

## Highway Response in Respect of Mitigation Measures

Site: Land to the South of Funtley Road, Funtley  
Prepared by: DM  
Approved by: DM  
Date: 7 September 2021

**motion**  
84 North Street  
Guildford  
GU1 4AU  
Tel: 01483 531300  
www.motion.co.uk

### 1.0 Introduction

- 1.1 This highways note has been prepared in response to Hampshire County Council (HCC) issuing a list of suggested mitigation measures in respect of an outline planning application for a residential development on land to the south of Funtley Road, in Funtley.
- 1.2 The following section of this note sets out the suggested mitigation measures, following which justification is provided for an alternative set of measures.
- 1.3 The focus of the following paragraphs is in respect of improvements proposed to an existing east/west footpath which links the development site with the Deviation Line and Henry Cort college. The note demonstrates that a request to upgrade the existing route to make it suitable for cyclists is unreasonable when considering cyclists could utilise Thames Drive and Highlands Road to reach Henry Cort college, which is considered to be:
- ▶ A more appropriate cycle route along relatively flats roads with improved security/overlooking;
  - ▶ Falls comfortably within an appropriate cycle distance; and
  - ▶ Has already been improved as part of the 55 unit permission to ensure suitable cycle access from the M27 bridge to Thames Drive.
- 1.4 The note seeks to identify which measures are necessary to ensure safe and suitable access on foot to Henry Cort College, which it is accepted will improve access.

### 2.0 Suggested Mitigation by HCC

- 2.1 HCC has provided a breakdown of costs in an email dated 30<sup>th</sup> June 2021. This is set out for clarity in Table 2.1 below.

PROW	NMU Improvement	Costings	
BW 515	North of M27 improvement to Bridleway	50 metres at £85 - £4250	£4,250
A-B	Partly surfaced – upgrade to cycleway	230metres at £85 per metres – £19, 950	£19,950
B-C	Partly surfaced – upgrade to cycleway. Steps at eastern end with defined zig-zag to underpass	155 metres of path at £85 per metre – £13, 175	£13,175
		70 metres of 'zig-zag' at 385 per metre – £5, 950	£5,950
C-E	Steps – no access for cycles. Consider removal and installation of ramp. Off-line path around southern end of steps that is extremely steep and tree lined	PT not costed, estimate of £80, 000 to create accessible route	£80,000
E-F	Surfaced and unsurfaced route	180 metres to be surfaced - £85 per metre and 20 year replacement cost commuted sum	£30,600
Area south of subway to north of the	Muddy and requires drainage and surfacing	£9, 000	£9,000

Deviation Line POS			
	Sub-total		£176,000
	Design costs, TRO and project management	16.5%	£26,882
	Total		£205,040

Table 2.1 – Suggested Mitigation by HCC

- 2.2 It is noted that the individual elements set out above do not add up to the sub-total listed; the total excluding design costs should be £162,925. With design costs (at 16.5%) this would increase to £189,808. Irrespective, the above is considered excessive and cannot reasonably be justified. This is particularly relevant in respect of contributions towards cycle improvements, which is explored in more detail below.

### 3.0 Suggested Amendments

- 3.1 It is generally accepted that walking and cycling provide important alternatives to the private car. The Chartered Institute of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that the bicycle is a potential mode of transport for all journeys under five miles (circa 8 kilometres) - Planning for Cycling, 2015.
- 3.2 Further Government guidance in respect to cycling indicates that most people are prepared to cycle up to five kilometres in order to access local facilities or travel to work. Therefore those future residents seeking to travel to Henry Cort college could do so by bicycle provided a suitable route can be accommodated within a five kilometre cycle distance.
- 3.3 HCC has determined that improvements are required to the east/west footpath south of the M27 in order to achieve access to Henry Cort college via bicycle. However future residents will not be reliant upon the use of this footpath to access the college if alternative routes fall within either of the above two distances.
- 3.4 **Figure 3.1** below illustrates two alternative options:
- ▶ Route 1 via Thames Drive/ Highlands Road/Fareham Park Road; and
  - ▶ Route 2 via Funtley Road/Deviation Line/Highlands Road/Fareham Park Road.

