

Report Number

Walking, Cycling and Horse-Riding Assessment Report – Kings Copse Avenue Hedge End

Job No: ITS19785

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1. Scheme Details

1.1. Scheme Client / Developer

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1.2. Lead Assessor

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1.3. Other Assessment Team Members

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1.4. Scheme Location and Description of Highway Works

The site is located to the south east of Kings Copse Avenue, approximately 1km to the east of Hedge End. Residential development is adjacent to the site to the north and west, with green space to the south, and Manor Farm Country Park to the east.

The proposed development seeks permission for 192 new homes, with access off Kings Copse Avenue. Three pedestrian connections will be provided to connect the site with the local network. Two are proposed on the northern site frontage with a further providing direct access to Tanhouse Lane and into the Norman Roadway Pavillion Ground on the site's western extent.

A 3.0m wide refuge island is proposed across Kings Copse Avenue to connect onto the existing bridleway on Tanhouse Lane, which is proposed to be widened and surfaced as part of the proposals.

The Indicative Site Layout is provided in **Appendix A**, an extract of which is provided below in **Image 1.1**.

Image 1.1: Site Layout Plan



1.5. WCHAR Study Area

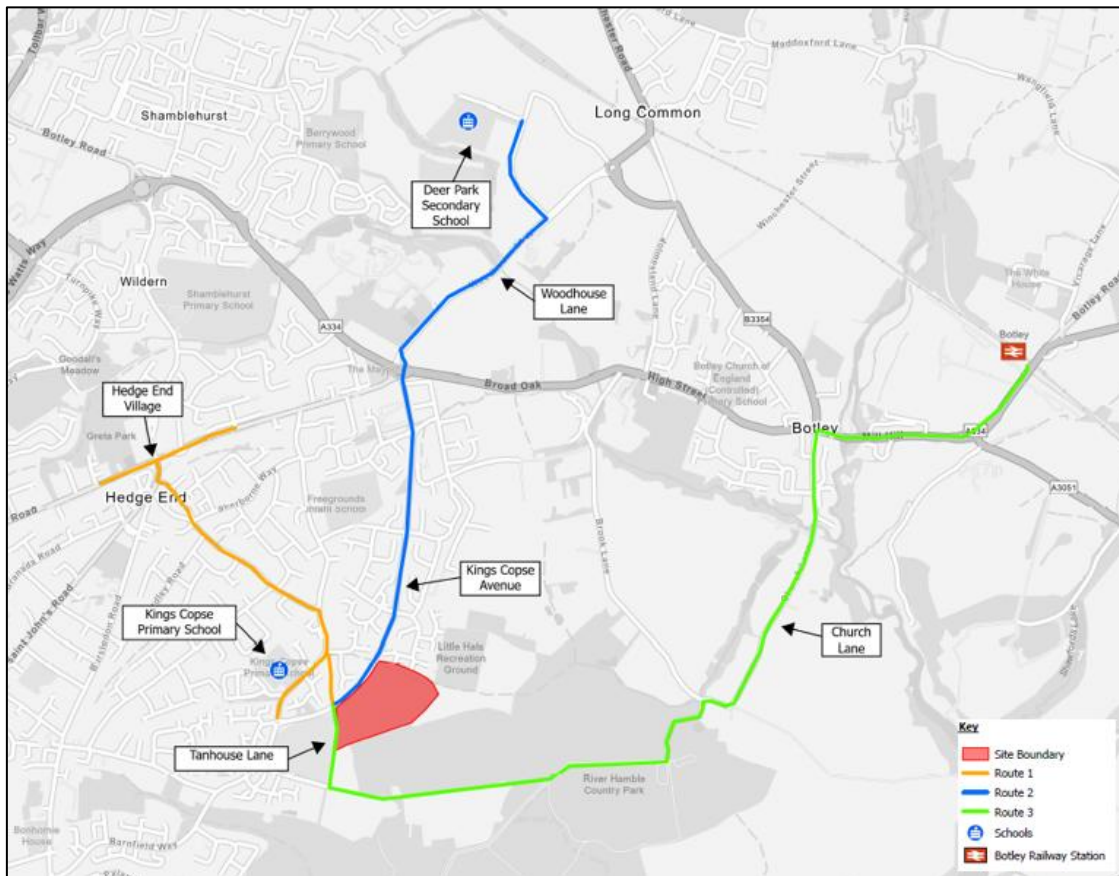
The Table provided within Section 4 of the Hampshire County Council (HCC) Technical Guidance Note TG19 sets out that schemes comprising more than 50 residential units are to be considered as 'Large' schemes. Therefore, as the scheme is a residential development for 192 dwellings, it falls under the 'Large Scheme' size of the GG142.

