

Walking, Cycling and Horse-Riding Assessment (WCHAR).

Full planning application for the erection of 53 dwellings with vehicular access from Lymington Bottom Road, and the provision of public open space, landscaping, and other associated works.

Land west of Lymington Bottom Road.

On behalf of Bewley Homes PLC.

Date: March 2024 | Pegasus Ref: P23-0764 TR03



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Contents.

1. Introduction.....	1
2. Site Context and Local Highway Network.....	2
3. WCHAR Assessment.....	4
4. User Opportunities.....	9
5. WCHAR Team Statement	10

Figure.

Figure 2.1 – Site Location Plan and Routes Plan

Appendices.

Appendix A – Personal Injury Collision Data

Appendix B – Walking and Cycling Audit



1. Introduction

- 1.1. This Walking, Cycling and Horse-Riding Assessment (WCHA) has been prepared by Pegasus Group on behalf of Bewley Homes PLC. It assesses the opportunities available for non-motorised users associated with the proposed residential development of 53 dwellings at land west of Lymington Bottom Road.
- 1.2. The Design Manual for Roads and Bridges (DMRB) GG142 (2019) Version 0 sets out an appraisal method to confirm the suitability of multi-user routes. This is known as the Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) process which comprises:
 - i. Walking, Cycling and Horse-Riding Assessment (WCHA); and then
 - ii. Walking, Cycling and Horse-Riding Review (WCHR).
- 1.3. This WCHA is the first part of the WCHAR process. A separate WCHR will subsequently be provided at the detailed design stage.

2. Site Context and Local Highway Network

Site Location

- 2.1. The site is located within a relatively large existing residential area, approximately one kilometre northwest from the centre of Four Marks and 1.8 kilometres south of the centre of Medstead. It currently comprises of an open land parcel and the curtilage of existing 61 Lymington Bottom Road dwelling, bound by a merchant's yard to the north, Lymington Bottom Road and residential properties to the east, Crown Wood to the south and two residential properties and open land to the west. The site in its wider geographical context is shown in **Figure 2.1**.

Local Highway Network

Lymington Bottom Road

- 2.2. Lymington Bottom Road is a single carriageway residential road which measures around 5.5 metres in width and is subject to a 30mph speed limit. It becomes South Town Road to the north and links Medstead with the A31 Winchester Road to the south. The road narrows approximately 200 metres north of the junction with the A31 where the Watercress Line railway bridges the road. A continuous footway exists along the western side of the carriageway with an intermittent footway on the eastern side. Dropped kerbs with tactile paving are provided at junctions. No street lighting is provided.

Winston Rise

- 2.3. Winston Rise is a residential road measuring approximately 5.5 metres wide. It provides a link between Lymington Bottom Road in the west to the A31 in the east. Footways measuring approximately two metres wide are provided on both sides of the road and are separated from the carriageway by an approximate one metre grass verge on both sides. Winston Rise becomes Station Approach as it continues east. No street lighting is provided.

A31 Winchester Road

- 2.4. The A31 Winchester Road consists of a single carriageway measuring between seven and eight metres wide, with a 30mph speed limit in place as it routes east to west through Four Marks. Street lighting and continuous footways are provided along both sides of the carriageway. It links Four Marks with Winchester to the west and Alton and Farnham to the east.

Station Approach

- 2.5. Station Approach is a continuation of Winston Rise, connecting with the A31 to the south. It measures approximately 5.5 metres wide, with a footway measuring between approximately one to two metres wide provided on the eastern side of the carriageway only.

Scope of Assessment

Scheme Size

- 2.6. Table 2.2.1 of DMRB GG142 sets out criteria for how schemes should be defined. These are 'Large Highway Schemes' and 'Small Highway Schemes'. Whilst this project is not considered a large highway scheme, it falls under this definition, which is the only one that includes schemes for pedestrians, cyclists or equestrians. This WCHA has therefore been prepared on the basis of the criteria required of a Large Highway Scheme and on this basis, Table 5.3 of DMRB GG142 requires a review report to be provided at the end of preliminary design stage and also at the end of the detailed design stage.

