

Report Number

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

Job No: 24478

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1. Scheme Details

1.1. Scheme Client / Developer

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1.5. Scheme Location and Description of Highway Works

The site lies to the north and east of Botley Road, Horton Heath. The proposals include the provision of a new vehicular access off Snakemoor Lane to the south of the site and a new footway/ cycleway access from Botley Road. This will be supported by the delivery of a new signalised crossing and new footway/ cycleway along the north/eastern side of the carriageway to link the site with the nearby bus stop and existing shared use route along Bubb Lane. A further crossing via an amended splitter island at the roundabout will be delivered and improved shared use facilities.

The development seeks to deliver c150 residential dwellings including a central mobility hub, open space and pedestrian and cycle routes throughout. This includes connectivity and links to existing footpaths 085/719/1 & 069/15/1.

Policy Position:

Paragraph 116 of the NPPF is clear 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, following mitigation, would be severe, taking into account all reasonable future scenarios”.

Within this context, the NPPF identifies in Paragraph 117 that applications for 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.

Eastleigh Local Plan:

A significant amount of housing developments have been allocated around Horton Heath in policy HH1.

In terms of transport and in the context of this site, the key policies are:

BO6 - Junction Improvement at Botley Road/ Bubb Lane roundabout (Denham's Corner)

These improvements will consist of enlarging the roundabout itself and widening to two lanes on the Winchester Road and Bubb Lane approach arms.

In addition, improvements to footpaths and cycleways will be needed to serve the new developments and to link to strategic recreational green routes. These are set out in the Eastleigh Borough Transport Statement 2012 and will be included in the Council's Infrastructure Delivery Plan.

Eastleigh Local Cycling and Walking Infrastructure Plan:

Local Cycling and Walking Infrastructure Plans (LCWIP), as set out in the Government's Cycling and Walking Investment Strategy, are a new, strategic approach to identifying cycling and walking improvements required at the local level.

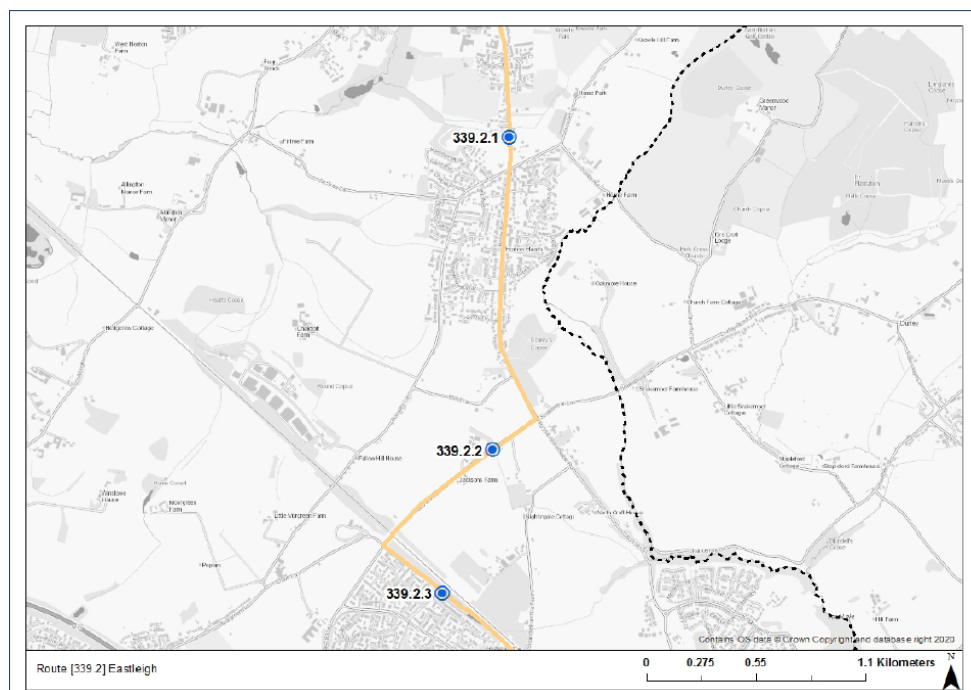
The LCWIP has been produced by Hampshire County Council and Eastleigh Borough Council officers, local interest groups and cross-party elected members, who have worked together to understand what improvements are needed.

