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Peter Evans Partnership
**Transport Planning
& Highway Consultants**

Land at Ridgeway Lane and Lower Pennington Lane, Lymington

Pennington and Lymington Lanes Society

Road Safety Assessment

December 2021

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EXECUTIVE SUMMARY

PEP has been commissioned by Pennington and Lymington Lanes Society (PALLS) to carry out an independent assessment to examine matters relating to road safety arising from the intensification of use of Ridgeway Lane and Lower Pennington Lane due to the proposed residential development of land between Ridgeway Lane and Lower Pennington Lane.

The road safety assessment identified that there are four issues that would have a high level of road safety risk due to the increased number of vehicles and non-motorised users associated with the proposed development, or the infrastructure changes required to serve the development. The assessment also identified eight further issues that have a medium level of road safety risk. The key safety issues relate to the absence of footways or cycle facilities on Ridgeway Lane, Lower Pennington Lane and other roads in the vicinity of the site in a location where observations during the site inspection noted high number of non-motorised road users and where there would be an increase in traffic associated with the proposed development. There is uncertainty over the deliverability of suitable footway / cycleway improvements via Forest Gate Gardens and on Ridgeway Lane, but even if these could be delivered there would still be future resident pedestrian and existing pedestrians using other sections of the local country lanes without footway provision.

This assessment also examines the accessibility for pedestrians and cyclists along routes to key facilities and amenities in Lymington that would be required on a day-to-day basis by future residents. The assessment has determined that due to the local environment and the absence of suitable infrastructure along Ridgeway Lane, Lower Pennington Lane and the A337, the routes for pedestrians and cyclists unsafe and are not inclusive or accessible. There are greater concerns during the hours of darkness where poor street lighting and provision of footways compromises road safety for non-motorised users.

New residents at the proposed development should not need to rely on the car for everyday journeys, including getting to workplaces, shops, schools and other facilities. However, the proposed location of the site, the local environment and inadequate infrastructure is not inclusive or accessible to all potential residents and will deter the promotion of travel by sustainable modes, which is not in accordance with the National Planning Policy Framework.

1.0 INTRODUCTION

1.1 Background

1.1.1 PEP has been commissioned by Pennington and Lymington Lanes Society (PALLS) to carry out an independent road safety assessment of Ridgeway Lane and Lower Pennington Lane and the pedestrian and cyclist desire lines to key facilities and amenities in Lymington. The road safety assessment relates to a proposed residential development of land between Ridgeway Lane and Lower Pennington Lane.

1.1.2 The New Forest District Council (NFDC) Local Plan 2016-2036 Part 1: Planning Strategy was adopted by the Council in July 2020. The site is identified within the policies map as a development site and forms Strategic Site 6: Land to the east of Lower Pennington Lane, Lymington. In summary, and relevant to this review, the policy and accompanying text states:

- Provision of at least 100 homes and public open space;
- Retain and enhance the rights of way across the site;
- Integrate the site into the built-up area, connecting to footpaths to central Lymington, Woodside Park and the countryside. Main pedestrian links via Woodside Lane and Forest Gate Gardens;
- Provide vehicle access from both Lower Pennington Lane and Ridgeway Lane, providing a through route across the site. Visibility and safety at the Ridgeway Lane access to be addressed; and
- Additional parking for the adjacent Oakhaven Hospice.

1.1.3 The allocation site area is shown on the image below.



- 1.1.4 For the allocation site, the supporting Transport Assessment including figures and appendices has been reviewed as part of this assessment.
- 1.1.5 A pre-application submission has been made to NFDC for 84 dwellings on part of the wider allocation site, the site location shown on the image below. Limited information was available on this pre-application submission for this assessment, and only the text of the supporting Transport Assessment could be reviewed. No drawings were available.



- 1.1.6 The safety assessment principally considers this pre-application proposal, but also takes into account the development that could come forward on the residual allocated land.
- 1.1.7 In summary and relevant to this review, the pre-application proposal includes:
- an access on Lower Pennington Lane utilising the existing access serving Northfield Nursery and Oakhaven Hospice;
 - an access on Ridgeway Lane in the position of an existing field access with the carriageway straightened and widened and the junction with Poles Lane repositioned to improve junction visibility;
 - a pedestrian and cyclist link to Ridgeway Lane between 'Brocklands Cottage' and the 'Buccaneer';
 - a pedestrian connection to Forest Gate Gardens; and
 - a new shared footway / cycleway link through Woodside Park between Ridgeway Lane and Rookes Lane.

1.1.8 Based on the information available for this assessment, there are similarities but some differences between the allocation site proposals and the pre-application proposals in terms of the access and footway / cycleway enhancements, as follows:

- Both schemes include a vehicular access via the existing access serving Northfield Nursery and Oakhaven Hospice and in the position of the field gate on Ridgeway Lane;
- A pedestrian link to Forest Gate Gardens has been proposed for both schemes, but this is outside of the red line site boundary. It is uncertain if a suitable footway provision can be delivered in this location;
- The allocation proposals include for a short section of footway on Ridgeway Lane, between Forest Gate Gardens and the Ridgeway Lane / Rookes Lane junction, but this does not appear to be included in the pre-application proposals. The footway would reduce the carriageway width on Ridgeway Lane and require the removal of trees. It is uncertain if a suitable footway provision can be delivered;
- The pre-application proposals include for a new shared footway / cycleway across Woodside Park between Ridgeway Lane and Rookes Lane, with connections to the pedestrian / cycle site access on Ridgeway Lane and to Forest Gate Gardens. It is uncertain what the standard of this footway / cycleway would be e.g. width, lighting and if this can be delivered by the applicant; and
- The allocation site includes a pedestrian / cycle link to Lower Pennington Lane to the north west corner of the site including via public footpath 83. The pre-application scheme has no proposals for new or improved footway / cycleway connections to Lower Pennington Lane to the north west corner of the site.

1.2 Study Area

1.2.1 The principal area of study is Ridgeway Lane and Lower Pennington Lane, however routes to local schools and facilities in Pennington as well as the town centre to the east via Rookes Lane and Poles Lane have also been considered. The study area is shown at Appendix 1.

1.3 Audit Team

1.3.1 This report has been prepared by independent experienced road safety engineers/auditors and highway engineers who have examined and reported on the road safety issues associated with the intensification of vehicle and non-vehicle movements along Ridgeway Lane and Lower Pennington Lane and routes to key facilities and amenities.

