



Proposed Residential Development
Land South of Funtley Road, Funtley

Non-Motorised User (NMU) Audit

For

Reside Developments Ltd

Document Control Sheet

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This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
24/01/2020	1 st Draft	EU/DM	DM
12/03/2021	Final	EU/DM	DM



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1.0 Introduction

- 1.1 This Non-Motorised User (NMU) audit has been undertaken in response to comments raised by Hampshire County Council (HCC) in respect of an outline planning application for a residential development on land to the south of Funtley Road, Funtley, Hampshire.
- 1.2 In their formal response to the application, HCC has stated that:
- "...due to the increased levels of pedestrian footfall on the existing network, an NMU audit should be conducted and submitted detailing the acceptability of routes to local amenities and education facilities which are not provided within the development. Particular note should be drawn to the route to Henry Cort Community College as this secondary education facility is at the maximum acceptable walking distance when measured against CIHT recommendations if taking the shortest distance available (that being over the M27 footbridge and along the PRow to the west."*
- 1.3 This NMU audit considers each potential route to access each of the above locations. Consideration is not given to the permissive path through the site, nor the improvement works to the M27 bridge. These works formed part of the previous planning consent, and were deemed as suitable for use by future residents. Furthermore, additional improvements will be made within the site to improve access, particularly for cyclists.
- 1.4 On this basis, the audit assesses the quality of access for pedestrians and cyclists on existing routes south of the bridge only. To the north of the site, the audit commences on Funtley Road.
- 1.5 Three routes are assessed, namely:
- ▶ Routes to Henry Cort Community College;
 - ▶ Routes to amenities on Highland Road; and
 - ▶ Routes to facilities within Funtley.
- 1.6 Each route is scored based on a variety of criteria, which includes:
- ▶ Directness;
 - ▶ Width;
 - ▶ Gradient;
 - ▶ Lighting;
 - ▶ Surveillance;
 - ▶ Environment; and
 - ▶ Crossing provision.

2.0 Route to Henry Cort College

2.1 Figure 2.1 below illustrates three potential routes that could be taken by future residents to access Henry Cort College. The route choice will be dictated by where residents live within the application site, or whether they choose to travel on foot or by cycle. The three routes include:

- ▶ Via upgraded M27 bridge, and existing footpaths passing over the Deviation Line;
- ▶ Via Funtley Road and an extended length of the deviation line; and
- ▶ Via Thames Drive and Highland Road.