Study Area

- 2.7. Paragraph 4.6 of DMRB GG142 confirms that the Lead Assessor should define the study area. The study area includes two principal routes between the proposed scheme and the Oakgreen Local Centre located approximately 1.3 kilometres east from the approximate site centre. The two routes are shown in **Figure 2.1**.
- 2.8. Route one comprises of the following:
- i. South along Lymington Bottom Road; and
 - ii. East onto the A31, continuing east to Oakgreen Local Centre.

Route two comprises of the following:

- i. South along Lymington Bottom Road.
- ii. East onto Winston Rise.
- iii. Continuing on Winston Rise where it becomes Station Approach; and
- iv. Crossing the A31 to access Oakgreen Local Centre.



3. WCHAR Assessment

Policy and Strategy Context

Manual for Streets (2007) and Manual for Streets 2 (2010)

- 3.1. Manual for Streets states at paragraph 6.2.1 that routes should be coherent and that infrastructure must not only be safe but be perceived to be safe.

Chartered Institution of Highways and Transportation Designing for Walking (2015)

- 3.2. The Chartered Institution of Highways and Transportation (CIHT) Designing for Walking Guidance highlights at Section 1.1 that the design of pedestrian schemes should consider the volumes of people using them, or crossing streets, and sets out that well designed facilities which follow desire lines and are clutter free will assist walking journeys and improve the experience for those already walking.

Department for Transport LTN 1/20 Cycle Infrastructure Design

- 3.3. The Department for Transport (DfT) LTN 1/20 sets out the core design principles and geometric requirements for designing cycling schemes. Paragraph 4.2.2 of the guidance suggests that when people are travelling by cycle, they need routes which are coherent, direct, safe, comfortable and attractive. Section 4.4 sets out measures to provide appropriate protection to cyclists from motor traffic.

The British Horse Society Advice on Non-Motorised User Routes (2023)

- 3.4. The British Horse Society (BHS) Advice on Non-Motorised User Routes guidance sets out at page 3 that circumstances vary and every route should be considered independently and on its own merits. It states at page 4 that in order to accommodate horses, where cyclists are the majority user, sealed surfaces such as polymer bound rubber crumb can be used on the basis that it is free-draining, smooth to wheels and comfortable under foot and hoof. In this location, it is anticipated that pedestrians will be the majority user.

Equality Act (2010)

- 3.5. The Equality Act provides a legal framework to protect the rights of individuals and advance equality of opportunity for all. Section 149 confirms that public authorities must have due regard to the need to:
- Eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Equality Act.
 - Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
 - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.



Inclusive Mobility – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (2021)

- 3.6. The document describes features that need to be considered in the provision of an inclusive environment and issues related to disabling barriers, the use of technology, maintenance, awareness of the needs of disabled people, and engagement.

East Hampshire Local Cycling and Walking Infrastructure Plan (LCWIP) (2020)

- 3.7. The plan aims to improve local cycling and walking in East Hampshire. However, it does not contain any proposals specifically relating to Lymington Bottom Road or roads within the local area.

Highway Safety

- 3.8. Personal Injury Collision (PIC) data has been provided for the local highway network by Hampshire Constabulary for the most recent five-year period of available records from 01/01/2018 to 31/12/2022. The crashmap.com database has also been reviewed for available further PICs up to 19/12/23, confirming that no additional collisions have been recorded. The study areas consist of Lymington Bottom Road including the crossroads junction with Five Ash Road/Soldridge Road/ South Town Road to the north and the junction with the A31 to the south. The data indicates that there were two slight incidents resulting in two slight injuries recorded during the study period. The incidents are summarised below with the full report and plot of the incidents available at **Appendix A**.
- 3.9. The first incident was recorded on Friday 29th of March 2019 at 07:45 on Lymington Bottom Road approximately 35 metres southeast of the junction with Station Approach. The weather was fine without high winds and road conditions were dry. The incident involved a car and a van and appears to have occurred when the van approached too soon before the car had cleared the narrowing, resulting in a collision. The incident resulted in one slight injury.
- 3.10. The second incident was recorded on Sunday 25th of July 2021 at 18:33 on the A31, approximately 60 metres east of the junction with Lymington Bottom Road. The weather was fine without high winds and the road conditions were dry. The incident involved two cars and appears to have occurred when one of the cars collided with the other as it was exiting from the south-westbound to north-eastbound carriageway via the stagger within the junction. The incident resulted in one slight injury.

