0 Introduction

- 1.1 This report results from an independent Stage 1 Road Safety Audit carried out on proposed off-site highway works in connection with a planning application to develop land south of the B3037 Mortimers Lane, Fair Oak, Eastleigh, Hampshire to provide residential dwellings and a supporting community / multi-use hub. The audit was carried out at the request of Anthony Jones, representing the Design Organisation (Glanville) and the Developer (Bloor Homes) and on behalf of the Overseeing Organisation (Hampshire County Council).

The Audit Team membership was as follows:

Road Safety Audit Team Leader

G. Turner BEng MSoRSA
Associate, Glanville Consultants

Road Safety Audit Team Member

D Lord IEng FIHE
HE Approved RSA Certificate of Competency (2012)
Duncan Lord Road Safety Consultancy

- 1.2 The terms of reference of the Road Safety Audit are as described in GG 119 '*Road Safety Audit*' (Revision 2), which forms part of the Design Manual for Roads and Bridges. The Audit Team has examined and reported only on the road safety implications for users of the scheme as presented. The scheme has not been examined or verified for compliance with any other standards or criteria. However, to clearly explain a safety problem or a recommendation to resolve a safety problem, the Audit Team may on occasion refer to a design standard for information only. Any recommendations or comments made in this report should not be construed as implying that a technical audit of the scheme, as presented, has been undertaken in any respect.
- 1.3 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the safety problem identified. Recommendations are intended only to indicate a proportionate and viable means of eliminating or mitigating the safety problem identified, in accordance with GG 119 (Revision 2), and considered by the Audit Team to require action to improve the safety of the scheme and to minimise accident occurrence. The Audit Team recognises that there may be alternative methods for addressing a safety problem which may be equally acceptable in achieving the desired elimination or mitigation and thus such alternatives should also be considered when responding to this report.
- 1.4 The Audit Team has not been involved in any aspect of the scheme design and the Design Organisation has not been involved in the road safety auditing process, other than responding to any safety concerns identified herein.
- 1.5 The Audit Team has been provided with an Audit Brief (unsigned) which contains sufficient information to enable them to carry out a valid Road Safety Audit.

- 1.6 The Audit took place in January / February 2024 and comprised examination of the following information:

Drawings

- 8230679/6103 Rev C Site Access and Visibility Splays
- 8230679/6201 Rev A Swept Path Analysis (11.2m Refuse Vehicle)
- 8230679/6202 Rev A Swept Path Analysis (16.5m Articulated Vehicle)
- P23-2261-DE-002-01 Rev A Site Location Plan
- P23-2261-DE-004-01 Rev A Concept Master Plan

Supplementary Information

- Road Safety Audit Brief (unsigned by Overseeing Organisation), Ref. 006_8230679, dated 19 Jan 2024.
- Highway records.
- Trip generation and vehicle flows summary.
- Transport summary Note, Ref. 005_8230679, dated 22 November 2023.
- Results of ATC surveys.

- 1.7 The site is located on the southern side of the B3037 Mortimers Lane, Fair Oak, Hampshire and currently comprises grassland. Along with Mortimers Lane forming the northern border, the site is bordered to the west by Pembers Hill Drive with residential properties beyond this, remediated land and East Horton Golf Club to the south and Mortimers Farm including part of the aforementioned golf course to the east. From a point measured approximately 140 metres east of the junction of Pembers Farm Avenue / Mortimers Lane, and continuing west into the village, the speed limit is 30mph. Continuing east from this point the national speed limit applies. The change in speed limit is demarcated with a gateway feature comprising dragons teeth road markings, a '30' roundel and traffic signs. There is an established hedgerow along the site's frontage which sits behind a drainage ditch and a grass verge. There are no footways on either side of Mortimers Lane along the site's frontage. There is no street lighting. On the northern side of Mortimers Lane there is a simple priority access leading to Little Dower House. Vehicles turning right to this property can currently utilise an informal ghost island which is formed as a break in the hatching. The stagger distance between this existing access and the proposed site access will be approximately 35 metres, as measured centre to centre. Since the access appears to serve a single dwelling, vehicle movements to and from it are likely to be very low and especially when compared to the mainline traffic.
- 1.8 Automatic traffic count (ATC) surveys have been undertaken at two locations on Mortimer Lane with the surveying apparatus being broadly placed to the east and west of the existing speed limit change. Across both count sites the highest recorded 85th percentile speeds for eastbound and westbound traffic were 42.9mph and 39.3mph respectively.