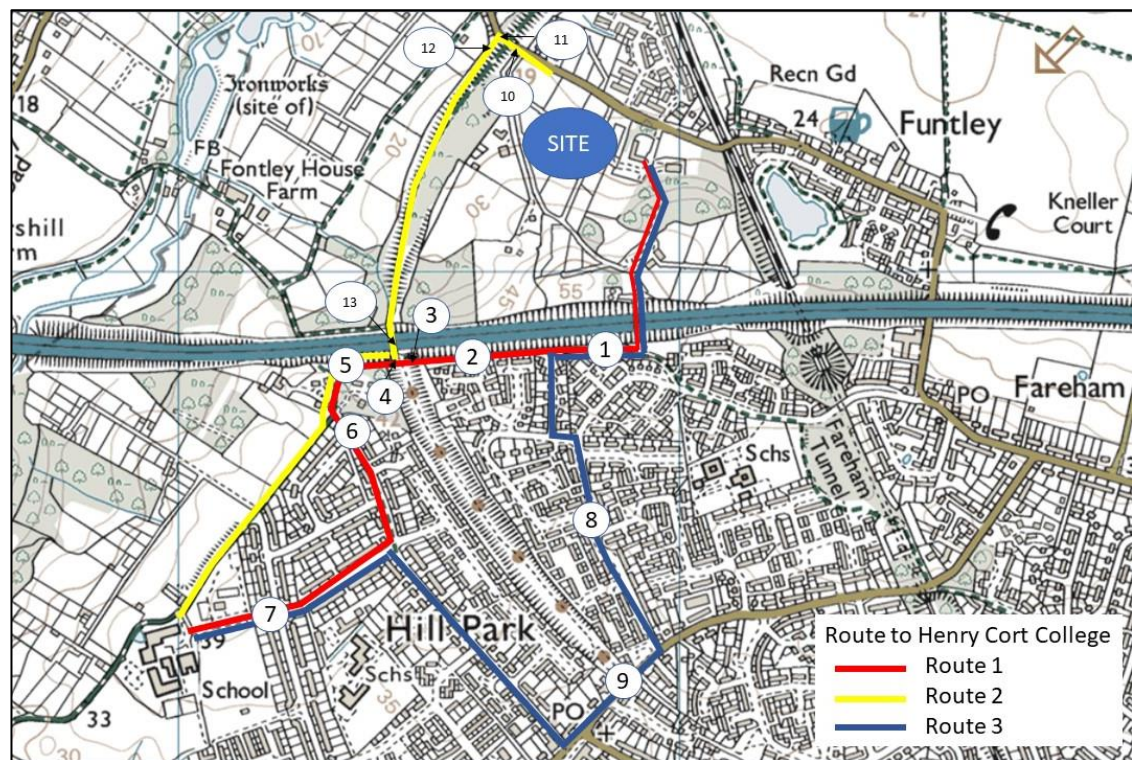


Figure 2.1 – Routes to Henry Cort Community College

2.2 The full audit output is set out within **Appendix A**, which describes each individual link and appropriate score for each criteria being assessed. Relevant photos are contained within **Appendix B**.

Route 1

2.3 The first route utilises the footpath to the south of the M27 bridge in a westbound direction. The initial section of footpath south of the bridge (photo 1) is wide and benefits from lighting. It also has reasonable surveillance from adjacent properties. The footpath is comprised of a wide tarmac finish with lighting to a point where it meets a residential car park. The route is overlooked by residential properties with lighting. To the west of the car park, the footpath is unsurfaced (photo 2) with no lighting. It is however flat and wide.

2.4 The footpath joins the Deviation Line by way of a staircase. There are no alternative routes to access the Deviation Line, and therefore the route is currently not suitable for cyclists. The surface of the footpath is poor where it meets the Deviation Line, and was observed during the audit as being very muddy. This makes navigating the route for able bodied people difficult (photo 4).

- 2.5 The route crosses the deviation line before making use of a second staircase. There is a secondary path enabling cyclists to avoid the staircase, although again during the audit the path was muddy and difficult to navigate. The footpath then continues westbound on a flat terrain (photo 5). The footpath varies in width, although is deemed suitable for the level of pedestrian or cycle flow it attracts. The route is not overlooked in places and has no lighting.
- 2.6 The footpath joins the residential cul-de-sac of Fareham Park Way, where the route heads south and then west along Wynton Road (photo 6). Footways are wide, with suitable crossing points when taking into context the quiet nature of surrounding residential roads. There are crossing points and a wide footway (photo 7) leading into the college grounds.
- 2.7 This route has an overall rating of 3 out of 5. The current lack of cycle access in the vicinity of the deviation line currently restricts access to pedestrians only, whilst surface treatment in some locations makes it difficult to navigate during winter months. Whilst there is a lack of overlooking and lighting in places, this is reflective of the route being a rural leisure track in part.

Route 2

- 2.8 Route 2 may be more attractive for residents living towards the north-western section of the application site. There is however no footway along Funtley Road leading towards the deviation line, including under the bridge serving the former railway line. Therefore, it is unlikely to be an attractive route for some residents. There is a steep slope leading from Funtley Road to the Deviation Line which would require cyclists to dismount. Able walkers would not find this route difficult, although less mobile residents may.
- 2.9 The deviation line benefits from a wide surface, although lacks any lighting. This reflects its nature as a rural route for walkers/cyclists during the daytime, and is unlikely to be used outside of daylight hours. There is an underpass beneath the M27 motorway (photo 11) which lacks any lighting or surveillance.
- 2.10 South of the underpass, the surface can become muddy and difficult to navigate (photo 4). This would make the route unattractive to some walkers during winter months.
- 2.11 As with route 1, the route makes use of a staircase to the immediate south of the M27. There is a secondary path enabling cyclists to avoid the staircase, although again during the audit the path was muddy and difficult to navigate. The footpath then continues westbound on a flat terrain (photo 5). The footpath varies in width, although is deemed suitable for the level of pedestrian or cycle flow it attracts. The route is not overlooked in places and has no lighting.
- 2.12 The footpath joins the residential cul-de-sac of Fareham Park Way, where the route instead utilises a more direct footpath linking directly with the school. The footpath is sufficiently wide enough, although is not overlooked. It is less likely to be used than route 1 outside of daylight hours.
- 2.13 This route has an overall rating of 3. The lack of cycle access by the deviation line currently restricts access to pedestrians only, whilst surface treatment in some locations makes it difficult to navigate. Pedestrians would be forced to walk in the highway on Funtley Road, including under the bridge serving the former railway line.