The 10 walking and cycling principles in the LCWIP have been consulted upon.

Within the LCWIP Route 339 – Provides a link from Colden Common to Hound, this route is approximately 17.4km long. This route passes through several settlements, including: Fair Oak, Horton Heath, Hedge End and Bursledon.

Section 2 of the route includes Bubb Lane and Botley Road near to the site and the map extract is shown below in **Figure 1**.

Figure 1 - LCWIP 339.2 Fair Oak Extract



1.6. WCHAR Study Area

Whilst the table in TG19 suggests the scheme is a large scheme, the categorisation process is considered to be simplistic as being more of less than 50 dwellings. The scheme itself is modest in scale and will only have a direct impact on the very local area and would not itself change travel habits or routing within the wider geographical area. Furthermore, it does not propose any changes to existing rights of ways or routes directly affecting equestrians. Therefore, this is considered to be a small scheme. The Google Earth extract below presents the study area.



2. WCHAR Assessment

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

Key policy documents include:

National Planning Policy Framework

Eastleigh Borough Local Plan

Hampshire Technical Guidance Documents

Hampshire LTP 4 – Policy C3

2.2. Collision data

There were 15 recorded collisions in the study area, of which 1 was serious and the remaining were slight in severity.

The serious collision occurred on the B3354 Botley Road at the junction with Blind Lane in 2019. The collision was recorded as car travelling along Blind Lane turns right into Botley Road failing to give way to motorcyclist travelling along Botley Road and collision occurs.

There was one slight collision on Snakemoor Lane outside of a cottage. The collision occurred in 2021 and involved a car clipping a pedestrian.

There were two collisions at the Snakemoor Lane/ Botley Road/ Winchester Road/ Bubb Lane roundabout. One collision occurred in 2024 when a car travelling from Botley Road to Snakemoor Lane lost control, crashed through signage, and then into dense hedges on Snakemoor Lane. The other collision occurred in 2020 and involved a bus and motorcycle. The collision was recorded as bus was approaching roundabout, expecting the motorcycle to move off and enter roundabout. The motorcycle did not move off and the bus collided with rear of motorcycle.

There were three slight collisions at the Bubb Lane/ Tollbar Way junction. One collision occurred in 2021 and involved a van turning right into the path of a car. One collision occurred in 2021 and involved a car turning right without giving way to a car. One collision occurred in 2021 and involved a car turning right into the path of a motorcycle.

There were two slight collisions at the Botley Road/ Knowle Lane/ Burnetts Lane junction. One collision occurred in 2023 and involved a e-scooter travelling along Knowle Lane lost control causing the driver to fall off. The other collision occurred in 2020 and involved a car where the driver suffered a medical episode and collided with the rear of another car waiting in front.

There was one slight collision on Winchester Road just north of the junction with Shamblehurst Lane N which occurred in 2021 and involved a car losing control and enters ditch nearside.

There was one slight collision on Winchester Road northwest of the junction with Chancellors Lane which occurred in 2022 and involved a car losing control and colliding with a fence.

2.3. Multi-modal transport services and interchange information

The nearest bus stops are located within 200m of the proposed pedestrian and cycle access onto Botley Road which provide access to the number 3 service. Approximately 300m south on Bubb Lane stops are provided which access the 49 service, both are summarised below.

Table 1 – Summary of Bus Services

Service No.	Route	Frequency		
		Mon-Fri	Saturday	Sunday
3	Southampton – Hedge End – Boorley Green – Fair Oak - Eastleigh	1hr	1hr	1hr 20mins
49	Bishops Waltham – Hedge End Park via Durley, Botley	Not frequent (NE bound only at 13:47 – SW bound at 13:47, 16:20, 17:20)	-	-

In addition to these, services 606 and 649 are not open to the public but allow students to travel to Barton Peveril College and Swanmore Technology College. The No3 service provides access to the Wyvern College to the north of the site in Horton Heath.

2.4. Trip generators

The key trip generator will be the development which based on the forecasts presented in the submitted transport assessment could generate 151 daily pedestrian movements and 19 cycle journeys.