- 1.9 It is proposed to develop the site for up to 250 no. residential dwellings along with internal access roads and areas of open, green space. The proposed development will also include a community / multi-use hub. Access to the site will be achieved via a priority (give way) junction incorporating a ghost island right-turn lane. The right-turn deceleration lane length will be 40 metres, which equates to an assumed design speed of 70kph (40mph). Two splitter islands will be installed within the hatching to the west of the proposed site access. An uncontrolled crossing incorporating dropped kerbs and tactile paving will be provided across the site access. To the west of the site access, and continuing west to Winchester Road (B3354) and Fair Oak village centre, a 3.0 metre wide shared footway / cycleway will be provided, although this proposed facility is only indicated up to a point approximately 120 metres west of the proposed site access. As part of a consented development at Mortimers Farm (to the east of the site) a 1.8 metre wide footway will be provided between this site and the site access forming the subject of the road safety audit, although this is only currently shown indicatively on the drawings provided. As indicated on the information provided the existing 30mph limit will be relocated, although it is not indicated on the drawings where the new limit will commence. The Audit Brief does however state that the existing gateway sign will be relocated by circa. 10 to 20 metres to the east of the site access. An existing field access located on the northern side of Mortimers Lane (to the east of the proposed site access) will be retained.
- 1.10 The road safety audit has been requested in respect of the proposed off-site highway works as described above. The Audit Team has not been asked to review any other part of the development site including that which constitutes on-site works.
- 1.11 A site visit was undertaken by both members of the Audit Team together on 23 January between 12.00 and 13.00 hours. The weather conditions were damp with light rain and the carriageway surface was wet as a result. Traffic flows on Mortimers Lane were light and whilst the Audit Team did not measure vehicle speeds, they appeared to be above the posted speed limit at least to the west of the 30 / 60 speed limit change. No non-motorised users were observed. No vehicles were observed using the existing access to Little Dower House.
- 1.12 As referenced in the Road Safety Audit Brief, the Audit Team understands that a Departure from Standard application will be submitted to the Overseeing Organisation which will seek approval for visibility splays to the left and right from the proposed junction being based on an X-distance of 2.4 metres rather than 4.5 metres. During the site visit the Audit Team reviewed the visibility to the left and right assuming an X-distance of 2.4 metres and an attempt was made to view the same assuming an X-distance of 4.5 metres, although owing to existing hedgerow the best that could be achieved was between 3.5 to 4.0 metres. Any safety concerns arising from this proposal are indicated in Section 3.0 of this report. Whilst not stated in the Audit Brief the Audit Team has also been asked to consider the staggered distance between the proposed site access and the existing access to Little Dower House. Again, any safety concerns arising from this proposed arrangement are indicated in Section 3.0 of this report.
- 1.13 No details in respect of levels, drainage (including gully provision and location), surfacing materials, traffic signs (including roads studs and removal of existing signs where applicable), vehicle restraint systems and street lighting have been provided for the Audit Team to review. It is recommended that these are reviewed as part of a Stage 2 Road Safety Audit to be conducted following completion of the detailed design proposals. Also, no details in respect of the footway to the east of the site access or the full extent of the shared facility to the west have been provided for the Audit Team to review. It is recommended that these are both reviewed as part of a road safety audit to be conducted when an appropriate level of information is available.
- 1.14 All safety problems and recommendations are referenced to the layout drawings at Figure 1

2.0 Items Raised at Previous Road Safety Audit

- 2.1 The Audit Team is not aware that any previous Road Safety Audits have been carried out on these, or similar, proposals.



3.0 Items Resulting from Stage 1 Road Safety Audit

3.1 Problem 1

Location: Access to Little Dower House.

Summary: Risk of head-on collisions.

Based on the information provided it is understood that vehicles will continue and legitimately be able to turn right from Mortimers Lane to Little Dower House on the northern side of the carriageway after the off-site highway works have been completed. Given that, historically, they have been able to undertake this manoeuvre through the use of an informal ghost island, formed as a break in the central hatching, there is a concern that some drivers may misinterpret the road markings to continue to indicate that this is possible. By entering the western (direct taper) end of the proposed ghost island, from a westbound direction, there is a concern that the vehicle may collide with a vehicle entering the same ghost island from an eastbound direction. The resultant head-on collision may lead to personal injury.



*View looking east towards informal right-turn ghost island
(approx. line of direct taper indicated in red).*

Recommendation

It is recommended that measures are undertaken to ensure that when vehicles are intending to turn right into Little Dower House they do not misinterpret the proposed right-turn ghost island as indicating that the current informal arrangement still applies. Consequently, it is recommended that measures are undertaken to ensure that all movements into and out of Little Dower House are appropriately catered for.

3.2 Problem 2

Location: Mortimers Lane.

Summary: Location of 30mph limit.

The drawings provided state that the existing 30mph limit will be relocated. Whilst it is stated in the Audit Brief that the gateway sign will be relocated by circa. 10 to 20 metres to the east of its current location it is not clear whether this will also be applied to the 30mph limit. There is a concern that if the new 30mph limit is not placed a sufficient distance in advance of the site access and / or appropriate features are not provided vehicles may approach and pass the site access at speeds above that which the splays are based on. This may lead to vehicles exiting the site into the path of another vehicle with possible side-impact collisions and personal injury occurring.

Recommendation

It is recommended that measures are undertaken to ensure that all road users approach the site access at a speed which is commensurate with the proposed visibility splays.

3.3 Problem 3

Location: Site access.

Summary: Obstructed visibility leading to risk of road user collisions.

The drawings provided indicate visibility splays to the left and right from the site access based on a set-back X-distance of 2.4 and 4.5 metres, with the smaller distance proposed to minimise the impact on existing trees and vegetation. Based on the shorter X-distance the visibility splay to the left will be mostly within the proposed 3.0 metre shared footway / cycleway facility. However, to the right the visibility splay will be largely behind the proposed 1.8 metre footway to be delivered as part of a separate consented scheme. There is a concern that owing to the non-uniform growth of vegetation and the infrequent maintenance programme generally adopted by highway authorities, there will be occasions when visibility will be obstructed. This may lead to vehicles exiting the site into the path of another vehicle with possible side-impact collisions and personal injury occurring.



View to left from X-distance of 2.4 metres.



View to right from X-distance of 2.4 metres.

Recommendation

It is recommended that measures are taken to ensure that visibility from the site access in both directions is not obstructed in perpetuity or for at least as long as the proposed site access is required.