1.3.2 The Road Safety Assessment Team comprises of:

Vimal Patel	Team Leader
BEng (Hons), GMICE, FIHE, HE Cert Comp, RegRSA (IHE)	

James Chequer	Team Member
BA(Hons) Dip TP, MCIHT, CMILT, MRTPI	

1.4 Site Audit

1.4.1 The road safety assessment has been based on site inspections undertaken on Tuesday 19th October 2021 between 12:00 and 18:00 by foot, bicycle and car and on Friday 12th November 2021 between 16:30 and 18:00. During both site visits the weather was overcast with short periods of rain and the road surface was damp from earlier rainfall.

1.5 Aim of Statement

1.5.1 The road safety assessment has examined matters relating to road safety implications associated with the intensification of the use of Ridgeway Lane and Lower Pennington Lane and the routes to key facilities and amenities.

1.5.2 As part of this, an assessment of the routes for pedestrians and cyclists has been carried out as has an assessment of the routes to determine if there would be an adverse impact on any group or persons protected under the Equality Act 2010 due to the residential development. The different groups covered by the Equality Act are referred to as protected characteristics namely:

- Disability;
- Gender reassignment;
- Marriage or civil partnership status;
- Pregnancy and maternity;
- Race;
- Religion or belief;
- Sexual orientation;
- Sex (gender); and
- Age.

1.5.3 NFDC is subject to the Public Sector Equality Duty (PSED) which requires it to base its decisions and policies with due regard to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

1.5.4 The National Planning Policy Framework (NPPF) identifies the need for planning policies and decisions to create places that are safe, inclusive and accessible, and which promote health and well-being. A failure to take an inclusive approach to the location and design of development would be contrary to national planning policy.

1.6 Contents

1.6.1 The Road Safety Assessment continues in:

- Section 2 with the existing transport context and site visit observations;
- Section 3 with a road safety assessment;
- Section 4 with an active travel and equality assessment; and
- Section 5 with our conclusions.

2.0 EXISTING CONTEXT & SITE VISIT OBSERVATIONS

2.1 Introduction

2.1.1 A summary of the key issues observed on the site visit and a review of the personal injury accident records is set out in this Section.

2.2 Ridgeway Lane South of Rookes Lane

2.2.1 The road and traffic conditions observed on Ridgeway Lane between Poles Lane and the junction Rookes Lane:

- Local access country lane;
- Traffic flows were light and vehicle speeds were generally below 30mph;
- Vehicles were generally cars or light goods vehicles, although one rigid HGV was observed travelling south;
- Road widths vary in width and alignment and vehicle speeds were higher on the straighter and wider sections of the lane with good forward visibility;
- Carriageway varies between some 3.0 – 4.5m wide;
- Absence of footways and limited street lighting;
- Pedestrians observed using Ridgeway Lane walking within the carriageway, generally on the western side of the road. Pedestrians during the day included groups, those walking dogs and generally older persons;
- Presence of blind bend immediately north of Poles Lane. Two cars were observed trying to pass each other and a group of pedestrians at the same time;
- Forest Gate Gardens has some sections with no footway, but there is a short section of footway on entrance into site. However, this terminates at the junction with Ridgeway Lane. There was a headwall to the adjacent ditch at the end of the footway;
- No kerbs at the edge of the carriageway, only soft verges, vegetation or ditches. Overhanging trees and vegetation were noted along the lane;
- Properties are to the west side of the lane generally set back from the carriageway;
- A large car park and playing fields mid-way along Ridgeway Lane to the east. It is understood there is on street parking on Ridgeway Lane by Woodside Park at the weekend because of the football, rugby and Park Run activities being held at Woodside Park;
- Cars observed traveling close behind cyclists using the lane; and
- Pedestrians have to step out into carriageway if passing other pedestrians.

2.3 Ridgeway Lane North of Rookes Lane & Rookes Lane

2.3.1 The road and traffic conditions observed on Ridgeway Lane north of Rookes Lane and Rookes Lane were:

- A single two directional carriageway approximately 5.5m wide with a footway some along the northern side 1.5m – 2m;
- Moderate traffic flows and speeds appeared to be within 30mph limit;
- Moderate pedestrian flows, including pedestrians of varying ages from accompanied young children to older pedestrians;
- Poor forward visibility around the bend at the junction with Rookes Lane and to/from the pedestrian crossing point on the bend on the eastern side of the carriageway;
- Street lighting;
- Simple priority junction between Rookes lane and Ridgeway and only add m from A add roundabout
- Vegetation growing to edge of carriageway on southern side; and
- Residential properties on northern side and Woodside Park to the south, but there are no crossing facilities at the Park entrance or elsewhere.

2.4 Lower Pennington Lane

2.4.1 The road and traffic conditions observed on Lower Pennington Lane between Oakhaven Hospice / Plant Nursery and Ridgeway Lane were:

- Local access country lane;
- Traffic flows were light and vehicle speeds were below 30mph. Generally vehicles were cars or light goods vehicles;
- Lower Pennington Lane it is a long cul-de-sac, signed cycle route and number of cyclists observed in both directions;
- Road alignment and widths vary, with vehicle speeds higher on the straighter and wider sections of the lane where good forward visibility is afforded;
- Carriageway width varies between 3.5m – 5.0m along its length;
- Absence of footways and limited street lighting;
- Pedestrians observed using Lower Pennington Lane walking within the carriageway, generally along the western side of the road. Pedestrians included groups, those walking dogs and generally older persons. School children were observed walking back from school in the middle of the afternoon, most with headphones on or on phones;
- Road surface is poor with uneven surface, potholes, ruts and debris on the road;
- Absence of kerbs at the edge of the carriageway with soft verges, vegetation or ditches. Overhanging trees and vegetation were noted along the lane;
- Residential properties on both sides of lane, generally set back from the

carriageway;

- Overhanging trees and vegetation along lane caused tunnel effect adjacent to Hospice and difficult to see road users at this point;
- A blind bend is located to the north of the hospice main entrance; and
- Poor visibility looking right at the junction with Ridgeway Lane. Vehicles exit the roundabout to the north relatively fast it's difficult for drivers leaving Lower Pennington Lane to see vehicles approaching from the roundabout circulatory or from the A337 east.

2.5 A337

2.5.1 The road and traffic conditions observed on the A337 between its roundabout with North Street and Lower Pennington Lane and Elm Avenue to the west were:

- A busy route with constant traffic flows of mixed composition;
- Queuing and delay on A337 west arm of the roundabout was observed during the day and on all arms particularly during the evening peak hour;
- Visibility between the A337 west arm of the roundabout and North Street arm is restricted;
- Difficult it to observe cars on the circulatory carriageway of the roundabout when trying to cross the exit arms. It was more difficult to find a gap and push off quickly on a bike; and
- Limited / poor crossing facilities on A337 near to the parade of shops and South Street.