The WCHAR study area relates from the site access on Kings Copse Avenue and has been split into three routes for assessment:

1. To Kings Copse Primary School and Hedge End Village.
2. To Deer Park Secondary School.
3. To Botley Railway Station via Manor Farm Country Park and Botley Highstreet.

A plan showing the WCHAR study area is provided as **Image 1.2**.

Image 1.2: Audit Study Area



2. WCHAR Assessment

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

The Manual for Streets (MfS) has been reviewed which states:

“Connected, or ‘permeable’, networks encourage walking and cycling and make places easier to navigate through.” (Ref: MfS 4.2.3)

and:

“Internal permeability is important, but the area also needs to be properly connected with adjacent streets. A development with poor links to surrounding areas creates an enclave which encourages movement to and from it by car rather than other modes” (Ref: MfS 4.2.5)

In addition, MfS states:

“Residential areas adjacent to one another should be well connected” (Ref: MfS 4.2.7).

Hampshire County Council TG19 – Walking, Cycling and Horse-Riding Assessment and Review (WCAHR) has been reviewed which states:

“The Assessment is the first stage of the process and should be carried out during the initial stages of planning a scheme, to investigate the existing infrastructure and identify potential opportunities to improve conditions for people walking, cycling and where appropriate, riding horses. This shall include the needs of all potential users such as people using mobility aids, prams/buggies, and the range of cycles available. It is important to identify these issues at an early stage as this will help the Design Team to achieve the best possible outcome for these users.” (Ref: TG19 1.3).

In addition, TG19 states:

“The Design Manual for Roads and Bridges General Principles document GG 142 sets out the procedure for undertaking a Walking, Cycling and Horse-Riding Assessment and Review.” (Ref: TG19 2.1).

Hampshire Local Transport Plan 4 (February 2024) has been reviewed which states:

“We will require development that complies with the Hampshire Movement and Place Framework and Healthy Streets approach. We will require that developments are designed to widen the choice of modes that can be used (i.e. those which design in high levels of walking, cycling and public transport use.” (Ref: Policy DM2, Page 123).

2.2. Collision data

Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary, for the area illustrated in **Image 2.1**, for the most recently available five-year period (2020 - 2024).