3.4 **Problem 4**

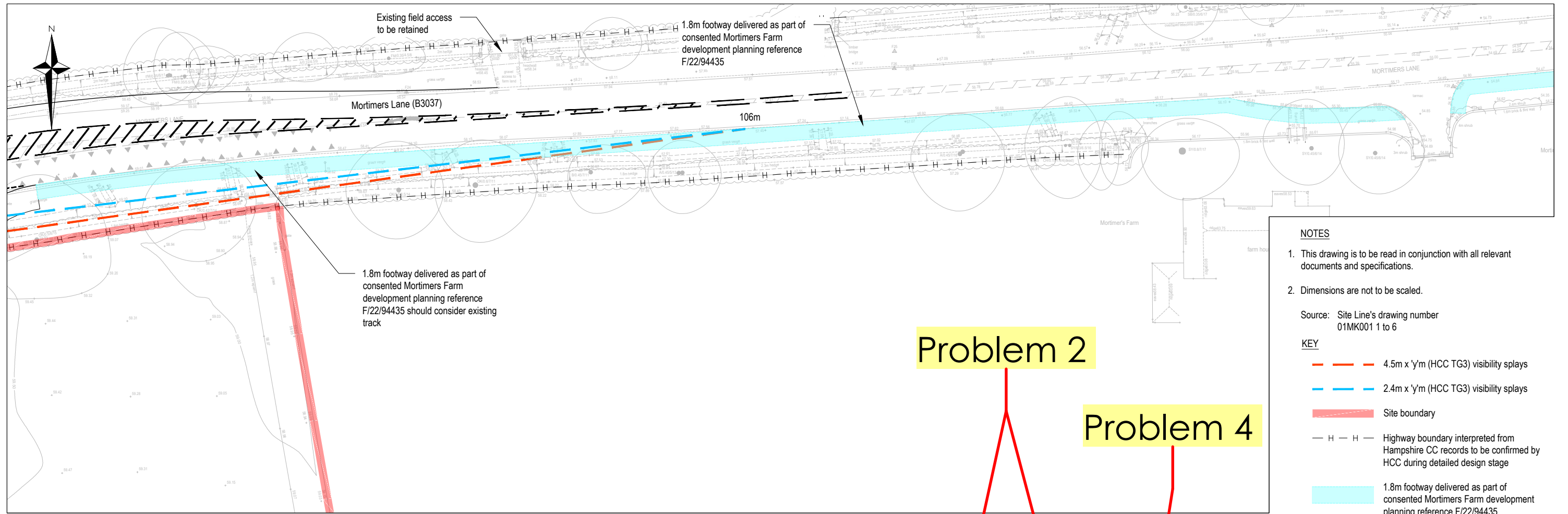
Location: Uncontrolled pedestrian crossing.

Summary: Risk of pedestrian / vehicle collisions.

The proposed site access will include 15.0 metre corner radii. Based on the proposed geometry some vehicles will be able to turn left into the site at speed although their forward visibility to the eastern tactile landing forming part of the uncontrolled crossing across the site access may be obstructed by vegetation. There is a concern that existing vegetation will obstruct pedestrian / vehicle intervisibility which may lead to personal injury if a pedestrian steps into the path of, and is struck by, a turning vehicle.

Recommendation

It is recommended that measures are undertaken to ensure that pedestrian / vehicle intervisibility is not obstructed in perpetuity or for at least as long as the proposed site access and / or crossing are required.



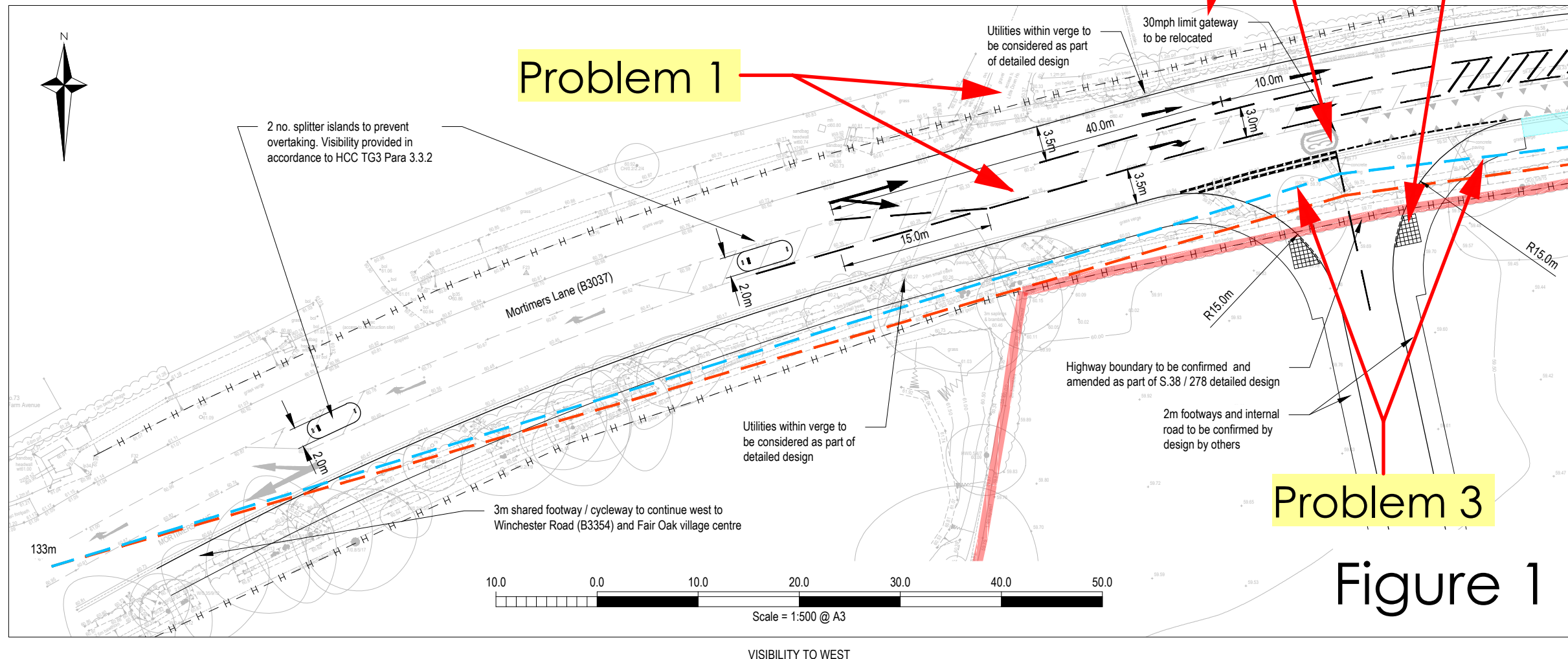
NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: Site Line's drawing number 01MK001 1 to 6