2.6 Poles Lane and Platoff Road

2.6.1 The road and traffic conditions observed on Poles Lane and Platoff Road were:

- Both carriageway are single narrow country lanes, with no footway or kerbed edges to the carriageway;
- Small number of residential properties at the western end of the roads;
- no street lighting; and
- Lightly trafficked, with a small number of pedestrians, mainly dog walkers.

2.7 Woodside Lane and Viney Road

2.7.1 The road and traffic conditions observed on Woodside Lane and Viney Road were:

- both single carriageway narrow country lanes, with no footway or kerbed edges to the carriageway;
- residential properties alongside the carriageways;
- no street lighting; and
- Lightly trafficked, with a small number of pedestrians, mainly dog walkers.

2.8 All Saints Road

2.8.1 The road and traffic conditions observed on All Saints Road were:

- A single two directional carriageway approximately 5.5m wide with a footway some along the northern side 1.5m – 2m;
- Street lighting present with crossing facilities limited to occasional dropped kerbs;
- Moderate traffic flows but low numbers of pedestrians and cyclists observed;
- Speeds appeared to be within 30mph limit; and
- Residential properties on both sides, public house on southern side.

2.9 Routes to Town Centre

2.9.1 The following roads were reviewed as part of a journey between the proposed residential site and the town centre:

- Stanley Road
- Broad Lane
- Belmore Lane
- Daniell's Walk
- Church Lane
- Westfield Road
- Queen Katherine Road

2.9.2 These are predominantly residential streets, with footways on both sides of the carriageways although no formal crossing facilities. There is on-street car parking which reduces the effective width of the carriageway. Traffic flows were low to moderate and speeds appeared to be within the 30mph speed limits.

2.9.3 There is an uphill gradient on Belmore Lane, Daniell's Walk, Broad Lane towards the town centre.

2.10 Safety Record

2.10.1 Crashmap has been interrogated for the latest five-year period within the study area. The Crashmap data is approved by the National Statistics Authority and is reported on by the Department for Transport each year. Figure 1 shows the location of the accidents reported within the most recent five-year period up to December 2020.

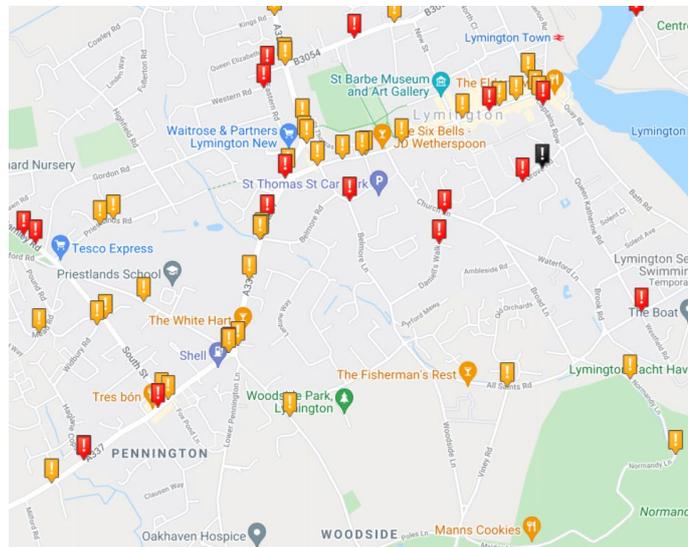


Figure 1: Location of all reported collisions five-years up to December 2020

2.10.2 A further review of Crashmap has been carried out to identify the accidents involving pedestrians, cyclists and other non-vehicle users. Figure 2 below shows the location of the pedal cyclist casualties within the last five years.

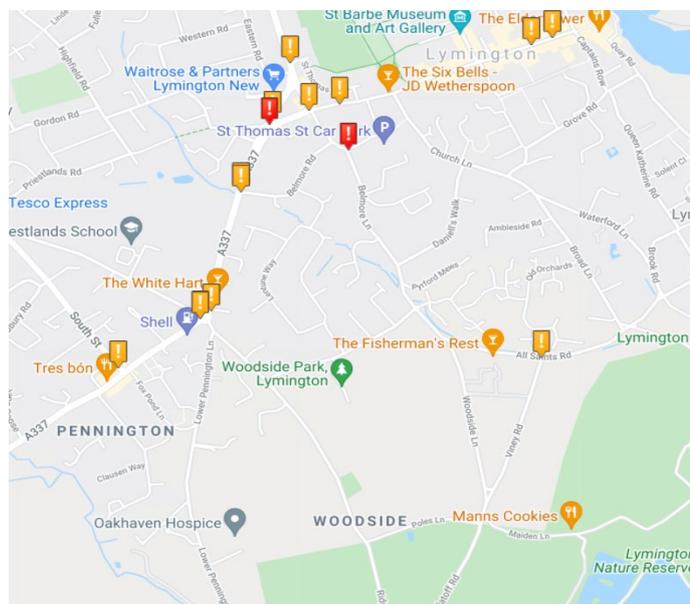


Figure 2: Location of all reported pedestrian/cyclists collisions five-years up to December 2020

2.10.3 Figures 3 and 4 respectively show the location of collisions involving all pedestrians and children casualties within the last five years.



Figure 3: All reported pedestrian collisions recorded for the five-year period up to December 2020



Figure 4: All reported children collisions recorded for the five-year period up to December 2020

3.0 ROAD SAFETY ASSESSMENT

3.1 Methodology

3.1.1 The assessment has considered the procedures and principles set out in GG119 Road Safety Audits contained in Design Manual for Roads & Bridges (DMRB), the latest revision published by Highways England in January 2019, and also GG104 Requirements for safety risk assessment contained in DMRB dated June 2018.

3.1.2 The issues identified have been assessed using a simple risk matrix below, which each concern being ranked as either Low/Medium/High or Very High.

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Very High	High	High	Medium
Serious Injury	High	High	Medium	Medium
Slight Injury	High	Medium	Medium	Low
Damage Only	Medium	Medium	Low	Low

3.1.3 The road safety assessment considers all road users and has been based on the detailed site inspection and information from the Local Plan and pre-application submission relating to the proposed development on land between Ridgeway Lane and Lower Pennington Lane.

3.1.4 Where a risk is ranked as Very High or High the activity, design or proposal causing this, should not be allowed to happen. This situation or hazard needs to be avoided.

3.1.5 Where a risk is ranked as Medium, additional measures are required so the risk from the activity, design or proposal causing this are reduced to a low level.

3.1.6 Where a risk is ranked as Low, mitigation measures are still required to ensure the risk level is maintained or preferably eliminated.