Image 2.1: PIA Accident Location Plan

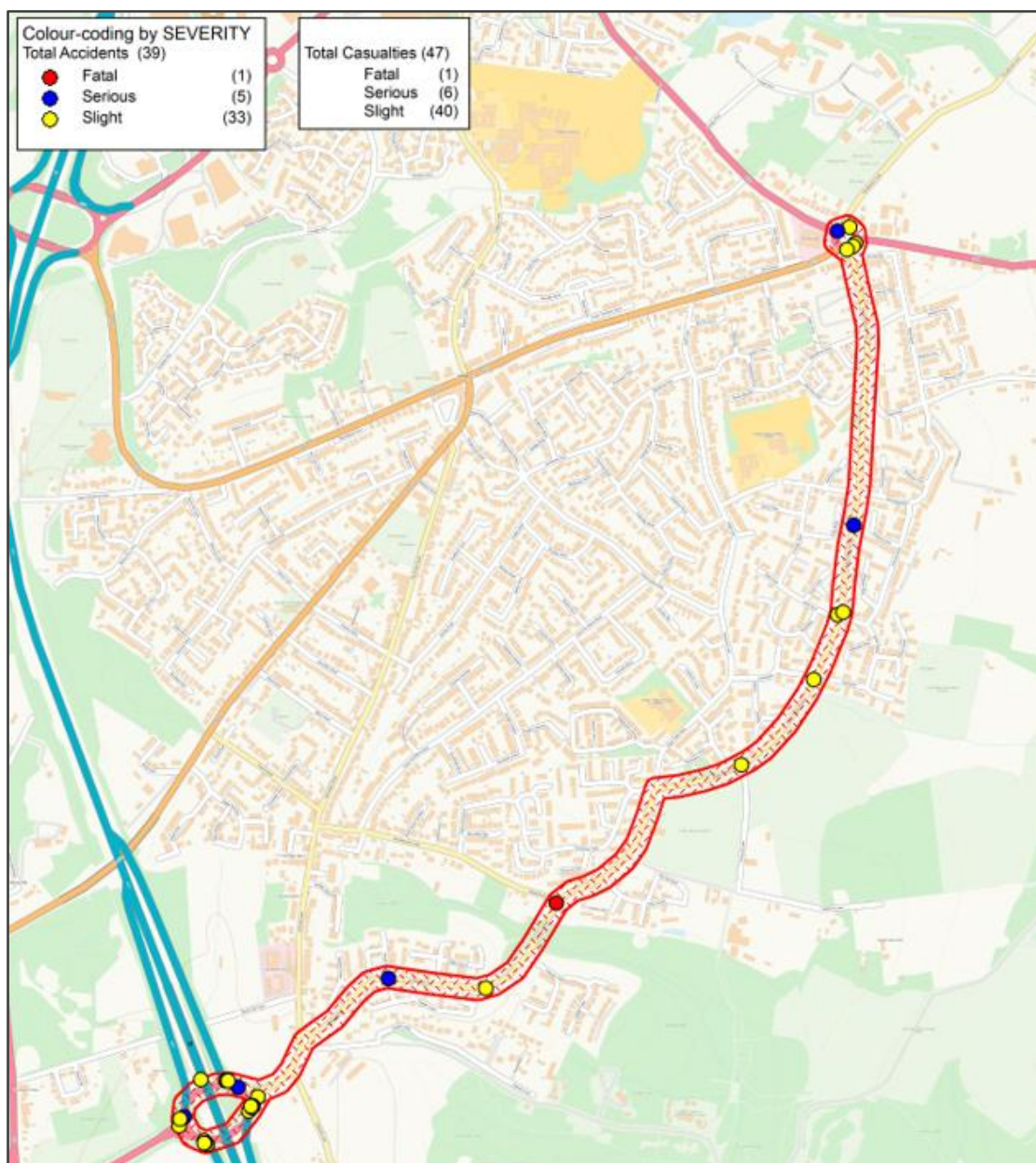


Image 2.1 demonstrates there has been a total of three incidents recorded within the vicinity of the site.

Three slight incidents have occurred over a period of five years along Kings Copse Avenue.

One incident occurred north of Tanhouse Lane in 2023.

Two slight incidents took place on roundabouts to the north and southwest of the site that intersect with Kings Copse Avenue.

Overall, there are no identified accidents trends or patterns that suggest any highway safety issue, and there are no accidents which suggest a deficiency in the local highway network. The development will therefore not exacerbate any existing issues on the local network.

2.3. Multi-modal transport services and interchange information

The closest bus stop is located on Kings Copse Avenue, approximately 230m and 260m north of the site. Both stops provide a shelter with timetabled information serving the 3.24 and 424 bus routes. The service is operated by Bluestar and a summary of the services that serve these stops is provided below.

Table 2.1: Summary of Bus Services and Frequency

Service	Route	Service Frequency		
		Monday-Friday	Saturday	Sunday
3	Southampton - Hedge End - Boorley Green - Fair Oak - Eastleigh	Service every hour between 06:11 and 20:45	Service every hour between 09:40 and 20:45	6 services a day at 10:21, 11:41, 14:01, 15:21, 16:41 and 18:01
24	Hedge End - West End – Southampton Airport Parkway - Eastleigh	Service every hour between 06:41 and 18:20	5 services a day at 08:21, 10:21, 12:21, 14:21 and 18:20	-
424	Eastleigh – Southampton Airport Parkway - West End - Hedge End	One service a day at 07:41	-	-

A summary of the rail services and frequencies to key destinations is provided below.

Table 2.2: Summary of Rail Services and Frequency

Station	Destination	Typical Frequency Per Hour		Average Journey Duration
		Peak	Off-Peak	
Botley	Southampton Central	2 services per hour	1 service per hour	35 minutes
	Winchester	2 services per hour	1 service per hour	24 minutes
	London Waterloo	2 services per hour	2 service per hour	1 hour 35 minutes
Hedge End	Eastleigh	2 services per hour	1 service per hour	6 minutes
	Basingstoke	2 services per hour	1 service per hour	38 minutes
	London Victoria	2 services per hour	2 services per hour	1 hour 28 minutes

2.4. Trip generators

The site is a residential development with no employment, educational or retail facilities on site.

Key primary trip generators in proximity to the site are visualised in **Figure 1** and extracted as **Image 2.2**.

Image 2.2: Key Trip Generators Within Proximity to The Site

Image 2.3: Bridleway at entry from Kings Copse Avenue.