Trip attractors would include the Horton Heath Community Centre as well as the local schools.

2.5. Site Visits

A site visit was undertaken on the 19th February 2025 during the afternoon period of 1-3pm. The principal route along Botley Road from the site to the north towards the schools was walked. In addition, the route along Bubb Lane was walked.

The above routes were also driven to consider the distances for cyclists with provisions noted.

The weather during the site visit was fair with no periods of rain or inclement weather. The road surface and footway surfaces were all dry.

The surface of the footways were generally in good condition, the hedgerow to the south of the site on Botley Road had recently been cut back thereby increasing the usable width for pedestrians.

2.6. Liaison with key stakeholders

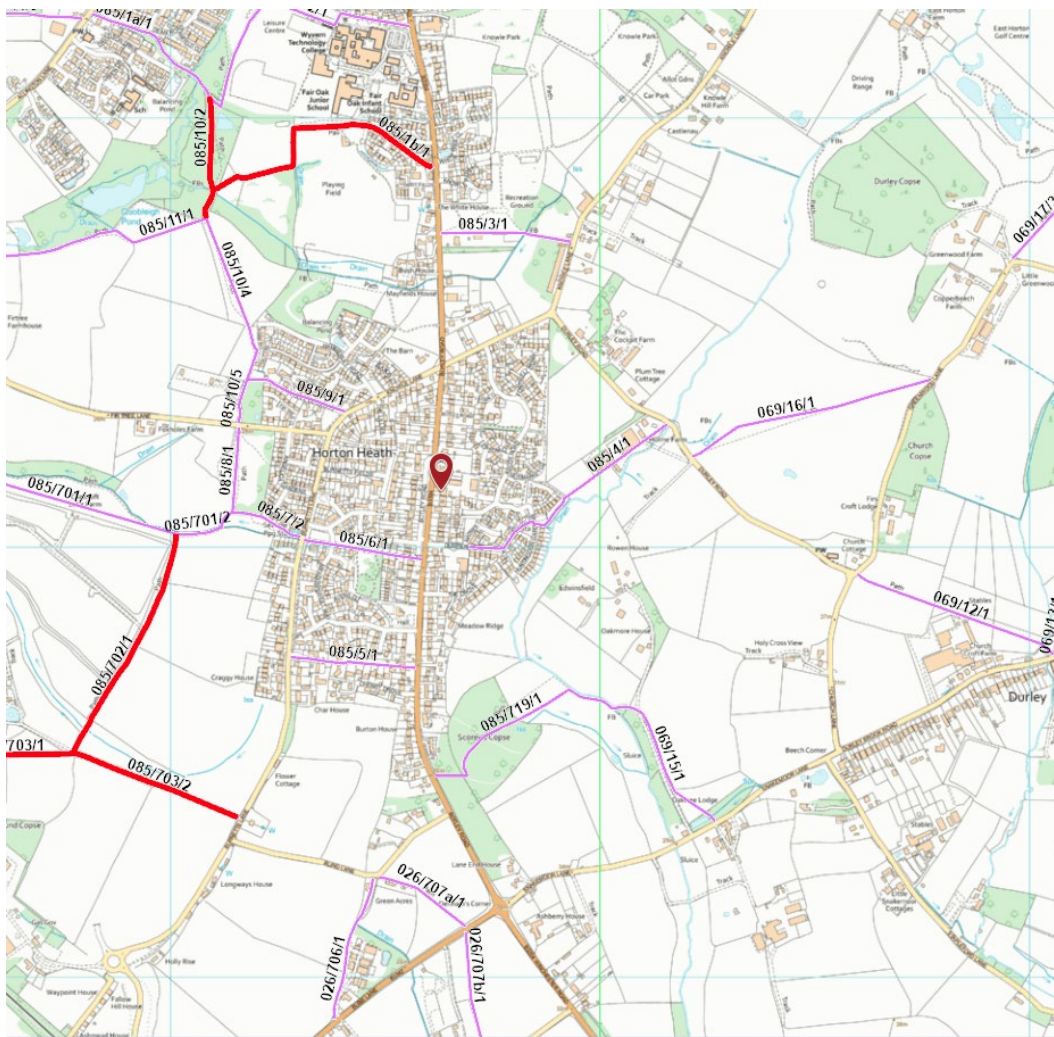
Pre-application discussions have been held with Hants Highway Development Planning team.