3.2 Potential Road Safety Risks Identified

Risk 1: Increased risk of vehicle collisions associated with increased traffic volumes and composition

3.2.1 The trip generation and composition of traffic associated with the development of at least 84 houses, including additional large service and delivery vehicles along the narrow carriageways of Ridgeway Lane and Lower Pennington Lane will increase the risk of collisions with other road users. The large vehicles will occupy the majority of the carriageway as shown in the left hand image below. Car parking was observed on Ridgeway Lane adjacent to the Woodside Park car park as shown in the right hand image below and it is understood there can be a significant number of cars parked on the carriageway at weekends associated with sports/park run within the park. This further compromises the available road width and also forward and junction visibility.

3.2.2 It is unclear from the information provided how construction traffic would access the development during the construction stage. The size and number of construction vehicles would increase the risk of more frequent collisions and more severe injuries. The absence of a thorough and enforced construction management plan would increase the risk of collisions between construction vehicles and other existing road users.



Risk 1: Assessment (Construction)

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Very High	High	High	Medium
Serious Injury	High	High	Medium	Medium
Slight Injury	High	Medium	Medium	Low
Damage Only	Medium	Medium	Low	Low

Risk 1: Assessment (Operation)

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Very High	High	High	Medium
Serious Injury	High	High	Medium	Medium
Slight Injury	High	Medium	Medium	Low
Damage Only	Medium	Medium	Low	Low

Risk 2: Increased risk of vehicle collisions with non-motorised users associated with increased traffic volumes and composition

3.2.3 Observations during the site inspection noted the high prevalence of non-motorised users sharing the carriageway with vehicles on Ridgeway Lane and Lower Pennington Lane, as shown in the images below. It can be difficult for other road users to see pedestrians walking or running on Ridgeway Lane and Lower Pennington Lane.



- 3.2.4 It is uncertain what is and what can be delivered in terms of a new footway on Ridgeway Lane between Forest Gate Garden and Rookes Lane. However, in any event the absence of footways or segregated cycle lanes on the remainder of Ridgeway Lane and Lower Pennington Lane would result in non-motorised road users travelling along the carriageway. For the pre-application scheme there is concern that the only pedestrian and cyclist access proposed on Lower Pennington Lane is at the south west corner of the site. The road safety is further compromised by vegetation, poor street lighting and on Ridgeway Lane at weekends, on-street car parking associated with activities in Woodside Park. Consequently, the risk of collisions between vehicles and non-motorised users particularly during the hours of darkness will be greater.
- 3.2.5 There is concern that the increase in the number of vehicle and non-motorised user movements along these roads associated with the development proposals would increase the risk of injuries to existing and future non-motorised road users.

Risk 2: Assessment

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Very High	High	High	Medium
Serious Injury	High	High	Medium	Medium
Slight Injury	High	Medium	Medium	Low
Damage Only	Medium	Medium	Low	Low

Risk 3: Increased risk of collisions associated with insufficient carriageway space

- 3.2.6 Observations during the site inspection noted that Ridgeway Lane, Lower Pennington Lane, Poles Lane, Platoff Road, Woodside Lane and Viney Road are popular non-motorised user's route with a combination of pedestrians and cyclists. The limited width of the carriageway and increased traffic using these routes may force these users onto the soft grass verges to avoid on-coming traffic, this may increase the risk of injury to pedestrians and cyclists associated with slips and falls.

Risk 3: Assessment

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Very High	High	High	Medium
Serious Injury	High	High	Medium	Medium
Slight Injury	High	Medium	Medium	Low
Damage Only	Medium	Medium	Low	Low

Risk 4: Increased risk of vehicle collisions associated with limited carriageway width, soft verges and limited passing places

3.2.7 There is concern that the limited width along Ridgeway Lane, Lower Pennington Lane, Poles Lane, Platoff Road, Woodside Lane and Viney Road provide minimal safe and suitable passing places. Consequently, this may encourage vehicles to use the soft grass verge to enable opposing vehicle pass. Alternatively, vehicles may need to reverse excessive distances to a safe location for an opposing vehicle to pass. The road safety is further compromised in places by the presence of drainage channels, drainage structures and vegetation. It is difficult to judge the edge of the carriageway particularly during the hours of darkness. A combination of these factors may increase the risk of injury to vehicle occupants.

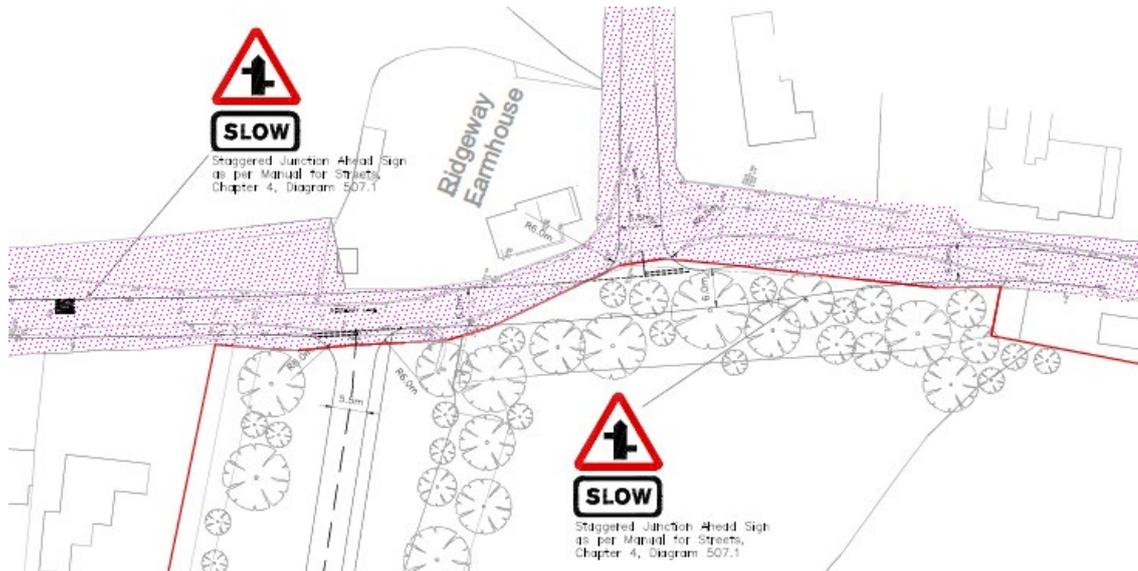
Risk 4: Assessment

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Very High	High	High	Medium
Serious Injury	High	High	Medium	Medium
Slight Injury	High	Medium	Medium	Low
Damage Only	Medium	Medium	Low	Low

Risk 5: Increased risk of collision associated with the development access proposals on Ridgeway Lane

3.2.8 The access to the proposed development on Ridgeway Lane involves the straightening and widening of the carriageway with staggered priority junctions for Poles Lane and the site access, as illustrated on the extract below. It was observed and understood that there are a large number of pedestrians walking north / south along Ridgeway Lane at this point, including to / from the Chequers Public House and the recreational paths along the coast.