Route 3

- 2.14 Route 3 is the least direct route, however it primarily makes use of footways or on-carriageway cycling alongside quiet residential roads without any notable gradient concerns. It is more practical for cyclists or for travel during winter months outside of daylight hours.
- 2.15 Crossing points generally comprise of dropped kerbs with tactile paving (photo 8). Cycling on-street is feasible due to the low volume of traffic. There is a gradual gradient in the carriageway, however it is not sufficient to affect cyclists.

- 2.16 Footways continue alongside Highland Road, towards Fareham Park Road. Cyclists could continue to travel on-street along Highland Road and Fareham Park Road. The route heads north and then west along Wynton Road. Footways are wide, with suitable crossing points when taking into context the quiet nature of surrounding residential roads. There are crossing points and a wide footway (photo 7) leading into the college grounds.
- 2.17 It is noteworthy that as part of the consented Welbourne scheme, a new cycle route providing connectivity for cyclists between Highlands Road and Henry Cort Community College will be implemented. This will comprise of an on-carriageway cycle route on both Fareham Park Road and Wynton Way, which will further encourage cyclists to utilise this route.
- 2.18 The overall score for the route is 4 out of 5. Directness received a low score, as it would take longer to access the college than via the footpaths crossing the Deviation Line. However it does offer a more attractive alternative, particularly for cyclists. It is less likely to be utilised by pedestrians, particularly during the summer months.

3.0 Route to Highland Road

3.1 Figure 3.1 below illustrates feasible routes to the existing retail facilities on Highland Road, which provide the closest general amenities to the application site. The three routes include:

- ▶ Via upgraded M27 bridge, and residential roads (including Thames Drive);
- ▶ Via upgraded bridge and the Deviation Line; and
- ▶ Via Funtley Road and an extended length of the deviation line.

