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Petersfinger Farm, Salisbury

Walking, Cycling and Horse Riding Assessment (WCHAR)

Project No.	0947
Revision	Draft for Review
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Client	Cognatum
Prepared	D Atkin
Checked	I Awcock
Authorised	I Awcock
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1 Introduction

1.1 This Walking, Cycling and Horse Riding Assessment (WCHAR) has been prepared by AWP on behalf of the client, Cognatum, in support of the proposed development at Petersfinger Farm, Salisbury. This WCHAR supersedes the one previously submitted for planning application 20/01200/FUL and has been updated following discussions with National Highways and Wiltshire Council.

1.2 This WCHAR is prepared in accordance with DMRB guidance set out in GG142. The Lead Assessor visited the site on 17th May 2019 and the client has visited site numerous times subsequently.

1.3 Since the proposed project is neither a large nor small highway scheme but the re-use of an existing point of access to the A36(T) it might be argued that an Exemption from WCHAR might be appropriate.

1.4 This assessment covers the broad requirements of GG142 demonstrating a consideration of walking, cycling and equestrian users of the trunk road and

access and now includes appraisal of the proposed signalised pedestrian / cycle crossing of the A36.

1.5 The Lead Assessor is Ian Awcock BSc (hons) CEng MICE MCIHT MCIWEM, Director at Awcock Ward Partnership.

2 Background

Development Proposals

2.1 The development is located at Petersfinger Farm, Salisbury. The main site is accessed via a private driveway via an existing access with the A36 Southampton Road.

2.2 The development proposals consist of an extra care retirement centre. The centre will consist of 23 units and associated car parking and includes the existing barns which currently have planning consent to be converted into 4 open market dwellings.

Access Proposals / Proposed Highway Scheme

2.3 The existing access is proposed to be upgraded, with improved infrastructure for pedestrians. The changes regarding the upgraded access have been agreed with National Highways. This is included in Appendix A as Drawing 0947-PHL-103-F.

2.4 A signalised puffin crossing is proposed on the A36 immediately west of the site access, providing a crossing to the existing footway located on the northern side of the A36. The crossing will include two pedestrian call buttons on both sides of the road.

2.5 The existing northern footway is proposed to be widened to 3m at the crossing, and 2.5m to the west. The widening of the footway and proposed signalised crossing will provide a safe route for pedestrians and mobility scooters to access the local facilities at Bourne Retail Park and to Salisbury town centre.

2.6 It is proposed that a new corrugated vehicle restraint system, following the curvature of the new access will be installed.

2.7 Visibility splays are achieved for 2.4m x 120m, compliant with DMRB standards for a 40mph road. A 15mph forward visibility at the junction exit is also achieved for vehicles exiting the site along the left-hand access radius in the event of queuing traffic.

2.8 A 3.6m x 6.6m parking bay for signal crossing maintenance vehicles is proposed to the west of the access, with a dropped kerb and collapsible bollard.

2.9 The access will cease to be used for agricultural vehicles, as it is at present, decreasing the movement of large and slow vehicles from the access on to the trunk road. Vehicles anticipated to access the proposed development are limited to cars, minibuses/LGVs and refuse vehicles.

2.10 No alterations to the A36 Southampton Road are proposed and the principle of access has been agreed with National Highways.

WCHAR Study Area

2.11 The WCHAR study area extends from the site access to the nearby retail park at Bourne Way in the west. The extent of the study area is shown in Figure 2.1 below.

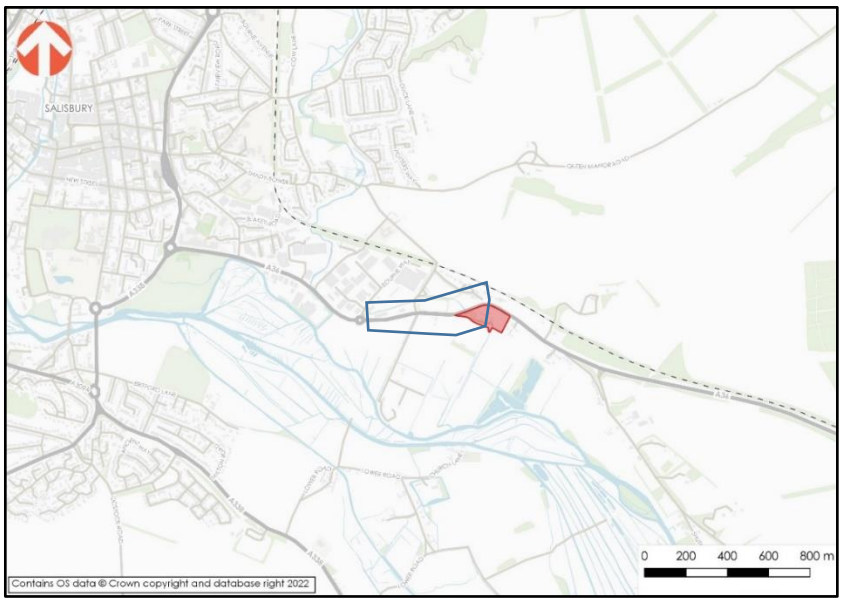
3 WCHAR Assessment

Assessment of Walking, Cycling and Horse Riding Policies and Strategies

3.1 The following policies and strategy documents have been considered in preparing this WCHAR:

- Design Manual for Roads and Bridges
- Wiltshire Local Transport Plan 3
- Wiltshire Local Plan