2.7. Existing pedestrian, cyclist and equestrian facilities

The following pedestrian, cyclist and equestrian facilities within the scheme extents have been identified.

Pedestrian Facilities

There are two rights of way the bound the site shown below. They provide a connection between Snakemoor Lane and Botley road, as shown the extract of the definitive map below.



In addition, there is a formal footway on the southern/ western side of Botley Road near to the site. A further footway commences near to the Brigadier Gerald public house. To the west there is a shared use footway/ cycleway along the southern side of Bubb Lane. There are no formal footways along Snakemoor Lane or Winchester Road.

Cycle Facilities

With the exception of the existing shared use route along Bubb Lane from the Winchester Road arm of the Botley Road roundabout, there are no other existing cycling facilities near to the site.

Equestrian Facilities

There are no existing equestrian facilities near to the site. Any horse riding would be on carriageway.

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

N/A

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

N/A

3. User Opportunities

The opportunities highlighted below are deemed to be relevant to the highway scheme/works and should be considered by the design team leader throughout the progression of the highway scheme design in addition to any further opportunities that may arise through the ongoing development of the design.

3.1. General

The site to deliver a new signalised crossing on Botley Road to connect the site to the existing footway network.

A new site access junction for cars will be provided on Snakemoor Lane, however, due to the lack of existing of carriageway provision for any non-motorised user and that there is little opportunity to provide any, no formal footway or cycleway provision is proposed.

3.2. Strategic Opportunities

Potential contribution towards LCWIP Route 339

3.3. Walking Specific Opportunities

Opportunity 1:

- Lack of crossing and side road dropped kerbs and tactile paving:
- Cherry Drove- Lack of tactile paving
- Meadowsweet Way – Lack of dropped kerbs and tactile paving
- Pavilion Close – Lack of tactile paving
- The Drove – Lack of in line dropped kerbs and tactile paving
- Central Refuge Crossing north of Meadowsweet Way – Lack of tactile paving

Opportunity 2:

A new signalised crossing will be provided on Botley Road near to the site. This will connect the site to the existing south/ western footway.

Opportunity 3:

A new footway/ cycleway will be provided along the northern/eastern side of Botley Road to the Bubb Lane roundabout. This will provide access to the southbound bus stop and the shared use facility along Bubb Lane.

Scheme to include alterations to the existing splitter island at the roundabout and widening of the existing footway to a 3m shared use facility. This will directly enhance the facilities along LCWIP Route 339.

Opportunity 4:

Provide a bench at the Burnetts Lane signals to enable pedestrians to rest. Provide benches to the south to assist with access to the railway station and employment/retail park.

Opportunity 5:

Improved surfacing where the public right of way footpath meets Botley Road.

3.4. Cycling Specific Opportunities

Opportunity 6:

A new signalised crossing will be provided on Botley Road near to the site. This will connect cyclists into the site from Botley Road.

Opportunity 7:

A new footway/ cycleway will be provided along the northern/eastern side of Botley Road to the Bubb Lane roundabout. This will provide access to the existing shared use facility along Bubb Lane.

Scheme to include alterations to the existing splitter island at the roundabout and widening of the existing footway to a 3m shared use facility.

3.5. Horse-Riding Specific Opportunities

No dedicated opportunities for improvements have been identified due to lack of existing equestrian facilities in the area.

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

Lead Assessor

As Lead Assessor, I confirm that this walking, cycling and horse-riding assessment report has been compiled in accordance with HCC Technical Guidance Note TG19.