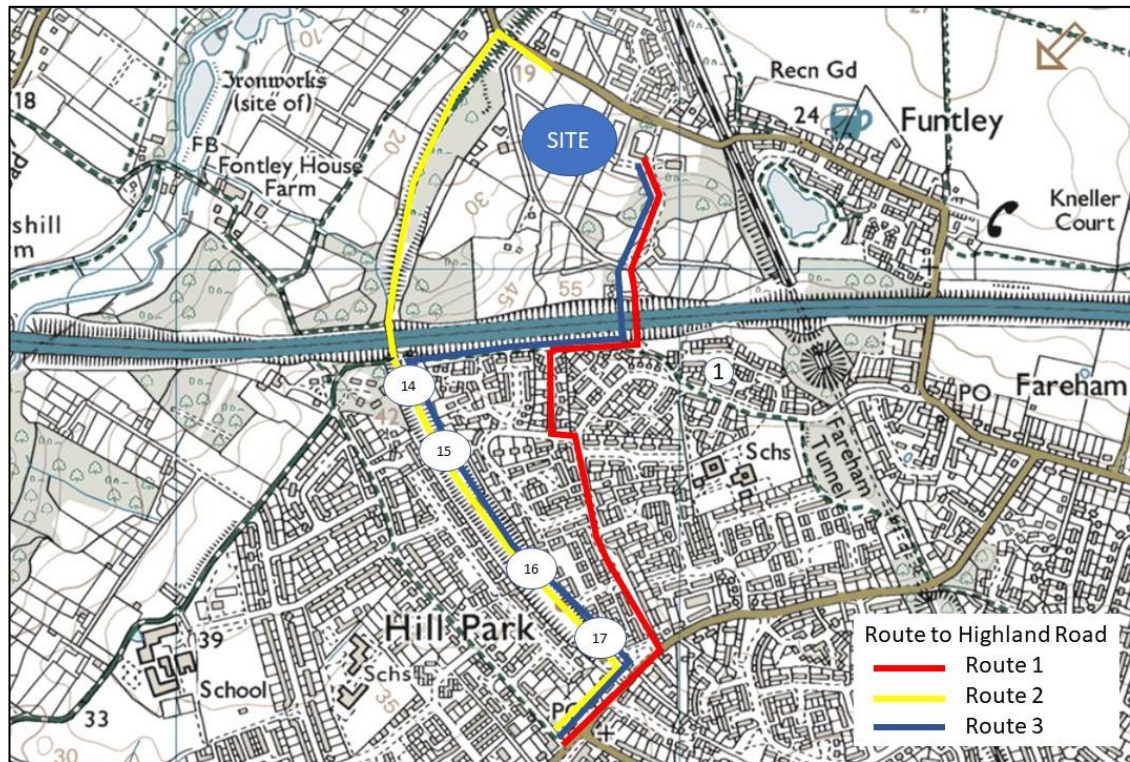


Figure 3.1 – Potential Routes to Local Amenities on Highland Road

3.2 Each route is summarised below.

Route 1

3.3 Route 1 is fairly direct, and primarily makes use of footways alongside quiet residential roads. Crossing points generally comprise of dropped kerbs with tactile paving (photo 8). Cycling on-street is feasible due to the low volume of traffic. There is a gradual gradient in the carriageway, however it is not sufficient to affect cyclists.

3.4 The initial section of footway south of the bridge (photo 1) is wide and benefits from lighting. It also has reasonable surveillance from adjacent properties.

3.5 Footways continue alongside Highland Road, with crossing points providing safe access to local amenities. Cyclists could continue to travel on-street along Highland Road.

3.6 The overall score for the route is 5. No criteria received a low score, suggesting this route is appropriate for all users.

Route 2

- 3.7 Route 2 may be more attractive for residents living towards the north-western section of the application site. There is however no footway along Funtley Road leaving towards the deviation line, including under the bridge serving the former railway line. Therefore, it is unlikely to be an attractive route for some residents. There is a steep slope leading from Funtley Road to the Deviation Line which would require cyclists to dismount. Able walkers would not find this route difficult, although less mobile residents may.
- 3.8 The deviation line benefits from a wide surface, although lacks any lighting. This reflects its nature as a rural route for walkers/cyclists during the daytime, and is unlikely to be used outside of daylight hours. There is an underpass beneath the M27 motorway (photo 11) which lacks any lighting or surveillance.
- 3.9 South of the underpass, the surface can become muddy and difficult to navigate (photos 4 and 14). The route continues south along the deviation line, where the surface treatment is muddy throughout during winter months. This may make the route unattractive to some walkers during winter months.
- 3.10 Whilst the route is wide in most places, there are short narrow sections (photo 15). The route then joins Highland Road as per route 1.
- 3.11 The route generated a score of 4, with surface treatment and lighting scoring low in places. Surveillance also scores low in places.

Route 3

- 3.12 The final route involves a similar initial journey to route 1, although continues west towards the deviation line. The footpath is comprised of a wide tarmac finish with lighting to a point where it meets a residential car park. The route is overlooked by residential properties with lighting. To the west of the car park, the footpath is unsurfaced (photo 2) with no lighting. It is however flat and wide.
- 3.13 The footpath joins the Deviation Line by way of a staircase. There are no alternative routes to access the Deviation Line, and therefore the route is currently not suitable for cyclists. The surface of the footpath is poor where it meets the Deviation Line, and was observed during the audit as being very muddy. This makes navigating the route for able bodied people difficult.
- 3.14 The route then continues south along the deviation line as per Route 2.
- 3.15 The route generated a score of 3, with gradient and surface treatment scoring low. It is also less direct than alternative routes.

4.0 Route to Funtley Services

4.1 Figure 4.1 below illustrates feasible routes to existing facilities in Funtley, which include a public house, social club, and a business centre. The two routes include:

- ▶ Eastbound along Funtley Road to the public house and social club; and
- ▶ Continuation of route 1 to the business centre.