Figure 2.1 – Site Location Plan and extent of study area



Collision Data

3.2 This is not an on line or tie in scheme but a review of collision data indicates that in the preceding five years, one 'slight' incident has occurred approximately 150m east of the site access on the A36, and four 'slight' incidents approximately 200m west. No incidents have occurred at the access or within 100m of the access.

Public Transport Services

3.3 The proposed site is accessible by public transport. The closest bus stop is the '*Petersfinger Park and Ride'* which is approximately a 4 minute walk (350m). Another nearby bus stop is *'The Bend'* which is approximately a 6 minute walk (500m) east of the site.

3.4 Petersfinger park and ride is served by the PR15 which departs every 30 minutes Monday to Saturday. It provides access to Salisbury City Centre. From here Salisbury Railway Station can accessed in approximately a 12 minute walk (1 km).

3.5 *'The Bend'* bus stop offers more services further afield than the Park and Ride. It is served by the X7/X7R which departs every hour Monday to Saturday. Northwest bound it provides access to Salisbury city centre and South west bound it forms a link to Southampton. From here Southampton Railway Station can also be accessed.

3.6 Other local school services including the C19 and 657 also depart from *'The Bend'* bus stop, providing a route to South Wilts Grammar School and Brockenhurst College. Overall, the public transport services near the proposed site provide good accessibility to a range of local facilities including Salisbury and Southampton city centres.

Existing Facilities

3.7 There is a level, street lit footway on the northern side of the A36 adjacent to the site which westwards provides direct level access to local amenities such as Petersfinger Park and Ride and the Bourne Retail Park and eastwards towards local bus stops.

3.8 There is also a footway on the southern side of the A36 which starts approximately 130m west of the site access and heads towards the local amenities.

3.9 The development site is located within approximately an 8 minute walk (650m) of Bourne Retail Park. The retail park hosts many shops and facilities including; two supermarkets, a pharmacy, petrol station and DIY shop.

3.10 There are no local equestrian facilities within the study area and the access scheme will have no impact upon any existing equestrian usage of the A36.

Trip Generators

3.11 The development is anticipated to generate between two and five trips during the peak hours.

3.12 The development is not expected to generate a number of NMUs due to the nature of the development as a retirement facility. The Framework Travel Plan associated with the development seeks to directly encourage group/shared travel by car and community transport rather than by non-motorised modes due to the lack of footpath along the southern side of the A36 towards Salisbury centre (a footpath is present on the northern side, but would require crossing the trunk road with no crossing in place).

Pedestrian Opportunities

3.13 There is a footpath on the northern side of the A36 Southampton Road. The Road Safety Audit suggested providing an uncontrolled crossing across the A36 to the site access to provide staff with an opportunity to walk to work or access the site from nearby bus stops. This has been considered and instead of an uncontrolled crossing, a signalised puffin crossing is proposed on the A36 immediately west of the site access, providing a crossing to the existing footway The crossing will include two pedestrian call buttons on both sides of the road.

3.14 The existing northern footway is proposed to be widened to 3m at the crossing, and 2.5m to the west. The widening of the footway and proposed signalised crossing will provide a safe route for pedestrians and mobility scooters to access the local facilities at Bourne Retail Park and to Salisbury town centre.

3.15 There are no other public rights of way within the study area which provide opportunities at the site

Cycle Opportunities

3.16 National Cycle Route 24 runs along the A36 Southampton Road to the east of the site, before continuing on Petersfinger Road and reconnecting to the A36 to the west of the site. There is the opportunity to provide a connection to this route

from the site. Cyclists are also able to use the footway on the northern side of the A36 if dismounted to access the cycle route.

Equestrian Opportunities

3.17 There are no opportunities to connect to equestrian facilities within the study area and no opportunities to enhance the access scheme to provide improvements for equestrian users.

4 Assessment Team Statement

4.1 As Lead Assessor, I confirm that this walking, cycling and horse-riding assessment report has been compiled in accordance with DMRB GG 142. The walking, cycling and horse-riding assessment was undertaken by the following assessment and review team:

Name	Ian Awcock
Position	Chairman
Organisation	AWP
Date	23/11/2022

4.2 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	Alex Wozniczko
Position	Director
Organisation	AWP
Date	23/11/2022