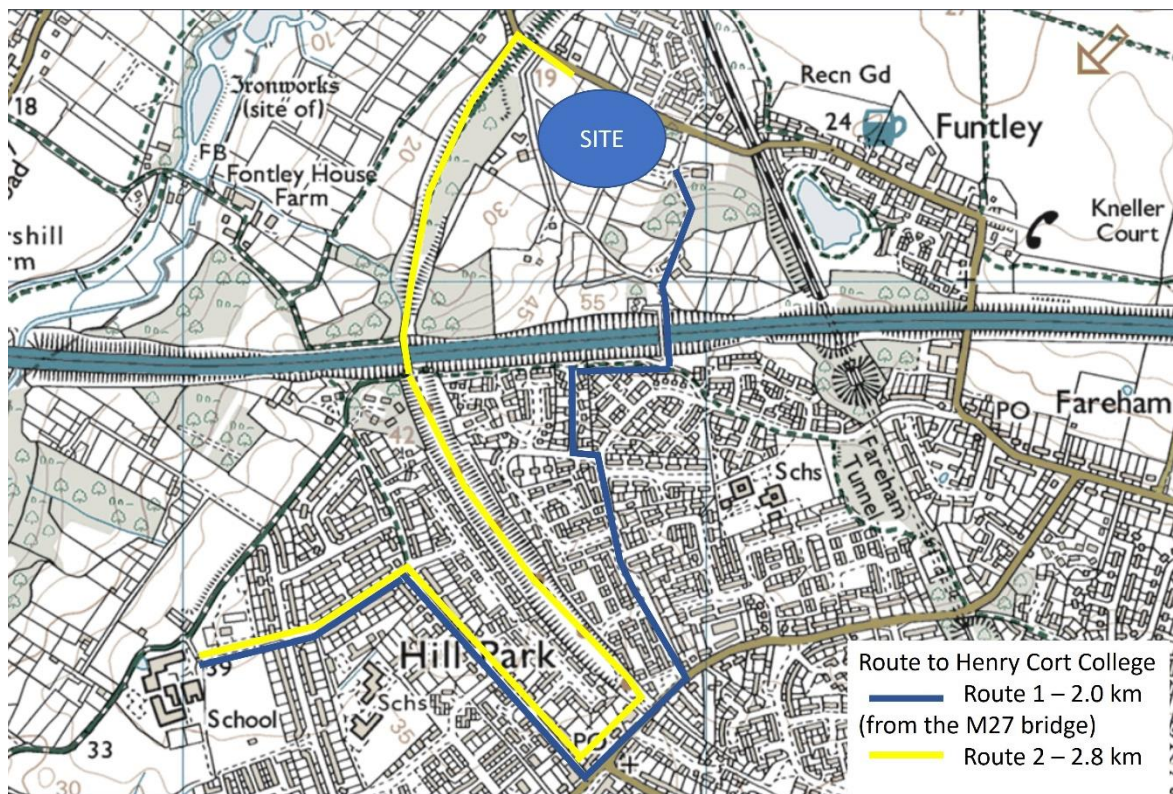


Figure 3.1 – Revised Cycle Route Options

- 3.5 Route 1 via Thames Drive extend to 2 kilometres (starting at the M27 bridge), which is comfortably within an acceptable cycle distance. Indeed, a Non-Motorised Users (NMU) Audit prepared to review connections to the college included this route as an option for residents (detailed later in this response note). The above route has been measured from the M27 bridge to the college to ensure consistency with the distances shown within the NMU Audit. The north/south route via the deviation line (route 2) for those residents residing towards the north-west of the development site extends to 2.8 kilometres, again well within an acceptable cycle distance.
- 3.6 Improvements to the section of existing footway connecting the M27 bridge with Thames Drive were secured as part of a previous 55 dwelling permission on this site. This improvement involved the widening of the footway to three metres to enable access by cyclists. Therefore the principle of cyclists travelling from the M27 bridge to Thames Drive, before routing south to Highlands Road, has already been established. On this basis there is nothing to stop future residents utilising a route to Henry Cort college which is designed for cyclists and extends to a distance well within acceptable travel distances.
- 3.7 It is clear from the above that cyclists could utilise Thames Drive and Highlands Road to reach Henry Cort college, which is considered to be:
- ▶ A more appropriate cycle route along relatively flats roads with improved security/overlooking;
  - ▶ Falls comfortably within an appropriate cycle distance;
  - ▶ Has already been improved as part of the 55 unit permission to ensure suitable cycle access from the M27 bridge to Thames Drive; and
  - ▶ Extends only 600 metres further than the east-west route option.
- 3.8 Whilst an east-west route would in theory be a shorter distance, it is likely to be a slower route for cyclists than a route on-road due to the nature of the off-road route.
- 3.9 The findings of the NMU Audit are summarised below, which support the use of the east-west route for pedestrians only, with alternative routes for cyclists preferable.

## 4.0 NMU Findings

- 4.1 The conclusions drawn within the NMU Audit are summarised below:

*"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.*

*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.*

*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.*

*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.*

*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.*

- 4.2 It is clear from the above that the NMU Audit supports the conclusion that there are alternative options to access Henry Cort College by bicycle via Highland Road. It is a more practical and usable route for cyclists, and therefore more likely to be utilised. Whilst a rail could be provided on the existing staircase connecting with the Deviation Line, as suggested by the NMU Audit, it could only be used by able bodied cyclists and is not therefore suitable for all. In reality, this route would only serve those travelling on foot even if a cycle rail was introduced.
- 4.3 The NMU Audit makes it clear that improvements to the surfacing of the footpath in the vicinity of the Deviation Line should be promoted to encourage its use throughout the year. It is accepted that the surfacing is not suitable at present for all users, and therefore some of the requests by HCC for surfacing improvements would address this point.

## 5.0 Suggested Mitigation Measures

- 5.1 The above suggests that it is neither reasonable nor appropriate to upgrade the east/west footpath to accommodate cyclists. The focus of any mitigation package should be to ensure the route is of a suitable quality to accommodate pedestrians. Table 5.1 below summarises the suggested mitigation package for the footpath and deviation line to the south of the site.

PROW	NMU Improvement	Costings	
BW 515	North of M27 improvement to Bridleway	50 metres at £85 - £4250	£4,250
Area south of subway to north of the Deviation Line POS	Muddy and requires drainage and surfacing	£9, 000	£9,000
	Sub-total		£13,250
	Design costs, TRO and project management	16.5%	£2,186
	Total		£15,436

Table 5.1 – Suggested Mitigation by HCC

- 5.2 The above would ensure that any sub-standard surfacing is improved to ensure suitable provision for pedestrians. Considering the alternative routes for cyclists, this is considered a reasonable contribution.

5.3 The above must also be weighed against the various other mitigation measures the developer is committed to which will aid sustainable travel, namely:

- ▶ Footway widening along Funtley Road to the north-east of the site to aid connections into Funtley;
- ▶ Footway widening to enable cycle access from the M27 bridge to Thames Drive;
- ▶ Vouchers for cycle purchase and bus travel secured through the Travel Plan;
- ▶ Contributions towards school Travel Plans in the vicinity of the site; and
- ▶ A commitment to provide turning facilities for a bus, inclusive of a bus stop, within the development site.