3.2.9 The junction geometry, visibility and forward visibility on Ridgeway Lane would be provided to a more suitable standard, but there are no footways proposed and there is concern that the proposed arrangements would increase vehicle speeds on an unsuitable country lane between the Chequers public house to the south and Woodside Park in the north. This would increase the risk of collisions between vehicles and between vehicles and non-motorised road users and subsequent injuries to non-motorised users or vehicle occupants.



Risk 5: Assessment

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Very High	High	High	Medium
Serious Injury	High	High	Medium	Medium
Slight Injury	High	Medium	Medium	Low
Damage Only	Medium	Medium	Low	Low

Risk 6: Increased risk of collision associated with insufficient visibility for pedestrians crossing at the Ridgeway Lane / Rookes Lane junction

3.2.10 There is a concern that the visibility for pedestrians using the dropped kerb crossing on Rookes Lane from east to west cannot see vehicles approaching from either direction and vice versa, due to the alignment of the road, as shown on the image below. With an increase in vehicles and pedestrians associated with the development using this junction and crossing there is an increased risk of an injury to a pedestrian if they step out into the path of an oncoming vehicle.



Risk 6: Assessment

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Very High	High	High	Medium
Serious Injury	High	High	Medium	Medium
Slight Injury	High	Medium	Medium	Low
Damage Only	Medium	Medium	Low	Low

Risk 7: Increased risk of collisions due to insufficient visibility at Lower Pennington Lane / Ridgeway Lane Junction

3.2.11 There is a concern that there is insufficient visibility for drivers leaving Lower Pennington Lane to be able to see oncoming vehicles on Ridgeway Lane. Vegetation impedes the visibility to the right and to the left vehicles are leaving the A377 roundabout only some 30m from the junction, as shown on the images below. There is concern that the increase in the number of vehicle movements along these roads associated with the development proposals would increase the risk of collisions between vehicles and between vehicles, powered two wheelers and cyclists at this junction. Poor visibility may increase the risk of turning collisions or shunt type collisions as vehicles have to stop suddenly on the main road to avoid a collision with a turning vehicle. A combination of these factors may increase the risk of injury to vehicle occupants, users of powered two wheelers or cyclists.



Risk 7: Assessment

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Very High	High	High	Medium
Serious Injury	High	High	Medium	Medium
Slight Injury	High	Medium	Medium	Low
Damage Only	Medium	Medium	Low	Low

Risk 8: Increased risk of collision associated with insufficient forward visibility on Lower Pennington Lane

- 3.2.12 The forward visibility to be able to see and react to oncoming vehicles and pedestrians on Lower Pennington Lane in the vicinity of Oakhaven Hospice as shown on the images below is severely constrained by the alignment of the road and overhanging vegetation creating a tunnel type effect. There is concern that an increase in the number of vehicle, pedestrian and cyclist movements at this point associated with the development would increase the risk of collisions between vehicles and between vehicles and non-motorised road users who would have insufficient time to see and react to oncoming vehicles or other road users. This risk of collisions during the hours of darkness would be greater. A combination of these factors may increase the risk of injury to vehicle occupants, users of powered two wheelers or non-motorised users.
- 3.2.13 There is a particular concern with the pre-application scheme as the only pedestrian and cyclist access proposed on Lower Pennington Lane is at the south west corner of the site. All road users would have to use this section of Lower Pennington Lane past Oakhaven Hospice, although some pedestrians may use footpath 83 to the north west of the site to / from Lower Pennington Lane, but this would not be suitable for all as it is a muddy track / path.



Risk 8: Assessment

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Very High	High	High	Medium
Serious Injury	High	High	Medium	Medium
Slight Injury	High	Medium	Medium	Low
Damage Only	Medium	Medium	Low	Low

Risk 9: Increased risk of injuries associated the poor quality road surface on Lower Pennington Lane

- 3.2.14 Observations during the site inspection noted that the carriageway surface is poor with uneven surfaces, potholes, ruts and debris on the road. There is a concern that the increase in the number of pedestrian, cyclist and powered two wheeler movements would increase the risk of injury associated with loss of control incidents, slips, trips and falls.

Risk 9: Assessment

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Very High	High	High	Medium
Serious Injury	High	High	Medium	Medium
Slight Injury	High	Medium	Medium	Low
Damage Only	Medium	Medium	Low	Low

Risk 10: Increased risk of collisions associated with inadequate surface water drainage

- 3.2.15 Observations during the site inspection noted that there is no highway drainage for surface water on Ridgeway Lane, Lower Pennington Lane, Poles Lane, Platoff Road, Woodside Lane and Viney Road. The absence of suitable drainage may result in the collection of surface water within the carriageway. There is concern that an increase in the number of vehicles, powered two wheelers and cyclists using these routes associated with the development could increase the risk of injuries to vehicle occupants, users of powered two wheelers or cyclist due to loss of control incidents.

Risk 10: Assessment

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Very High	High	High	Medium
Serious Injury	High	High	Medium	Medium
Slight Injury	High	Medium	Medium	Low
Damage Only	Medium	Medium	Low	Low

Risk 11: Increased risk of collision associated with insufficient visibility for pedestrians crossing at the A337 / North Street / Ridgeway Lane roundabout

3.2.16 There is a concern that the visibility for pedestrians crossing North Street at the roundabout from west to east cannot see turning vehicles from the A337 eastbound and vice versa, due to overgrown vegetation leaving Lower Pennington Lane to be able to see oncoming cars on Ridgeway Lane as shown on the image below. With an increase in vehicles and also pedestrians associated with the development using this junction and crossing, the poor visibility may increase the risk of pedestrians stepping out into the path of turning vehicle increasing the risk of injury to pedestrians.



Risk 11: Assessment

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Very High	High	High	Medium
Serious Injury	High	High	Medium	Medium
Slight Injury	High	Medium	Medium	Low
Damage Only	Medium	Medium	Low	Low

Risk 12: Increased risk of collision associated with insufficient crossing facilities on the A337

3.2.17 There is a concern that the crossing provision for pedestrians on the A377 between the A337 / North Street / Ridgeway Lane roundabout and Elm Avenue, is insufficient for an pedestrians wishing to cross in this area. This includes pedestrians walking on Fox Pound Lane and wishing to cross to the parade of shops at the corner of the A337 and South Street, or cross to use South Street to get to and from Pennington Junior and Infant schools. It is noted there has been one pedestrian casualty and one child casualty close to the junction between the A337 and South Street within the last five years. Due increase in pedestrians associated with the development wishing to cross the A377 to access local facilities and amenities there is an increase in the risk of collision between a vehicle and a pedestrian and subsequent injury to a pedestrian.