KEY

- 4.5m x 'y'm (HCC TG3) visibility splays
- 2.4m x 'y'm (HCC TG3) visibility splays
- Site boundary
- Highway boundary interpreted from Hampshire CC records to be confirmed by HCC during detailed design stage
- 1.8m footway delivered as part of consented Mortimers Farm development planning reference F/22/94435



C	Visibility splays revised based on speed surveys.	17/01/24	TH	RB
B	Visibility splays with 2.4m x distance added.	15/01/24	TH	AJ
A	Footway to Mortimer's Farm added.	13/12/23	TH	AJ
Rev.	Description	Date	By	Chkd

Glanville
Survey > Plan > Engineer

Civil Engineering
Structural Engineering
Transport Planning
Highways Engineering
Building Surveying
Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client :	Bloor Homes Southern		
Project :	Land South of Mortimers Lane, Fair Oak, Eastleigh		
Title :	Site Access Visibility Splays		
Engineer : T. Hart	Date : November 2023		
Director : A. Jones	Scale : 1:500 @ A3		
Status :	PRELIMINARY		
Drawing No.	8230679/6103	Rev	C

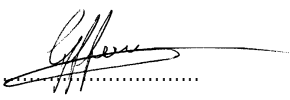
Figure 1

Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG 119 (Revision 2).

Road Safety Audit Team Leader

G Turner BEng MSoRSA
Associate
Glanville Consultants

Signed: 

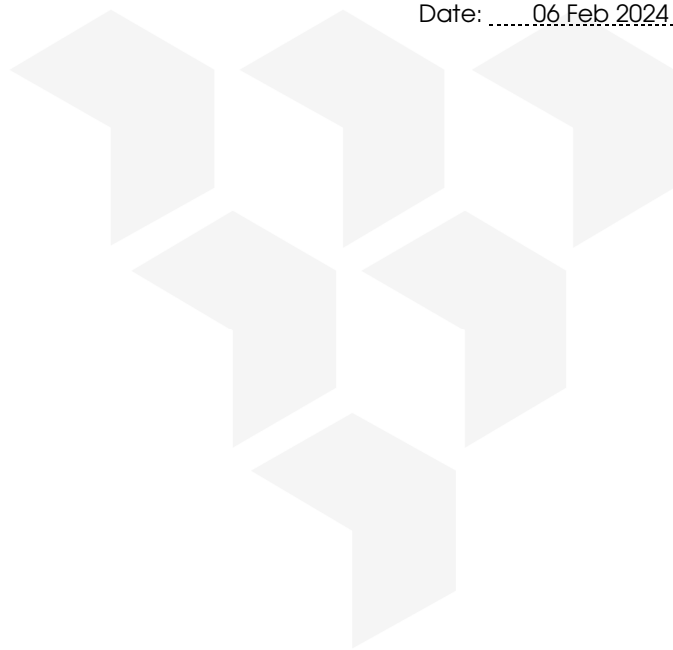
Date: 06 Feb 2024

Road Safety Audit Team Member

D Lord IEng FIHE
Duncan Lord Road Safety Consultancy

Signed: 

Date: 06 Feb 2024



Project Details

Report title:	Stage 1 Road Safety Audit Response
Date:	09/02/2024
Document reference and revision	010_8230679_RSA_1_Response_Report_(Issue1)
Prepared by:	Glanville Consultants
On behalf of:	Hampshire County Council

Authorisation Sheet

Project:	Land South of Mortimers Lane, Fair Oak, Eastleigh
Report title:	Stage 1 Road Safety Audit Response

Prepared by	
Name:	Thomas Hart
Position:	Technician
Signed:	
Organisation:	Glanville Consultants
Date:	09/02/2024
Approved by	
Name:	Anthony Jones
Position:	Technical Director
Signed:	
Organisation:	Glanville Consultants
Date:	09/02/2024

Introduction

Enter brief description of scheme including highway works.

Key Personnel

Overseeing Organisation:	Hampshire County Council
RSA Team:	Graeme Turner Duncan Lord
Design Organisation:	Design Organisation representative
Developer's Representative:	

Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation's Response	Overseeing Organisation's Response	Agreed RSA Action
1	It is recommended that measures are undertaken to ensure that when vehicles are intending to turn right into Little Dower House they do not misinterpret the proposed right-turn ghost island as indicating that the current informal arrangement still applies. Consequently, it is recommended that measures are undertaken to ensure that all movements into and out of Little Dower House are appropriately catered for.	The Design Organisation partially agrees with the audit team's recommendation. The access to the Little Dower House has relatively low numbers of daily movements. Based on the TRICS trip generation database, one dwelling could generate up to one vehicle movement in each peak hour and approximately five vehicle movements throughout the day. This is equivalent to one vehicle every five hours during a 24-hour period, or one vehicle every two hours during a 12-hour period (7am-7pm), which is very low. In addition, based on the local traffic distribution at the Pembers Farm Avenue/Mortimers Lane junction, approximately 10% of traffic in the AM peak and 5% of traffic in the PM peak would likely be right-turners. Assuming that traffic distribution at Little Dower House is similar to that at Pembers Farm Avenue, throughout the day there may be one vehicle turning right into Little Dower House, or one vehicle every five days turning right		