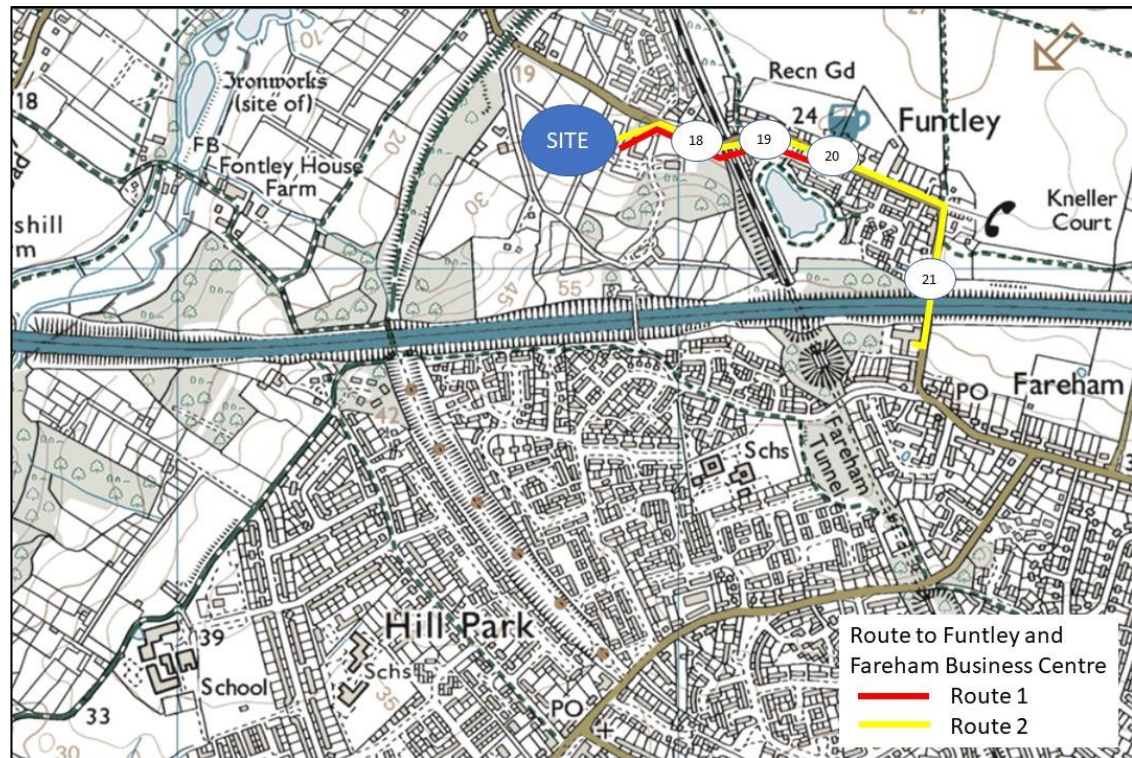


Figure 4.1 – Route to Facilities in Funtley

4.2 Each route is summarised below.

Route 1

- 4.3 This route leads residents to the limited amenities within Funtley, namely the public house and social club. The route utilises a continuous footway on the southern side of Funtley Road in its entirety. The footway does not meet with guidance on footway widths in the vicinity of the site (photo 18), however when considering its limited use and services it connects to, it is considered suitable for its context. There is a gradient in the carriageway due to the railway bridge, although it is considered suitable for all users including cyclists.
- 4.4 There is localised narrowing on the railway bridge due to street furniture, with the footway widening to the east of the railway bridge (photo 19). From this point there is a generous footway with good surveillance (photo 20).
- 4.5 There are no dedicated crossing facilities to the public house or social club, however Funtley Road does not attract high levels of traffic flow, whilst visibility for pedestrians seeking to informally cross the carriageway is good. Considering the likely low use of both facilities, a formal crossing point is not considered necessary.

- 4.6 The route has a rating of 4, with generally suitable ratings. Whilst width and environment score 3 in places, which is considered suitable for the sites context and usage of the footway.

Route 2

- 4.7 Route 2 is an extension of route 1, leading to Fareham Business Centre. The footway on the southern side of Funtley Road continues eastbound, although it does narrow in close proximity to the Business Centre (photo 21). There is also a reasonable gradient as the carriageway passes under the M27 bridge. However this route is only likely to attract limited trips for the working population to the business centre, and the route is considered suitable for able bodied pedestrians and cyclists.
- 4.8 The route has a rating of 4, scoring low/average on gradient and width in places.