Conclusion

- 3.11. The PIC data indicates that there are no accident patterns or clusters within the vicinity of the site that would indicate an existing highway safety issue with vehicles or NMUs.

Existing Multi-Modal Transport Opportunities

- 3.12. The existing pedestrian infrastructure within the vicinity of the site is considered to be typical for an existing suburban area. Footways are generally provided at a width of between one to two metres, with dropped kerbs provided at crossings.
- 3.13. It is considered that the topography of the local area is generally suitable for cyclists.

Bus Service Provision

- 3.14. The closest bus stops to the site are the Lymington Bottom Stops located approximately 725 metres south of the approximate site centre on the A31. Both the eastbound and westbound stops are provided with shelter, seating, timetable information and raised bus kerbs. They are served by the 64 and 64X services which route between Alton and Winchester. The timetables are summarised in **Table 3.1**.

Table 4.2 – Bus Service Summary

Service	Route	First / Last Bus (Weekday)	Frequency (mins)	
			Mon – Fri	Sat–Sun
64	Winchester – Morn Hill, Alresford, Four Marks – Alton	06:50 / 23:52	30 – 60 mins	30 – 60 mins
	Alton – Four Marks, Alresford, Morn Hill – Winchester	06:49 / 23:31	30 – 60 mins	30 – 60 mins
64X	Winchester – Morn Hill, Alresford, Four Marks – Alton	17:36	One per day	-
	Alton – Four Marks, Alresford, Morn Hill – Winchester	07:52	One per day	-

- 3.15. The 64 route operates daily with a frequency of between 30 to 60 minutes. The first bus to depart from the Lymington Bottom stop towards Winchester is at 06:49 and arrives at the Winchester Broadway stop at 07:20. The last service to depart from Winchester Broadway is at 22:20 and arrives back to the Lymington Bottom stop at 22:52. The first service towards Alton departs from the Lymington Bottom stop at 06:50 and arrives at the Alton Station stop at 07:05. The final service from Alton Station leaves at 22:15 and arrives back to the Lymington Bottom stop at 22:31.
- 3.16. The 64X is a Peter Symonds College service for students only. It operates two services per day, Monday to Friday during term time only. It departs at 07:52 in the morning, arriving at the College at 08:48, and returns from the College at 16:48, arriving back at the Lymington Bottom stop at 17:36.

Existing Pedestrian, Cyclist and Equestrian Facilities

- 3.17. Footway provision within the vicinity of the site is considered to be suitable to accommodate the new development. The footway provision along Lymington Bottom Road leading south towards the A31 is approximately two metres wide with dropped kerbs and tactile paving at junctions and vehicle footway crossovers provided for vehicular access to driveways.
- 3.18. The A31 features continuous footways along both sides of the carriageway providing access to the Oakgreen Local Centre. Dropped kerbs with tactile paving are present at crossings and street lighting is provided.
- 3.19. There are no Public Rights of Way (PRoW) that cross or abut the site.

3.20. The National Cycle Network (NCN) 224 Route passes through Medstead and is accessible at the junction between Roe Downs Road and Five Ash Road around 1.4 kilometres north of the approximate site centre. NCN 224 provides a link between Medstead and Alton to the east and is predominantly off-road, with the route passing within 180 metres of Alton Railway Station. It can also be used to access NCN 23 approximately 2.9 kilometres to the north of the site which provides an on road cycle route that can be used to route to Basingstoke in the north and Winchester to the west.