Risk 12: Assessment

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Very High	High	High	Medium
Serious Injury	High	High	Medium	Medium
Slight Injury	High	Medium	Medium	Low
Damage Only	Medium	Medium	Low	Low

Risk 13: Increased risk of collision associated with inconsistent cyclist facilities at the A377 / North Street / Ridgeway Lane roundabout

3.2.18 There is a concern that there is inconsistent and confusing cyclist provision at the roundabout, including a combination of on-road cycle lanes and off-road shared footway / cycleway provision. The off-road shared footway / cycleway provision is also too narrow to safely allow pedestrians and cyclists to pass freely, as shown on the image below. Pedestrians or cyclists may be forced onto the carriageway. There have been three accidents at this junction involving cyclists within the last five years, including one serious injury. There is an increased risk of collisions between cyclists, cyclist and pedestrians and cyclists and vehicles, with an increase in these movements using the junction to access local facilities and amenities associated with the development. This could increase the risk of injuries to cyclists and pedestrians.



Risk 13: Assessment

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Very High	High	High	Medium
Serious Injury	High	High	Medium	Medium
Slight Injury	High	Medium	Medium	Low
Damage Only	Medium	Medium	Low	Low

3.3 SUMMARY OF ROAD SAFETY ASSESSMENT

3.3.1 The issues and the level of risk identified above have been summarised in the table below.

Number	Issue	Risk Assessment
1	Increased risk of vehicle collisions with increased traffic volume and composition during construction	High
	Increased risk of vehicle collisions with increased traffic volume and composition during operation	Low
2	Increased risk of vehicle and non-motorised user collisions with increased traffic volume and composition	High
3	Increased risk of collisions associated with insufficient carriageway space	Medium
4	Increased risk of vehicle collisions associated with limited carriageway width, soft verges and limited passing places	Medium
5	Increased risk of collision associated with straightened road alignment, increased road widths and forward visibility on Ridgeway Lane	High
6	Increased risk of collision associated with insufficient visibility for pedestrians crossing at the Ridgeway Lane / Rookes Lane junction	Medium
7	Increased risk of collisions due to insufficient visibility at Lower Pennington Lane / Ridgeway Lane Junction	Medium
8	Increased risk of collision associated with insufficient forward visibility on Lower Pennington Lane	Medium
9	Increased risk of injuries associated the poor quality road surface on Lower Pennington Lane	Medium
10	Increased risk of collisions associated with inadequate surface water drainage	Medium
11	Increased risk of collision associated with insufficient visibility for pedestrians crossing at the A337 / North Street / Ridgeway Lane roundabout	Medium
12	Increased risk of collision associated with insufficient crossing facilities on the A337	High
13	Increased risk of collision associated with inconsistent cyclist facilities at the A337 / North Street / Ridgeway Lane roundabout	High

4.0 ACTIVE TRAVEL AND EQUALITY ASSESSMENT

4.1 Introduction

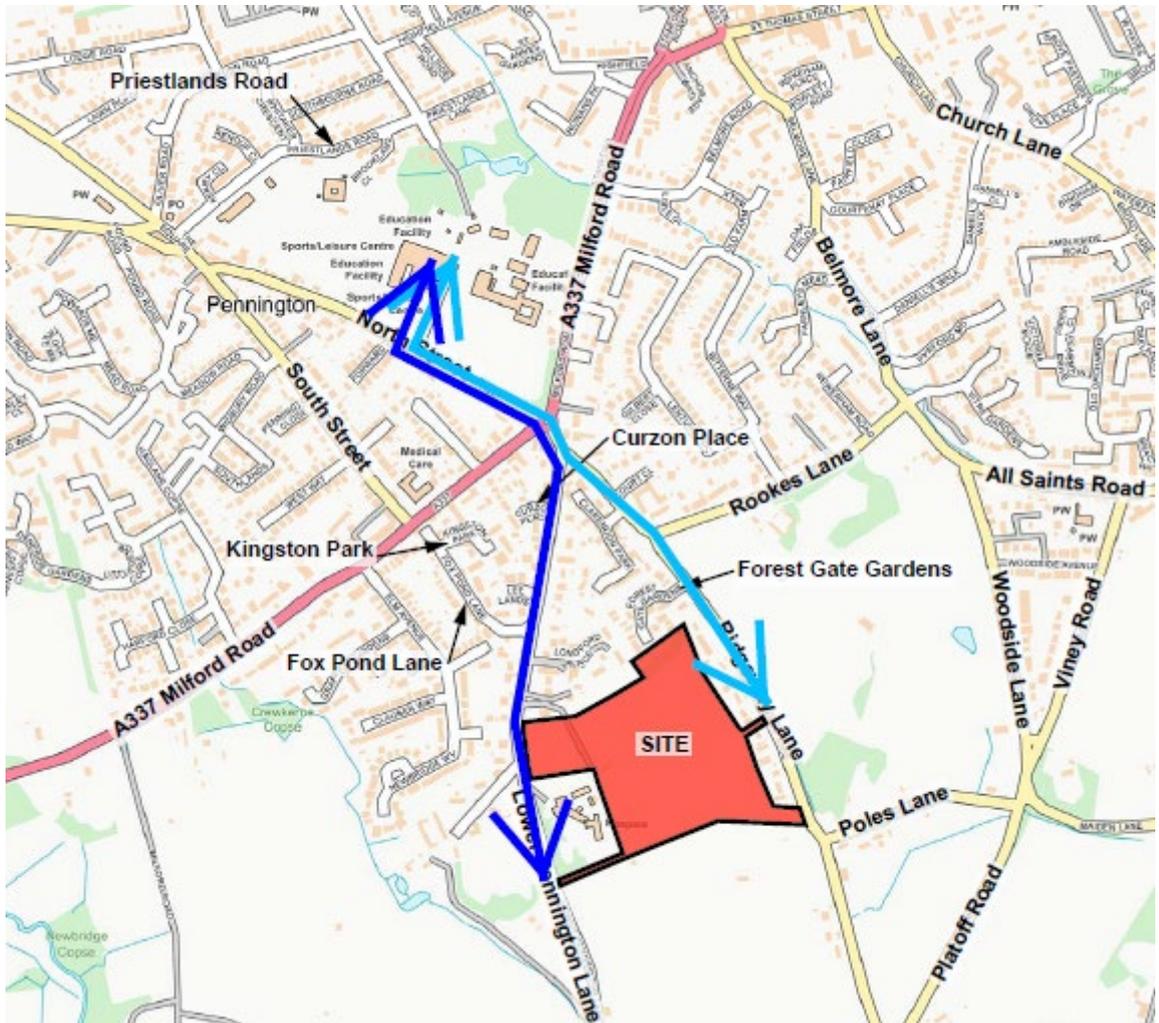
- 4.1.1 New residents at the proposed development should not need to rely on the car for everyday journeys, including getting to workplaces, shops, schools and other facilities.
- 4.1.2 The National Planning Policy Framework (NPPF) 2021 requires that planning policies and decisions should aim to create places that are safe, inclusive and accessible and which promote health and well-being.
- 4.1.3 The routes to key local facilities and amenities from the proposed development have therefore been reviewed to determine if they are safe and provide an attractive opportunity for residents to safely and conveniently walk and cycle on a daily basis, taking into account the diverse needs of all potential residents including protected groups identified in the Equality Act.
- 4.1.4 The tables below summarise the audit of the pedestrian and cycle routes, commenting on the accessible and inclusive nature of the routes and identifying the safety risks on each route.