5.0 Issues to Address

- 5.1 The key issues raised within the audit focus on the following:
- ▶ Inability for cyclists to utilise the footpath crossing the deviation line towards the college;
 - ▶ Surfacing of the Deviation Line and footpaths in its vicinity during winter months;
 - ▶ General lack of surveillance/lighting in places; and
 - ▶ Use of the northern section of the Deviation Line and Funtley Road.
- 5.2 The analysis shows that there are alternative options to access the college by bicycle via Highland Road. This route would extend further than the more direct route, although is more practical and usable for cyclists. Pedestrians are less likely to use the Highland Road route as it extends beyond a two kilometre distance. On this basis measures to improve the surfacing of the footpath in the vicinity of the Deviation Line should be promoted to encourage its use throughout the year.
- 5.3 However a potential option would be to incorporate a rail on one side of the staircase for use by cycles. This would be formed of a groove in in the staircase within which the wheels would sit. This could be used by able bodied cyclists, although may still be unviable for some considering the steepness of the staircase.
- 5.4 Whilst the route lacks lighting in most places, the introduction of lighting could be to the detriment of the rural nature of the route which would typically only be used during daylight hours. However it is suggested that some low level lighting is explored in the vicinity of the crossing point south of the M27 since this route is most likely to be used by pedestrians accessing the college.
- 5.5 There is no footway along Funtley Road connecting with the Deviation Line. There would appear limited scope to introduce a new footway due to third party land constraints, alongside available width underneath the railway bridge. This route is likely to only be used as a recreational route when considering the route south through the site and over the M27 bridge provides a more direct route to the college and local amenities. On this basis it is not considered that footway improvements are required to ensure access to amenities.

Summary

- 5.6 In summary, the upgrading of footway surfacing broadly within the location between the two sets of steps is required to encourage walking trips throughout the year to the college. This would also aid general users of the Deviation Line, as well as those residents seeking access to Highland Road via the Deviation Line.
- 5.7 Additional measures to improve lighting and access for cyclists via the staircases would improve the attractiveness of the route to the college, as well as alternative access to amenities in Highlands Road.

Appendix A

NMU Scoring Output

Scoring Categories

Desire lines/Directness	1 Indirect - convoluted route	2	3 Satisfactory	4 Fairly direct - generally follows desire line	5 Direct - follows natural desire line
Width	1 Narrow or path non-existent	2 Below standard for context	3 Satisfactory for context	4 Meets standard for context	5 Above standard
Gradient	1 Steep	2	3 Mixed	4 Gentle gradient	5 Flat
Lighting	1 No lighting	2 Sparse/ineffective lighting	3 Lit	4	5 Good lighting
Personal security/natural surveillance	1 No natural surveillance	2 Only short sections of surveillance	3 Mixed	4 Only short sections with no surveillance	5 Good natural surveillance
Attractiveness/Environment	1 Unattractive	2	3 Neither	4	5 Attractive
Crossing Provision	1 No crossing provision	2 Poor crossing provision, or unsuitable for most users	3	4 Crossings available, maybe not suitable for all users or slightly off desire lines	5 Appropriate crossings for all users on desire lines

1: To Highlands Road

Option Route

- a Via Thames Drive/Hill Park Road
- b Via Full Deviation Line
- c Via Southern Deviation Line

Route Option	Directness	Width	Gradient	Lighting	Surveillance	Environment	Crossing Provision	Overall Score	
	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Weighted Average
a Links									
Footpath from Bridge	4	5	5	5	4	4	5	5	-
Thames Drive	5	5	4	5	5	4	4	5	-
Hill Park Road	5	5	4	5	5	4	4	5	-
Highlands Road	5	5	5	5	5	4	4	5	-
1.03km TOTAL	19	20	18	20	19	16	17	18	5

Route Option	Directness	Width	Gradient	Lighting	Surveillance	Environment	Crossing Provision	Overall Score	
	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Weighted Average
b Links									
Funtley Road	3	4	5	5	3	3	5	4	-
Connection to Deviation Line	3	5	5	2	3	2	4	3	-
Deviation Line (Northern Section)	3	3	5	1	2	3	5	3	-
Underpass	3	4	1	1	2	3	4	3	-
Deviation Line (Southern Section)	4	3	4	1	2	4	5	3	-
Highlands Road	5	5	5	5	4	4	5	5	-
1.7km TOTAL	21	24	25	15	16	19	28	21	4