		into Little Dower House during each peak hour. The bifurcation arrow marking to Diag. 1039 has been relocated adjacent to the space that right turning vehicles would cross to enter the access. This would therefore make the area of conflict apparent to motorists addressing any possible misinterpretation. Any existing conflicting markings will need to be removed, this is now noted on the drawing 6103 Rev D.		
2	It is recommended that measures are undertaken to ensure that all road users approach the site access at a speed which is commensurate with the proposed visibility splays	The Design Organisation agrees with the audit team's recommendation. The 30mph speed limit /gateway commencement including Dragons teeth is now shown to be relocated approximately 100m east of its current location. This should have the result of reducing speeds within proximity of the access to speeds lower than the surveyed speeds on which the visibility splays are based.		
3	It is recommended that measures are taken to ensure that visibility from the site access in both directions is not obstructed in perpetuity or for at least as long as the proposed site access is	The Design Organisation agrees with the audit team's recommendation. Based on the images provided in the RSA 1 report the verges and		

	required.	hedges appear well maintained. It will remain the responsibility of the Highway Authority to maintain these and consequently the visibility in perpetuity.		
4	It is recommended that measures are undertaken to ensure that pedestrian / vehicle intervisibility is not obstructed in perpetuity or for at least as long as the proposed site access and / or crossing are required.	The Design Organisation agrees with the audit team's recommendation. Vegetation will need to be removed to construct the access, this will need to include vegetation within a 25m pedestrian / motorist intervisibility splay. This will allow for motorists turning in the junction.		

Design Organisation and Overseeing Organisation Statements

Design Organisation Statement

On behalf of the design organisation, I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Thomas Hart
Signed:	
Position:	Technician
Organisation:	Glanville Consultants
Date:	09/02/2024

Overseeing Organisation Statement

On behalf of Overseeing Organisation, I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2) the agreed RSA actions will be progressed.	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

Submission for a Departure from Standard

Please type in grey boxes only.

ONLY SUBMIT AS A WORD DOCUMENT – THE FILE WILL BE CONVERTED TO PDF **ONLY** UPON FINAL DECISION BY THE CHIEF ENGINEER.

HCC Reference:		
Departure Ref:	Your Reference 8230679_DfS_001	
Project Name:	Land South of Mortimers Lane, Fair Oak, Eastleigh	
Client / Developer's Details:	Name:	Bloor Homes Southern
	Address:	River Reach Unit 7 Newbury Business Park London Road Newbury Berkshire RG14 2pA
	Telephone No:	01530270100
Consultant / Designer's Details:	Name:	Glanville
	Address:	Clockwise Offices Finzels Reach Generator Building Counterslip Bristol BS1 6BX
	Telephone No:	0117 452 4038
Date Submitted:	12/02/2024	
Stage: PRELIMINARY DESIGN		

1.0 Scheme Details

1.1 Site Location (inc plan):

Description of site including road name

Land South of B3037 - Mortimers Lane, Fair Oak, Eastleigh.

- Mortimers Lane/B3037(including the shared cycleway footway along the southern edge of Mortimers Lane/B3037 up to the junction with Knowle Lane to the west and connect with the cycle infrastructure improvements proposed on Mortimers Lane as part of the Hampshire County Council (HCC) Local Cycling, Walking Infrastructure Plan (LCWIP); and
- Proposed site access junction (priority junction with a ghost island right-turn lane) arrangement.

The site location plan is attached in Appendix A at the back of the report.

1.2 Brief Description of Scheme:

Description of scheme and overall development

Proposed residential development for up to 250 dwellings and a supporting community/multi use hub. This site will be accessed via a priority right turn lane ghost island junction from Mortimers Lane/B3037. The drawing 8230679/6103 Rev C

Submission for a DfS for Scheme Title Scheme Title

(included in Appendix B) and the subsequently amended drawing 8230679/6103 Rev D, following the Stage 1 Road Safety comments) is included in Appendix C.

The proposed site access has been subject to a Stage 1 Road Safety Audit and a Designer's Response Log has been prepared (see Appendix D).

A 3m shared pedestrian / cycle footway will be provided on both sides of the site access, which will reduce to 2m footways on both sides further approximately 15 metres into the site. On the eastern side of the site access, the shared cycleway/footway will connect with the 1.8m footway proposed to be delivered as part of the Mortimer Farm development (ref. F/22/94435) on the southern side of the B3039 – Mortimer's Lane carriageway. The indicative location of the proposed footway is shown in pale blue hatching on Drawing 8230679/6103 Rev D (see Appendix C).

On the western side of the proposed junction, the proposed shared cycleway/footway is proposed on the southern side of the B3037 – Mortimers Lane carriageway up to Knowle Lane located approximately 250 metres to the west and connect with the cycle infrastructure improvements proposed to be delivered as part of the HCC LCWIP.

Dropped kerbs and tactile paving are proposed on the minor site access arm of the proposed junction.

Splitter islands will be provided to the west of the site access to seek to prevent vehicles from overtaking and allow the 'Y' distance visibility splays to be measured to the centre of the Mortimers Lane carriageway as per the HCC TG3 – 'Stopping Sight Distances and Visibility Splays' Technical Guidance Note.

The existing field access to the east of the site access on the northern side of Mortimer's Lane/B3037 will be retained. There is also an existing private drive to the Little Dower House, located on the northern side of Mortimers, with a stagger distance of approximately 33m from the proposed site access.

To ensure that the 30mph speed limit gateway sign is not located within the centre of the proposed new junction, it is proposed to relocate the sign and gateway feature approximately 100 metres to the east on the B3037 Mortimers Lane (following the comments raised in the Stage 1 RSA).

The scheme has been designed in accordance with the following documents:

- Design Manual for Roads and Bridges (DMRB) CD 123;
- Manual for Streets;
- Manual for Streets 2;
- Cycle Infrastructure Design - Local Transport Note 1/20 (LTN1/20);
- Hampshire County Council Technical Guidance Note (TG3) – Stopping Sight Distances and Visibility Splays (for Y distance);
- Hampshire County Council Technical Guidance Note (TG15) – Trees, Landscape and Ecology;

- Hampshire County Council Technical Guidance Note (TG17) – Departures from Standard;
- Hampshire County Council Technical Guidance Note (TG10) – Pedestrian and Cycle Facilities;
- Hampshire County Council Technical Guidance Note (TG12) – Signs and Bollards;
- Hampshire County Council Technical Guidance Note (TG21) – Traffic Regulation Orders; and,
- Pre-application advice provided by HCC (see document 004_8230679_RB_Response_to_County_Pre-App_Comments in Appendix E).