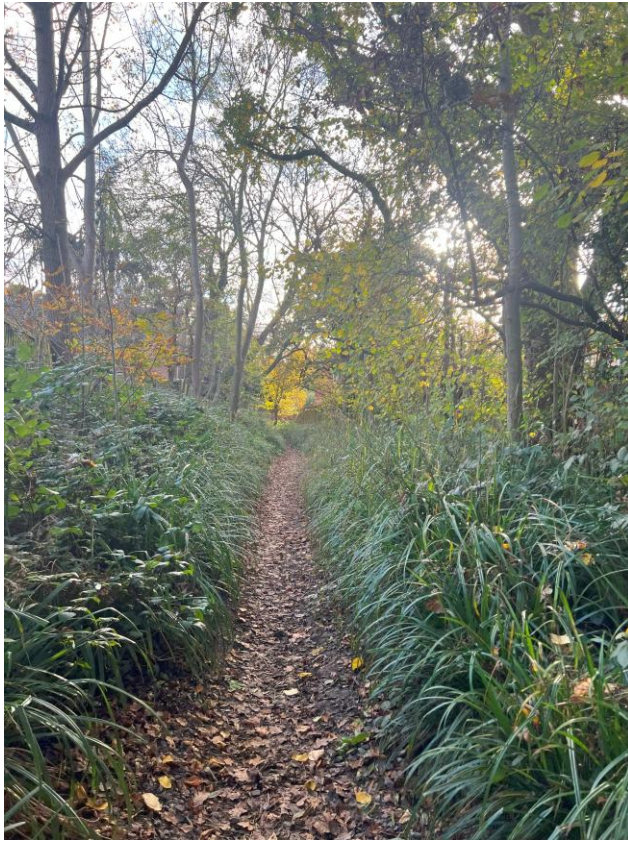


Image 2.4: Bridleway towards Havendale and Kings Copse Road.



As the bridleway meets with Havendale, a dropped kerb was present with no tactile paving to cross and continue walking into Hedge End Village. On the opposite side of the carriageway immediately facing the bridleway, no dropped kerb or tactile paving was present.

Image 2.5 Havendale



The bridleway is currently the most direct and safe route from the site to Kings Copse Primary School and Hedge End Village. This is due to the existing footway on King Copse Avenue ending at the bus stop on the eastbound side of the carriageway. Whilst there was a dropped kerb and tactile paving for pedestrians to cross, the carriageway is limited to a 40mph speed limit with a slight bend. Making it difficult to gauge a safe crossing from oncoming traffic in a westerly direction. **Image 2.6** demonstrates the conditions observed.

Image 2.6: Kings Copse Avenue



Walking left from the bridleway onto Kings Copse Road provides a route to Kings Copse Primary School. At the junction with Woodstock Close, there were no tactile paving or dropped kerbs, with **Image 2.7** illustrating current walking conditions.

Image 2.7: Kings Copse Road



Continuing north along Kings Copse Road, the entrance of the Tesco Express on the junction of Tanhouse Lane and The Foxgloves, had no tactile paving was observed, illustrated in **Image 2.8**. This local facility generated a number of trips from pedestrians and vehicles when assessing the route.

Image 2.8: Tesco Express, Tanhouse Lane



Approximately 65 meters north along Tanhouse Lane is the junction at Freegrounds Road and Hobb Lane. There is limited visibility when approaching the junction from Freegrounds Road as pictured in **Image 2.9**, however tactile paving and dropped kerbs are situated away from the junction. When crossing, caution had to be taken in case a vehicle suddenly appeared on the carriageway.

Image 2.9: Tanhouse Lane / Freegrounds Road / Hobb Lane Junction



Route 1 continues along Freegrounds Road in a north westerly direction where dropped kerbs and tactile paving allow safe crossing opportunities to the residential roads situated off the route. At the time of the assessment, traffic volume was light.

A stretch of footway between Speggs Walk the public car park situated off Freegrounds Avenue had an irregular width, that was not in keeping with the rest of Freegrounds Avenue that shared a verge alongside the footways. **Image 2.10** illustrates the variance in width of the footway with it being 60m at its narrowest and 1.2m at its widest.

Image 2.10: Freegrounds Road



At the junction of Freegrounds Avenue and St John's Road there are multiple opportunities to navigate around Hedge End Village to access the number of local facilities located here. A controlled pedestrian crossing complimented by pedestrianised traffic islands at the cross roads of Lower Northern Road, St John's Road and Wildern Lane allow safe crossing. Whilst road traffic was heavy, crossing here felt safe at the time of the assessment, road conditions are illustrated in **Image 2.11**.