Trip Generators

3.21. The proposed residential development of 53 residential dwellings at land to the west of Lymington Bottom Road is forecast to be associated with pedestrian and cyclist users of the local pedestrian and cyclist facilities. Forecast multi-modal trip rates are summarised in the Transportation Assessment submitted as part of the wider planning submission and are summarised in **Table 3.1** below.

Table 3.1 – NMU Trip Rates and Trip Numbers

53 Dwellings	AM Peak (08:00–09:00)			PM Peak (17:00–18:00)		
	In	Out	Two-Way	In	Out	Two-Way
	Pedestrians					
Trip Rate	0.073	0.198	0.271	0.089	0.042	0.131
Trip No.	4	10	14	5	2	7
	Cyclists					
Trip Rate	0.005	0.018	0.023	0.013	0.016	0.029
Trip No.	0	1	1	1	1	2
	Public Transport Users					
Trip Rate	0	0.023	0.023	0.016	0.013	0.029
Trip No.	0	1	1	1	1	2

3.22. It is forecasts that 53 open market residential dwellings could be associated with around 14 pedestrian movements in the AM and around seven pedestrian movements in the PM peak hours. Around one cyclist is forecast in the AM peak period and two cyclist movements in the PM peak. It is considered that the forecasted NMU trips can be suitably accommodated by the existing pedestrian and cycle infrastructure within Four Marks.

3.23. Equestrian trip rates are not included within the TRICS database. However, given the nature of the development proposals, it is not considered that the proposed development will generate a material number of equestrian movements (if at all). It is considered unlikely that there would be equestrian movements along the routes identified in this WCHA noting the nature of the local highway network. Furthermore, no equestrian users have been observed to use the routes during a number of visits to the site.



Site Visit

- 3.24. Site visits were carried out by Lydia Hyde (Assessor) on Tuesday 6th April 2021 between 11:00 and 12:00, and Luke Taylor (Assessor) on Tuesday 18th July 2023 between 11:00 and 12:00, in order to assess the existing conditions of the study area. Photographic evidence of the site visits has been provided to the highway authority and should be viewed in conjunction with this report.
- 3.25. A Walking and Cycling Audit has been completed, detailing the findings of the site visits. This is included at **Appendix B**.
- 3.26. The site visits identified the following key issues:
- i. Footway width on the section of the Lymington Bottom Road which routes through the railway narrowing.
 - ii. A lack of streetlighting on Lymington Bottom Road.
 - iii. A lack of tactile paving provision along both routes; and
 - iv. Sections of the routes are subject to overgrowth, cracking and rutting (and root damage on Winston Rise), creating trip hazards and level issues. This is a maintenance issue of the highway authority to address and so is not considered further here.

4. User Opportunities

4.1. The opportunities identified below are considered to be relevant to the proposed residential scheme and should be considered by the Design Team Leader throughout the progression of the scheme design in addition to any further opportunities that may arise through the ongoing development of the design.

General Opportunities

- a. to provide an improved route to the south of the site on Lymington Bottom Road, which can also benefit and encourage existing users of the route to access the local bus stops and the Lymington Barns Local Centre.

Strategic Opportunities

- b. to improve the existing multi-user connection between Lymington Bottom Road and the Lymington Barns and Oakgreen Local Centres.

Pedestrian Specific Opportunities

- c. to provide tactile paving at the proposed access point onto Lymington Bottom Road.
- d. to provide street lighting at the proposed access point on Lymington Bottom Road, should it be considered appropriate by the highway authority.
- e. to provide a crossing point with dropped kerbs and tactile paving between the northbound entry to the railway narrowing and Winston Rise.
- f. to provide a crossing point with dropped kerbs and at the Churchill Close junction with Winston Rise.
- g. to provide a crossing point with dropped kerbs and tactile paving at the Spencer Close junction with Winston Rise.
- h. to provide a crossing point with dropped kerbs and tactile paving at the Blenheim Close junction with Winston Rise.
- i. to provide a crossing point with dropped kerbs and tactile paving at the Windmill Fields junction with Station Approach.