4.2 Methodology

- 4.2.1 A review of the local amenities and key locations which residents may travel to on a day to day basis are summarised below:
- Priestlands School and Lymington Health & Leisure Centre
 - Pennington Infant & Junior School / Pennington Local Shops
 - Local Shops / Bus Stops on A337
 - Town Centre
- 4.2.2 The assessment of walking and cycling routes have been based on the following broad criteria:
- Attractiveness
 - Comfort
 - Directness
 - Inclusive
 - Safety
- 4.2.3 A colour coding system has been used to show the outcome of the audit:
- Good – GREEN
 - Adequate – ORANGE
 - Poor – RED

Priestlands School and Lymington Health & Leisure Centre

4.2.4 The broad routes for pedestrians and cyclists between these facilities and the site are shown below.



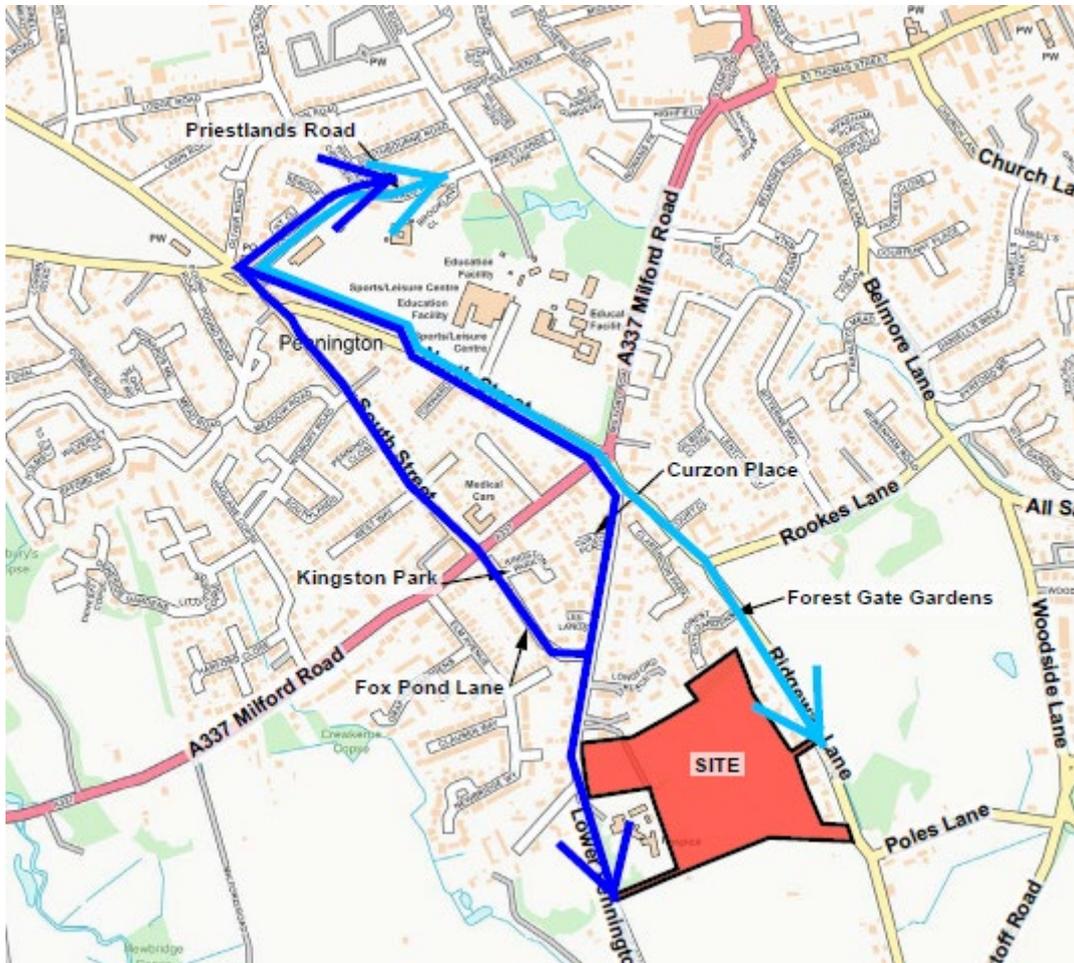
4.2.5 The assessment of these routes to Priestlands School and Lymington Health & Leisure Centre is summarised in the tables below:

WALKING TO PRIESTLANDS SCHOOL AND LYMINGTON HEALTH & LEISURE CENTRE				
Via Ridgeway Lane				
Attractiveness	Comfort	Directness	Inclusive	Safety
Ridgeway Lane not attractive to walk in darkness and in wet weather conditions	No footways on Ridgeway Lane	Necessary to cross Ridgeway Lane north of Rookes Lane and A337 at roundabout	Unattractive and uncomfortable route on Ridgeway Lane would impact on vulnerable users, including young children, aged and disabled people, people with pushchairs etc	Risks No. 2, 3, 8, 9 10 and 11
Lack of active frontages, no natural surveillance, poor street lighting on Ridgeway Lane	Crossing busy A337. High levels of noise and pollution		Unattractive and uncomfortable route on Ridgeway Lane would increase fear of crime and intimidation	
North Street generally satisfactory	North Street generally satisfactory		North Street generally satisfactory	
Via Lower Pennington Lane				
Lower Pennington Lane not attractive to walk in darkness and in wet weather conditions	No footways on Lower Pennington Lane	Necessary to cross A337 at roundabout	Unattractive and uncomfortable route on Lower Pennington Lane would impact on vulnerable users, including young children, aged and disabled people, people with pushchairs etc	Risks No. 2, 3, 5, 6, 10 and 11
Lack of active frontages, no natural surveillance, poor street lighting on Lower Pennington Lane	Crossing busy A337. High levels of noise and pollution		Unattractive and uncomfortable route on Ridgeway Lane would increase fear of crime and intimidation	
North Street generally satisfactory	North Street generally satisfactory		North Street generally satisfactory	