Route Option	Directness	Width	Gradient	Lighting	Surveillance	Environment	Crossing Provision	Overall Score	
	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Weighted Average
c Links									
Footpath from Bridge	2	1	4	3	4	2	1	2	-
Through car park	2	2	2	1	2	4	4	2	-
Further footpath	4	5	5	1	2	4	5	4	-
Steps	4	5	5	4	1	1	5	4	-
Deviation Line	4	3	4	1	2	4	5	3	-
Highlands Road	5	5	5	5	5	4	5	5	-
1.4km TOTAL	21	21	25	15	16	19	25	20	3

2: To Funtley

Option Route

a To Public House/Social Club

b To Business Park

Route Option	Directness	Width	Gradient	Lighting	Surveillance	Environment	Crossing Provision	Overall Score	
								Link Score	Weighted Average
a Links	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Weighted Average
Funtley Road	5	3	4	4	3	3	4	4	-
Railway bridge	5	3	3	4	3	3	4	4	-
Funtley Road	5	4	5	5	5	4	4	5	-
480 metres TOTAL	15	10	12	13	11	10	12	12	4

Route Option	Directness	Width	Gradient	Lighting	Surveillance	Environment	Crossing Provision	Overall Score	
								Link Score	Weighted Average
b Links	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Weighted Average
Funtley Road	5	3	4	4	3	3	4	4	-
Railway bridge	5	3	3	4	3	3	4	4	-
Funtley Road	5	4	5	5	5	4	4	5	-
Under M27 bridge	5	4	2	4	4	3	4	4	-
890 metres TOTAL	20	14	14	17	15	13	16	12	4

4: To Henry Cort Community College

Option Route

- a Westbound from bridge and across Deviation Line
- b Via Funtley Road and Deviation Line
- c Via Highland Road

Route Option	Directness	Width	Gradient	Lighting	Surveillance	Environment	Crossing Provision	Overall Score	
								Link Score	Weighted Average
a Links	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Weighted Average
Footpath from Bridge	3	4	5	5	3	3	5	4	-
Through car park	3	5	5	2	3	2	4	3	-
Further footpath	3	3	5	1	2	3	5	3	-
Steps x2	3	4	1	1	2	3	4	3	-
Footpath	3	3	4	1	2	2	4	3	-
Fareham Park Road	3	4	5	4	4	4	4	4	-
Wynton Way	3	4	5	4	4	4	4	4	-
1.4km TOTAL	21	27	30	18	20	21	30	24	3

Route Option	Directness	Width	Gradient	Lighting	Surveillance	Environment	Crossing Provision	Overall Score	
								Link Score	Weighted Average
b Links	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Weighted Average
Footpath from Bridge	2	5	4	5	4	3	5	4	-
Thames Drive	2	5	4	5	5	4	4	4	-
Hill Park Road	2	5	4	5	5	4	4	4	-
Highlands Road	2	5	4	5	5	4	4	4	-
Fareham Park Way	2	5	4	5	5	4	4	4	-
Wynton Way	2	5	4	5	5	4	4	4	-
2.0km TOTAL	12	30	24	30	29	23	25	25	4

Route Option	Directness	Width	Gradient	Lighting	Surveillance	Environment	Crossing Provision	Overall Score	
								Link Score	Weighted Average
c Links	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Link Score	Weighted Average
Funtley Road	2	1	4	3	4	2	1	2	-
Connection to Deviation Line	2	2	2	1	2	4	4	2	-
Deviation Line (Northern Section)	2	5	5	1	2	4	5	3	-
Underpass	2	5	5	4	1	1	5	3	-
Steps	4	4	1	1	2	2	4	3	-
Footpath	4	3	4	1	2	3	4	3	-
Fareham Park Road	4	4	4	4	4	4	4	4	-
Footpath	4	4	4	4	4	4	4	4	-
1.5km TOTAL	24	28	29	19	21	24	31	25	3

Appendix B

Supporting Photos



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12



Photo 13



Photo 14



Photo 15



Photo 16



Photo 17



Photo 18



Photo 19



Photo 20



Photo 21