Cyclist Specific Opportunities

- j. to provide street lighting at the proposed access point on Lymington Bottom Road.



5. WCHAR Team Statement

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

Walking, Cycling and Horse-Riding Lead Assessor

Name	Alex Snartt BA(Hons) MCIHT
Position	Senior Transport Planner
Organisation	Pegasus Group
Signed	
Dated	19 th December 2023

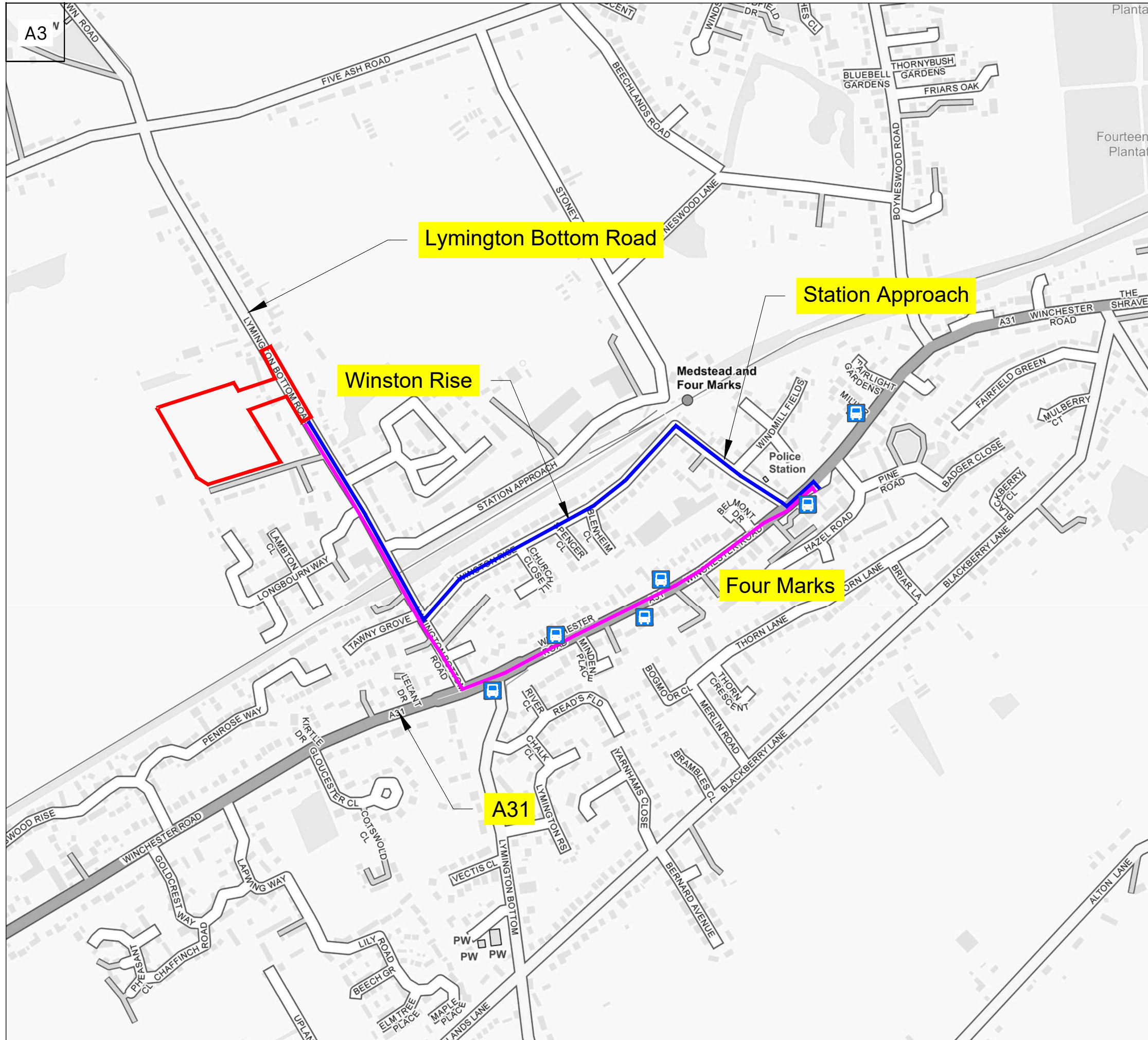
- 5.2. As the Design Team Leader, I confirm that the assessment has been undertaken at the appropriate stage of the highway scheme development. I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies gained in GG142.