Image 2.11: Lower Northern Road, St John's Road, Wildern Lane Crossroads.



Route 2: Deer Park Secondary School

From Tanhouse Lane in a northeast direction, well maintained verges as shown in **Image 2.12** are present on either side of the carriageway along Kings Copse Avenue forming an informal walking route, passing the western frontage of the site. The carriageway is limited to 40mph with street lighting present until it terminates at Maypole Roundabout.

The development proposes pedestrian and cycling access situated by Tanhouse Lane and towards the north western corner of the site situated in close proximity to the subway. As this will connect with existing infrastructure, there will be no need for pedestrians to make this journey once the development is complete.

Image 2.12: Kings Copse Avenue



Continuous verges continue for approximately 250m until footways allow for safer walking opportunities after the underpass beneath Kings Copse Avenue marked by two bus stops on either side of the carriageway.

Dropped kerbs and tactile paving are present along Kings Copse Avenue but were slightly obscured due to foliage on the footway, as shown in **Image 2.13**.

Image 2.13: Kings Copse Avenue Roundabout with Duke Road and Sawley Road



Footways further north along Kings Copse Avenue then become intermittent, with only one footway present alongside the carriageway and are well maintained. **Image 2.14** illustrates the observed conditions.

Image 2.14: Kings Copse Avenue Footways



Between the Sovereign Drive and Kings Copse Avenue Roundabout and Kings Copse Avenue, Whitebeam Road and Marls Road Roundabout is a dropped kerb with no tactile paving. This provides connectivity between footpaths serving Marls Road to the East and Sovereign Drive with further walking and cycling opportunities to Freegrounds Infant and Junior Schools. **Image 2.15** highlights this.

Image 2.15: Dropped Kerb on Kings Copse Avenue



On approach to the Kings Copse Avenue, Whitebeam Road and Marls Road Roundabout, from the south there is an absence of dropped kerbs and tactile paving. Similarly, this can be seen on the Marls Road exit of the roundabout. In contrast, Kings Copse Road north exit, and Whitebeam do have these carriageways design features for safe crossing. A missing section of footway was identified on Marls Road, where a verge is present, illustrated in **Image 2.16**.

Image 2.16: Marls Road



On approach to Maypole Roundabout, a shared, widened footway for pedestrians and cyclists alike is present, removing the need to cycle on this section of the carriage with heavy traffic flows. Continuing across Maypole Roundabout onto Woodhouse Lane, pedestrian islands allow for staggered crossing opportunities, all of which feature tactile dropped kerbs as shown in **Image 2.17**.

Image 2.17: Maypole Roundabout



Woodhouse Lane has a footway present on either side of the carriage until the access to Shoreland Projects where the eastern footway terminates and briefly terminates the cycle route. Dropped kerbs connect both footways at this point, which is also a point of access to Woodhouse Skatepark and Tennis Courts. However, no tactile paving was present at this section along Woodhouse Lane to cross the carriageway, as illustrated in **Image 2.18**.

Image 2.18: Woodhouse Lane



The western side of the carriageway provides access to a number of residential properties for approximately 180m with a cycle way indicated along this section of Woodhouse Lane, where the former road was situated, as shown in **Image 2.19**. The footway then merges into a shared pedestrian and cycle footway up to the junction with Sika Road.

Image 2.19: Shared footway along Woodhouse Lane



Image 2.20 illustrates the shared cycle and pedestrian footway along Sika Road which is a continuation of the shared footway from Woodhouse Lane. The opposing footway is separated by a verge from the carriageway for pedestrians only.

Image 2.20: Sika Road towards Deer Park



Route 3: Botley Railway Station via Manor Farm County Park

At the southwest of the site, Tanhouse Lane provides a walking route to Norman Rodaway Pavilion and Football Sportsfield to the west. Continuing down Tanhouse Lane, there is access to a handful of properties and working studs, where no vehicular traffic was present. The condition of Tanhouse Lane had a scattered number of potholes but was walkable on foot, with enough space for pedestrians and cyclists to use the carriageway. **Image 2.21** illustrates the conditions observed.