Name & Title:	Nichola Sanderson
Title/Position:	Senior Consultant
Organisation:	DTA Transportation
Signature:	<i>N. Sanderson</i>
Date:	15 th September 2025

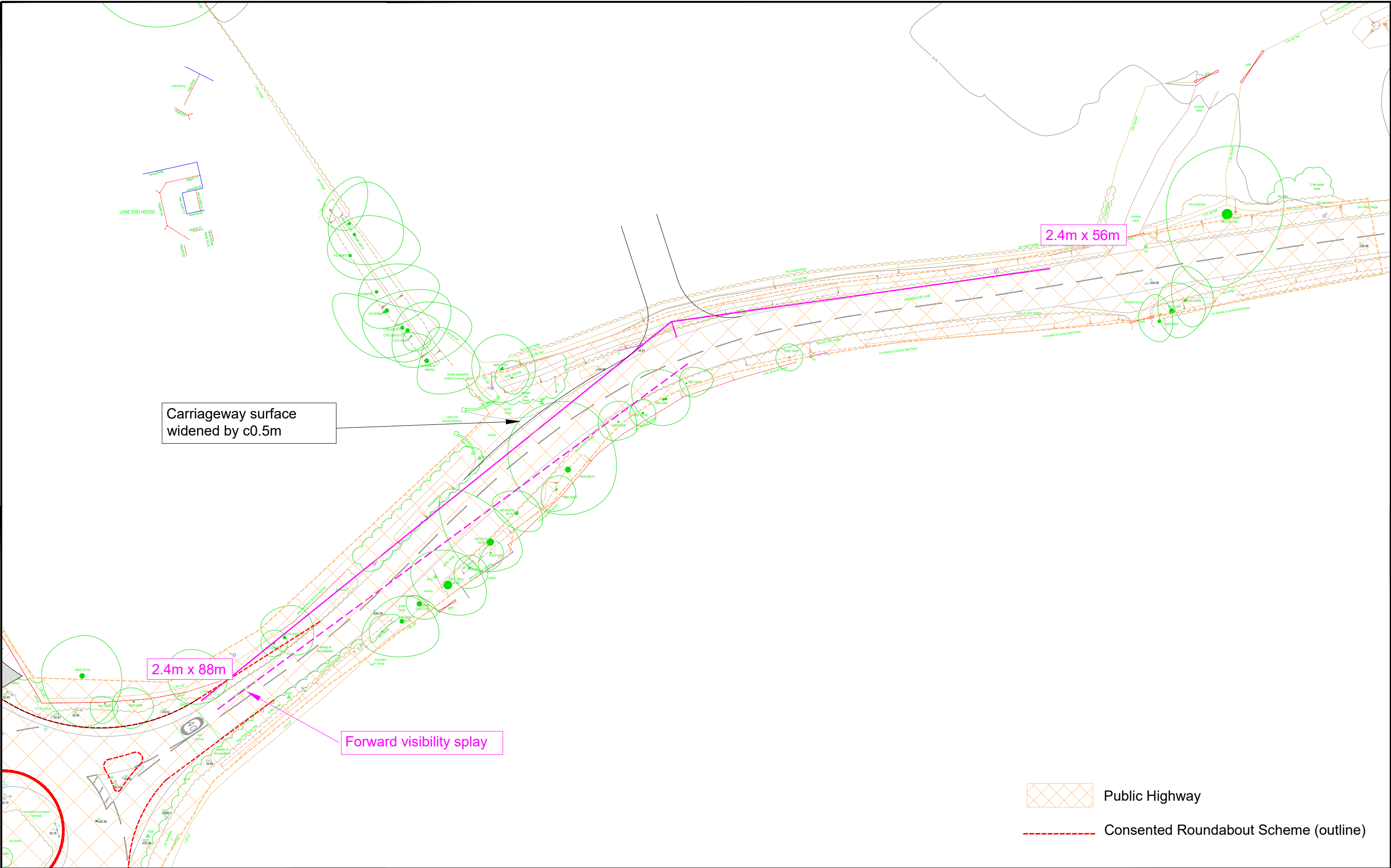
Scheme Client Team Leader

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:	

Appendix A – Development Access Drawings



Based upon the ORDNANCE SURVEY MAPS with the permission of
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REV	DESCRIPTION	DRAWN	INITIALS	DATE



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DRAWING TITLE Potential Site Access Location			
SCALE 1:500@A3	DRAWN BY DN	DATE Sept 25	DRAWING No 24478-01
			REVISION E