Design Team Leader

Name	Eurlng Craig Rawlinson BEng(Hons) CEng MCIHT CMILT
Position	Executive Director
Organisation	Pegasus Group
Signed	
Dated	19 th December 2023



Figure



Key:

- Approximate site boundary
- 🚌 Bus stop
- Route 1
- Route 2

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

SITE LOCATION AND ROUTES PLAN

LAND WEST OF LYMINGTON BOTTOM ROAD

CLIENT:
BEWLEY HOMES

DATE: 14/12/2023	SCALE: NTS	DRAWN/CHECKED BY: ADWS	APPROVED BY: CMR
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JOB NUMBER: P23-0764	DRAWING NUMBER: FIGURE 2.1	REVISION No: -	PEGASUS GROUP
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Appendix A

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR LYMINGTON BOTTOM"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR LYMINGTON BOTTOM")

Notes:

Selected Polygon:HR LYMINGTON BOTTOM

44190108879 29/03/2019 Time 0745 Vehicles 2 Casualties 1 Slight
 E:466408 N: 135057 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG LYMINGTON BOTTOM ROAD HAD PRIORITY GOING UNDER THE RAILWAY BRIDGE. VEH2 (VAN) TRAVELLING NW ALONG LYMINGTON BOTTOM ROAD APPROACHED TOO SOON AND HIT THE OFFSIDE WINGMIRROR OF VEH1, CAUSING CLASS TO FLY INTO THE CAR.

Occurred on LYMINGTON BOTTOM ROAD, 34 METERS SE OF JUNCTION WITH STATION APPROACH, MEDSTEAD, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NW to SE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 19 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from SE to NW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR LYMINGTON BOTTOM"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR LYMINGTON BOTTOM")

Notes:

44210295183 25/07/2021 Time 1833 Vehicles 2 Casualties 1 Slight
 E:466571 N:134893 First Road: A 31 Road Type Dual carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: Central reservation Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH 1 (CAR) TRAVELLING NE ON THE A31 WINCHESTER ROAD FOUR MARKS ALTON COLLIDES WITH
 VEH 2 (CAR) TRAVELLING SW TO NE
 Occurred on A31 WINCHESTER ROAD APROX 60 METRES FROM JUNCTION WITH LYMINGTON BOTTOM
 ROAD

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SW to NE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or T First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 69 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 69 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Unknown Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from SW to NE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or T First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR LYMINGTON BOTTOM"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR LYMINGTON BOTTOM")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	2	2
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	2	2