The site indicative masterplan is included in Appendix F.

At the pre-application meeting held with the Local Highway Authority at HCC on 12th January, 2024 it was requested that the following are noted in the Departure From Standard (DfS) Application, but that the below points would not require Departure from Standards application. The relevant correspondences are included in Appendix G:

- *The stagger distance to the private driveway located directly opposite the junction on the northern side of Mortimers Lane* – although the stagger between the Little Dower Access and the proposed site access is approximately 33 metres, it was agreed with the Local Highway Authority that a DfS would not be required. This is because a 50metre stagger distance is typically required for priority junctions. However, the existing access into Little Dower House is not a priority junction and is considered to be a private access to one dwelling, for which CD 123 does not provide stagger distance guidance recommendations.
- It is stated in Paragraph 2.29.1 of CD123 that direct access should be avoided where possible. Given that this is an existing access, and the site frontage is directly opposite this access, the access could not be fully avoided. However, measures have been taken to ensure that safe access is provided to the proposed development and the Little Dower House access (see the designer's response log in the RSA in Appendix D).
- *Relocating the extant 30mph speed limit gateway to the Immediate east of the junction* – the visibility splays are based on the recorded 85th percentile speeds (49.1 mph westbound and 44.8mph eastbound) along Mortimers Lane and are based on the HCC TG3 calculator and the supporting guidance. The calculations are included within Appendix H. It is considered that relocating the 30mph speed limit by approximately 100 metres to the east in combination with the physical changes to Mortimers Lane as a result of the implementation of the junction, refuge island and active frontage, will likely reduce both westbound and eastbound 85th percentile vehicle speeds on the B3037 – Mortimers Lane. Therefore, the visibility splays based on the observed 85th percentile speeds provide a realistic scenario, based on the current road conditions and there is no departure from standard associated with the relocation of the speed limit sign.

2.0 Details of the Departure:

2.1 Relevant Standard(s):

List of Standards relating to departure

DMRB CD 123

HCC TG3

2.2 Clause(s):

List of Clauses relating to the departure

Paragraph 3.8 and 3.8.2 of CD123

Paragraph 3.4.1 of TG3

2.3 Details of Departure from Standard

Details of the actual departure

DRMB document CD 123 advises at paragraph 3.8 (3) that the required X distance for all other priority junctions should be a) 9.0 metres or b) 4.5 metres. Paragraph 3.8.2 goes onto to advise that where it is not feasible to locate point X fully in accordance with a), the minimum distance used to locate point X should be as close to a) as practicable, but no less than b).

HCC's TG3 – 'Stopping Sight Distances and Visibility Splays' Technical Guidance Note advises at paragraph 3.4.1 that the X distance should be 4.5 for all priority junctions where the major road is 40 mph or more.

Paragraph 3.3.7 that '*proposed* planting or trees shall be sufficiently set back so as not to impede on the visibility splay once fully mature'. However, given that the trees are existing and not proposed, it is not possible to provide a Y visibility splay looking right out of the proposed site access to the nearside B3037 – Mortimers Lane carriageway edge without removal of trees / vegetation and the subsequent ecological impact.

It is, therefore, proposed to provide an X-distance of 2.4 metres, which is in accordance with the Manual for Streets (MfS) and Manual for Streets 2 (MfS 2) which states:

- '*An X distance should normally be used in most built-up situations as this represents a reasonable maximum distance between the front of the car and driver's eye.*' (Paragraph 7.7.6 of MfS and Paragraph 10.5.6 of MfS 2);
- '*Using an X distance in excess of 2.4m is not generally required in built and areas* (Paragraph 7.7.7 of MfS)'; and;
- '*Longer X distances enable drivers to look for gaps as they approach the junction. This...also increases the possibility that drivers on the minor approach will fail to take account of other road users, particularly pedestrians and cyclists. Longer X distances may also result in more shunt accidents on the minor arm. TRL Report Np, 184 found that accident risk increased with great minor road sight distance.*' (Paragraph 7.7.9 of MfS and Paragraph 10.5.7 of MfS 2).

This has been discussed at a meeting with the Local Highway Authority on 12th January. It is understood that the highway authority does not foresee issues with a 2.4 metre X-distance, subject to Chief Engineer's decision of this DfS.

2.4 Reason for Departure

HCCs TG3 guidance (paragraph 3.4.1) advises that a 4.5 metre X distance is required at priority junctions where the major road is 40mph or more. The Local Authority states in the pre-application response dated 29th January 2024 (ref. 6/3/9/320) that *‘in order to minimise impact on existing trees the option of a 2.4m x-distance has been raised. Given the posted speed limit to the east of the site, a 2.4 x-distance would be considered a Departure from Standards. Whilst this would not necessarily mean that a 2.4m x-distance cannot be agreed, it would need to go through formal Departure from Standard process’*. The Local Highway Authority have requested that Bloor Homes Southern submit formal Departure from Standard (see Appendix G for correspondence).