Image 2.21: Tanhouse Lane



Continuing east along Tanhouse Lane the width was observed at 3.4m wide, the surface transitioned into a permeable, compacted gravel surface. Later becoming traffic free, narrowing down to 2m at its narrowest. The footway continued until punching out to the main unnamed road serving River Hamble Country Park and Manor Farm. This section of the route was popular with walkers, **Image 2.22** illustrates the conditions observed.

Image 2.22: Footpath into River Hamble County Park



A shared walking and cycling path runs parallel with the road leading up to Manor Farm. The route taken took a left past the entrance to Manor Farm to the junction with Brook Lane and Church Lane. Additional walking and cycling opportunities can be accessed here towards the River Hamble within the River Hamble County Park, which is well signposted, as shown in **Image 2.23**.

Image 2.23: Manor Farm



A right at the junction, provides the most direct route into Botley on the carriageway, whilst a speed limit of 60mph is in place, vehicles were driving a lot slower than this and were cautious of the likelihood of pedestrians walking. There were verges for pedestrians to move out of the carriageway if needed, as shown in **Image 2.24**.

Image 2.24: Church Lane



A footway is present at the junction with Quay Side before passing over the River Hamble, as shown in **Image 2.25**. Church Lane continues until the junction with the A334, Mill Hill is one way after the junction with Four Acre.

Image 2.25: Church Road Pedestrian Footway



Crossing opportunities at the junction with A334 Mill Hill are limited as shown in **Image 2.26**, however a controlled pedestrian crossing is available approximately 65m west from the junction, providing further access to the local facilities situated in Botley. East along Mill Hill has a footway present on the eastbound side of the carriageway past Botley Mill, illustrated in **Image 2.27**.

Image 2.26: A334 Mill Hill Junction with Church Lane and Winchester Street



Image 2.27: A334 Mill Hill



The route passes past a BP petrol station where a shared pedestrian and cycle footway starts approximately 79 meters before the entrance to the petrol station with tactile paving present. At the junction with Hillsons Road, dropped kerbs without tactile paving were identified, with the cycle way transitioning to an on-road route as highlighted in **Image 2.28**.

Image 2.28: Station Hill junction with Hillsons Road



Arrival to Botley Railway Station is identified by signage with tactile paving and dropped kerbs allowing entry into the access road for the station, shared with Aggregate Industries, where the presence of HGVs was observed. A walkway indicated by painted lines on the road allow a designated space for individuals using the railway car park. Along with a painted crossing that was weathered and faded illustrated in **Image 2.29**. Access to both platforms can be achieved via an internal footbridge within the station.

Image 2.29 Botely Railway Station



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

A TRICS multi-modal trip generation has been undertaken to forecast the likely pedestrian and cyclist associated with the full development build out. The likely demand is summarised in **Table 2.3**.

Table 2.3: Pedestrian / Cycle Demand. Source: TRICS / Consultant Calculations.

Hour Starting	Pedestrian	Cyclist	Total
07:00	14	4	18
08:00	41	4	45

Hour Starting	Pedestrian	Cyclist	Total
09:00	21	2	23
10:00	15	2	17
11:00	17	1	18
12:00	15	1	16
13:00	11	1	12
14:00	14	1	15
15:00	37	4	41
16:00	22	2	24
17:00	20	2	22
18:00	17	2	19

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

Not applicable, a local public consultation has not taken place.

3. User Opportunities (Improvements)

3.1. General

- Provide way-finding signage from the site via the route assessed through River Hamble County Park / Manor Farm to Botley.
- The development will provide the widening and resurfacing of the bridleway north of the site.

3.2. Walking Specific Opportunities

- Provide tactile paving and dropped kerbs at the Kings Copse Road junction with Woodstock Close.
- Provide tactile paving at the dropped kerb crossing along Kings Copse Avenue.
- Provide tactile paving and dropped kerbs at the Kings Copse Avenue, Whitebeam Road and Marls Road Roundabout.

3.3. Cycling Specific Opportunities

- Provide on or off road cycle markings from the site's frontage on King Copse Avenue to connect with shared cycleway on Maypole Roundabout

3.4. Horse-Riding Specific Opportunities

- The development will provide the widening and resurfacing of the bridleway north of the site.

4. Walking, Cycling and Horse-Riding Assessment Team Statement

Lead Assessor

Name & Title:	Ollie Thompson
Title/Position:	Associate
Organisation:	i-Transport LLP
Signature:	
Date:	19 th September 2025

Scheme Client Team Leader

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

I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

Name & Title:	
Title/Position:	
Organisation:	
Signature:	
Date:	

FIGURES

Appendix A – Illustrative Masterplan