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	2	2



Appendix B

Walking and Cycling Audit

	Pedestrian Facilities	Surface Quality	Cyclist Facilities	Bus Stop Facilities	Security	Conflict Points / Issues	Potential for Improvement
Route One- Lymington Bottom Road, A31 Winchester Road	<p>Existing continuous footway provision of varying width (approximately one to two metres) route south from the proposed site. The footway is continuous on the western side of the Lymington Bottom Road carriageway from the proposed site access. The footway on the eastern side of road begins to the south of the narrowing and routes south to the A31. Dropped kerbs are provided at crossings along this route, but no tactile paving is provided other than at one crossing point approximately 20 metres north of the Lymington Bottom Road narrowing.</p> <p>There are continuous footways on both sides of the A31 which measure approximately two metres wide. There are three pedestrian crossing points along the route:</p> <p>A signalised crossing is provided for crossing the western arm of the A31/Lymington Bottom Road stagger junction.</p> <p>An informal pedestrian crossing with dropped kerbs and tactile paving is provided for crossing the eastern are of the A31/Lymington Bottom Road stagger junction.</p> <p>A signalised crossing is provided approximately 60 metres east of the A31/Station Approach junction, opposite the Oakgreen Local Centre.</p>	<p>The footway along this route is generally in good condition, although there are several sections of footway which are subject to overgrowth, cracking and rutting.</p>	<p>There are no specific cycle facilities along this route. It is considered that the topography of the local area would allow for cycle trips to be made by those confident to do so.</p>	<p>There are multiple bus stops on the A31 including the Lymington Bottom, The Gospel Hall, Four Marks Church, Station Approach and The Windmill stops. The majority of the stops have a shelter and seating, all have a flagpole and timetable information. These bus stops are serviced by the 64 and 64x (school service only) routes.</p>	<p>Street lighting is provided on the A31 only. The Winston Rise and Station Approach sections of the route are overlooked by some residences.</p>	<p>Key Issue 1: There is no street lighting along all of Lymington Bottom Road, creating a security issue.</p> <p>Key Issue 2: There are several sections of footway along Lymington Bottom Road which are subject to overgrowth, cracking and rutting which create trip hazards and level issues.</p> <p>Key Issue 3: There is little tactile paving along Lymington Bottom Road.</p>	<p>Improvement 1: Installation of street lighting along Lymington Bottom Road.</p> <p>Improvement 2: Resurface areas of cracking and rutting where practicable and necessary.</p> <p>Improvement 3: Installation of tactile paving at junctions along Lymington Bottom Road.</p>
Route Two- Lymington Bottom Road, Winston Rise and Station Approach	<p>Existing continuous footway provision of varying width (approximately one to two metres) route south from the proposed site. The footway is continuous on the western side of the Lymington Bottom Road carriageway from the proposed site access. The footway on the eastern side of road begins to the south of the narrowing and routes south to the A31, providing access to Winston Rise.</p> <p>Footways measuring approximately two metres wide are provided on both sides of Winston Rise, separated from the carriageway by an approximate one metre grass verge on both sides. The footway on the northern side of the carriageway connects into the footway provision on Station Approach.</p> <p>A footway measuring approximately one to two metres is provided on the eastern side of the Station Approach carriageway only. This connects into the footway provision on the A31.</p> <p>There are continuous footways on both sides of the A31 which measure approximately two metres wide. A signalised crossing is provided approximately 60 metres east of the A31/Station Approach junction, opposite the Oakgreen Local Centre.</p> <p>Dropped kerbs are provided at crossings along this route, but no tactile paving is provided other than at one crossing point approximately 20 metres north of the Lymington Bottom Road narrowing.</p>	<p>The footways along this route are considered to be in a generally good condition. However, there are some sections of footway along Lymington Bottom Road which are subject to overgrowth, cracking and rutting, and one section of Winston Rise towards the A31 which suffers from root damage.</p>	<p>There are no specific cycle facilities along this route. It is considered that the topography of the local area would allow for cycle trips to be made by those confident to do so.</p>	<p>There are no bus stops along Lymington Bottom Road, Winston Rise or Station Approach. The Station Approach bus stop is located approximately 30 metres east of the Station Approach junction on the A31. This is a south westbound stop only.</p>	<p>Street lighting is provided on the A31 only.</p>	<p>Key Issue 1: There is no street lighting along the whole route, creating a security issue.</p> <p>Key Issue 2: There are several sections of footway along Lymington Bottom Road which is subject to overgrowth, cracking and rutting, and on Winston Rise suffering from root damage, creating trip hazards and level issues.</p> <p>Key Issue 3: There is a lack of tactile paving along this route.</p>	<p>Improvement 1: Installation of street lighting along the route.</p> <p>Improvement 2: Resurface areas of cracking, rutting and root damage where practicable and necessary.</p> <p>Improvement 3: Installation of tactile paving at junctions along this route.</p>

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