It is important to note that the visibility splay based on the required 4.5 metre X-distances looking left out of the proposed site access can be achieved to the centre of the Mortimer Lane within land controlled by the applicant and the adopted highway extents. This is appropriate on account of the provision of a two metre wide refuge island provide in advance of the eastbound right turn lane into site and with consideration to paragraph 3.3.2 of TG3:

“The point to which the Y distance to the left is measured may be relaxed by measuring to the major road centreline, where there is:

- *A refuge island with high level keep left signs within the Y distance or*
- *Double white line road markings exist for the length of the Y distance.”*

As previously stated above, it was agreed between the Highway Authority and Bloor Homes that the provision of a Y distance visibility splay looking right out of the proposed site access to the nearside B3037 – Mortimers Lane carriageway at 2.4 metre X- distance of 2.4 metres would be appropriate to to minimise any impact on the existing trees and vegetation on the southern side of Mortimers Lane within the vicinity of the site, as well as benefits with respect to urban design and providing an overly engineered access junction in an rural-urban setting

The drawings (8230679/6103 Rev C and 8230679/6103 Rev D) included in Appendices B and C, show the visibility splays based on a 2.4 metre and a 4.5 metre X-distance and the corresponding impact on the existing vegetation.

2.5 Related Departures:

Departure ref:	Effects on this departure
Your references	Description of departure that may have an adverse affect on above proposed departure
	The effect of this departure is that the impact on the existing vegetation and existing trees to the east of the proposed junction on the southern side of the B3037 – Mortimers Lane carriageway is minimised. It is also arguable that vehicles egressing the proposed development with the provision of visibility splays at an X distance set back of 2.4 metres will approach the junction more cautiously to identify through traffic on the B3037 – Mortimers Lane and appropriate gaps in traffic. It is also considered that the provision of

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the emerging visibility splays at an X distance set back is considered to be appropriate as a result of the potential implications of the proposed junction on existing 85thile through vehicle speeds on B3037 – Mortimers Lane, active frontage, refuge islands and the relocation of the speed limit sign by approximately 100 metres to the east.

2.6 Detail any Relaxations in the area of the Departure:

In accordance with TG3 paragraph 3.4.1 and the table, the X distance should be 4.5m for *‘all other priority junctions where the major road is 40 mph or more’*.

The appropriateness of providing emerging visibility splays at a 2.4 metre X-distance was discussed at a pre-application meeting with the Local Highway Authority on the 12th January 2024. Following the meeting, post meetings notes (included in Appendix G) were issued to the Local Highway Authority (LHA) where it was stated that the LHA ‘did not foresee any material issues with this DfS request’. The LHA stated in the email that ‘it is true, but it is the Chief Engineer’s decision to approve or otherwise DfSs.’ (see Appendix G with relevant correspondence).

3. Justification for Departure (Include positive and negative impacts)

3.1 Safety: Road Safety Audits comments to be included

The effects that the proposed departure may have on road safety, include positive and negative impacts, i.e. shorter stopping distance.

A Stage 1 Road Safety Audit (RSA) has been prepared and the Road Safety Auditor was made aware of the proposed departure. The RSA brief sent to the RSA team states:

‘There are a number of trees/hedgerows located at the development site’s northern boundary with Mortimers Lane that may be affected by the proposed access design in order to achieve ‘Y’ distance visibility splays at a 4.5 ‘X’ distance set back. As such, this RSA brief is specifically requesting the audit team to consider the safety implications of providing a ‘X’ distance visibility splay at a 2.4 metre setback to seek to minimise the impact on trees and vegetation located within the visibility splay envelope measured at a 4.5 metre ‘X’ distance It is understood further to a pre-application meeting with the Highway Authority at HCC on 12 January 2024 that this will require the developer to apply for a Departure from Standard in accordance with the HCC TG17 – Departures from Standard.’

The RSA brief is included in Appendix D.

Only one issue was identified in Stage 1 RSA regarding the proposed visibility splays at the site access. However, this was in relation to the maintenance of the existing vegetation located on the southern side of the B3037 – Mortimers Lane No issues were raised in relation to the provision of a 2.4 metre X-distance requirement for visibility splays and any associated risks. The relevant issue, recommendations and designer’s response are listed below. The full RSA is included in Appendix D.

RSA Issue	Issue 3:
-----------	----------

	The drawings provided indicate visibility splays to the left and right from the site access based on a set-back X-distance of 2.4 metres and 4.5 metres, with the smaller distance proposed to minimise the impact on existing trees and vegetation. Based on the shorter X-distance the visibility splay to the left will be mostly within the proposed 3.0 metre shared footway / cycleway facility. However, to the right the visibility splay will be largely behind the proposed 1.8 metre footway to be delivered as part of a separate consented scheme. There is a concern that owing to the non-uniform growth of vegetation and the infrequent maintenance programme generally adopted by highway authorities, there will be occasions when visibility will be obstructed. This may lead to vehicles exiting the site into the path of another vehicle with possible side-impact collisions and personal injury occurring.
RSA recommendation	It is recommended that measures are taken to ensure that visibility from the site access in both directions is not obstructed in perpetuity or for at least as long as the proposed site access is required.
Designer's response	The Design Organisation agrees with the audit team's recommendation. Based on the images provided in the RSA 1 report the verges and hedges appear well maintained. It will remain the responsibility of the Highway Authority to maintain these and consequently the visibility in perpetuity.

The relevant impacts on each of the points are included below.

3.2 Environmental/Sustainability:

Any environmental or sustainable issues that may be beneficial due to the proposed departure, i.e. retained trees or less materials used. Disadvantages should also be listed such as additional retaining wall.

Advantages/positive impacts	1. The proposed X-distance of 2.4 metres, compared to 4.5 metres (required by HCC TG3), will result in a reduced impact on existing hedgerows and trees and disruption to existing ecological environment. 2. A 2.4metre x distance set back will reduce the visual impact of the development on the surrounding area.
Disadvantages/negative impacts	Construction of a junction and the require 2.4 metre x -distance set back will still require some clearance of some of the existing vegetation.

3.3 Accessibility:

Consideration given to NMU's and local transport services. Any savings or increases in journey times and queue lengths for all users including NMU's.

Advantages/positive impacts	1. 2.4 metre X-distance could make drivers more cautious when emerging from the site access junction onto the B3037 Mortimers Lane. This could potentially reduce the speed of emerging vehicles, creating a safer and more pleasant environment for vulnerable road users. The 30mph speed limit will be relocated 100m to the east of the site access junction, which could lead to a reduction in vehicles travelling both westbound and eastbound past the proposed site access.
Disadvantages/negative impacts	No negative impacts are envisaged.

3.4 Maintenance:

Any advantages or disadvantages to future maintenance compared to providing a design to standard, i.e. increased length of High Friction Surfacing

Advantages/positive impacts	1. The X-distance of 2.4 metres will require less maintenance compared with the 4.5 metre X-distance.
Disadvantages/negative impacts	No negative impacts are envisaged as the existing hedgerow requires maintenance currently.

3.5 Construction Programme:

Any time savings or increases to the construction programme and traffic management when compared to a standard design.

The X-distance of 2.4 metres may result in reduced time to the construction programme, given that a lesser extent of vegetation removal is required.

3.6 Cost:

Approximation of savings when compared to proving a standard design. (£,000)

The X-distance of 2.4 metres may result in cost savings to the construction programme as a lesser extent of vegetation removal is required. No details on cost savings are currently available.

3.7 Consultants Mitigation

Measures included within the design to alleviate matters described above, i.e. longer length of High Friction Surfacing or sustainable products such as Glass Sand.

Whilst the speed limit is posted at 40mph it is anticipated that vehicles will be traveling slower as the 30 mph speed limit will be relocated 100m to the east of the access, which will likely reduce vehicle speeds on each to the access.

The surface course PSV will be designed in accordance with CD 236 to reduce the risk of drivers loss of control.

4.0 Supporting Documentation

Reference	Title
Appendix A	Site location plan - P23-2261 DE 002 01 Site Location Plan REVA;

Appendix B	Site access drawings - 8230679/6103 rev C
Appendix C	Amended Site Access Drawing - 8230679/6103 rev D
Appendix D	Stage 1 Road Safety Audit, RSA Audit Brief and Designer's Response Log
Appendix E	004_8230679_RB_Response_to_County_Pre-App_Comments
Appendix F	Site layout - P23-2261_DE_004_C_01 Concept Masterplan;
Appendix G	Relevant correspondence with the Local Highway Authority
Appendix H	Visibility splay calculator

5.0 Departure Request Review

5.1 S278/S38 Design Auditor's Comments & Recommendations

Office Use only

The designers believe that this departure is unlikely to cause any significant or negative impacts to both road user or the maintaining authority.

5.2 Chief Highways Engineer / Head of Highways Comments

The principle of the 2.4m X distance has been accepted, on the condition that the areas of verge within the visibility envelope are hardened to reduce the need for ongoing maintenance of vegetation.

An extension of the 30mph speed limit is unlikely to have a significant affect on the speed of westbound traffic, and consideration should be given to additional measures, including narrowing the lane widths through the junction to 3.2m and providing a speed limit buffer zone between the national and 30mph speed limits. The Traffic Management team should be consulted on any proposed speed limit changes.

APPROVED

APPROVED WITH COMMENTS

DECLINED

X

Chief Engineer/Head of Highways

Signed



Print

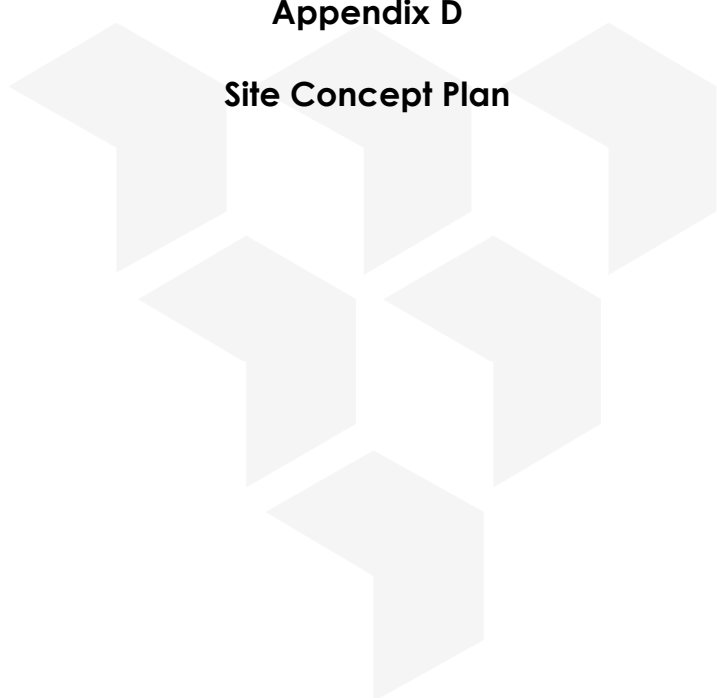
Iain Sloane

Job Title

Chief Engineer

Date

28/3/2024

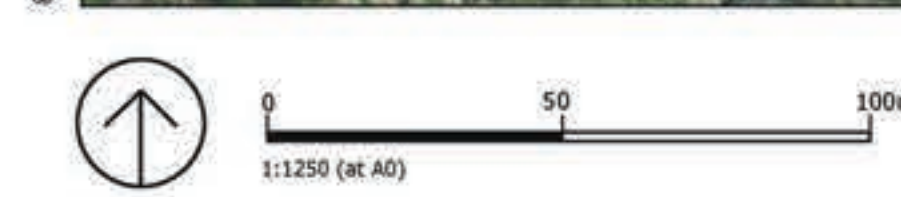


Appendix D

Site Concept Plan



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LAND SOUTH OF MORTIMERS LANE, FAIR OAK – ILLUSTRATIVE MASTERPLAN

PEGASUSGROUP.CO.UK | TEAM/DRAWN BY: TB/BA | APPROVED BY P.M: TB | DATE: 23.10.24 | SCALE: 1:1250@A0 | DRWG: P23-2261_DE_004_D_01_REVE | CLIENT: BLOOR HOMES