CYCLING TO PRIESTLANDS SCHOOL AND LYMINGTON HEALTH & LEISURE CENTRE				
Attractiveness	Comfort	Directness	Inclusive	Safety
Via Ridgeway Lane				
Ridgeway Lane not attractive to cycle in darkness and in wet weather conditions	Crossing busy A337. Inadequate cycling facilities at roundabout	Necessary to cross A337 at busy roundabout	Inadequate cycling facilities on route for adaptive cycles, children cycling or bicycles towing trailer	Risks No. 1, 2, 3, 5, 7, 10 and 13
Lack of active frontages, no natural surveillance, poor street lighting on Ridgeway Lane	Varying carriageway widths, multiple driveways / junctions to pass on Ridgeway Lane and North Street		Fear of crime and intimidation due to insufficient infrastructure and natural surveillance particularly on Ridgeway Lane	
North Street generally satisfactory			Shared use path at A337 roundabout insufficient width for bicycles to pass each other or pass pedestrians. Greater concern for users with adaptive bicycles or children cycling	
Via Lower Pennington Lane				
Lower Pennington Lane not attractive to cycle in darkness and in wet weather conditions	Poor quality road surface on Lower Pennington Lane	Necessary to cross A337 at busy roundabout	Inadequate cycling facilities on route for adaptive cycles, children cycling or bicycles towing trailer	Risks No. 1, 2, 3, 5, 7, 8, 9, 10 and 13
Lack of active frontages, no natural surveillance, poor street lighting on Lower Pennington Lane	Crossing busy A337. Inadequate cycling facilities at roundabout		Fear of crime and intimidation due to insufficient infrastructure and natural surveillance particularly on Lower Pennington Lane	
North Street generally satisfactory	Varying carriageway widths, multiple driveways / junctions to pass on Lower Pennington Lane and North Street		Shared use path at A337 roundabout insufficient width for bicycles to pass each other or pass pedestrians. Greater concern for users with adaptive bicycles or children cycling	

Pennington Infant & Junior School / Pennington Local Shops

4.2.6 The broad routes for pedestrians and cyclists between these facilities and the site are shown below.



4.2.7 The assessment of these routes to Priestlands School and Lymington Health & Leisure Centre is summarised in the tables below:

WALKING TO PENNINGTON INFANT AND JUNIOR SCHOOL / PENNINGTON LOCAL SHOPS				
Attractiveness	Comfort	Directness	Inclusive	Safety
Via Ridgeway Lane				
Ridgeway Lane not attractive to walk in darkness and in wet weather conditions	No footways on Ridgeway Lane	Necessary to cross Ridgeway Lane north of Rookes Lane and A337 at roundabout	Unattractive and uncomfortable route on Ridgeway Lane would impact on vulnerable users, including aged and disabled people, people with pushchairs	Risks No. 2, 3, 5, 6 and 11
Lack of active frontages, no natural surveillance, poor street lighting on Ridgeway Lane	Crossing busy A337. High levels of noise and pollution		Fear of crime and intimidation due to insufficient infrastructure and natural surveillance particularly on Ridgeway Lane	
North Street and Priestlands Road generally satisfactory	North Street and Priestlands Road generally satisfactory		North Street and Priestlands Road satisfactory although some users would not be comfortable using the segregated path between North Street and Priestlands Road	
	Segregated path parallel to North Street between school and Priestlands Road			

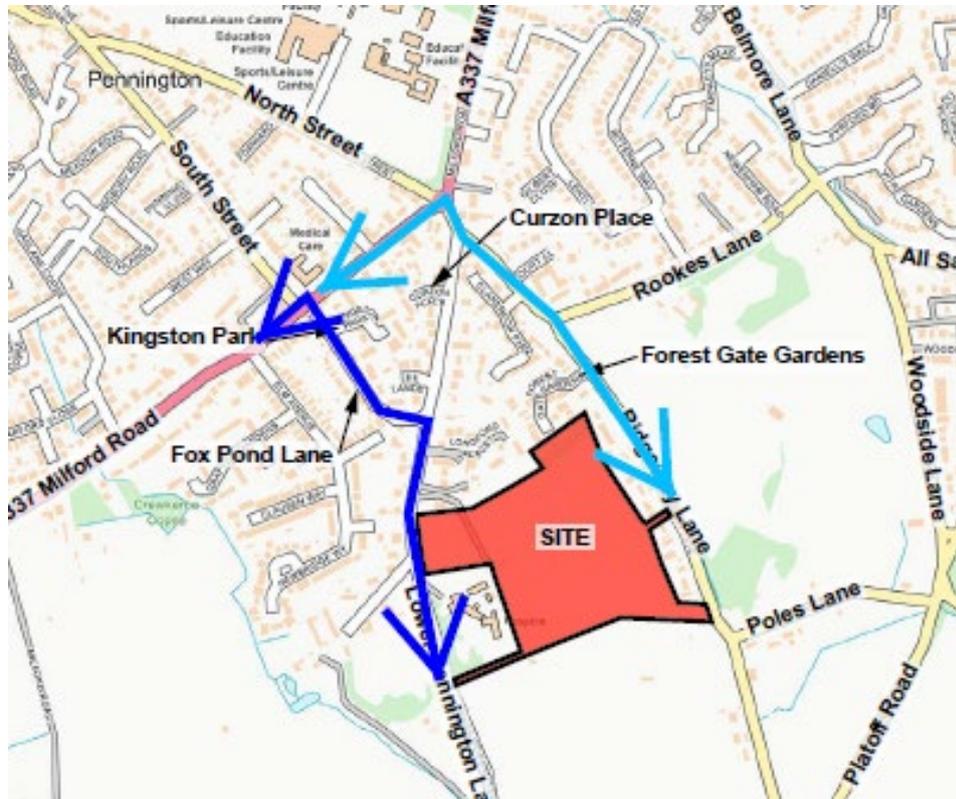
WALKING TO PENNINGTON INFANT AND JUNIOR SCHOOL / PENNINGTON LOCAL SHOPS				
Attractiveness	Comfort	Directness	Inclusive	Safety
Via Lower Pennington Lane				
Lower Pennington Lane not attractive to walk in darkness and in wet weather conditions	No footways on Lower Pennington Lane	Necessary to cross A337 at roundabout	Unattractive and uncomfortable route on Lower Pennington Lane would impact on vulnerable users, including aged and disabled people, people with pushchairs	Risks No. 2, 3, 8, 9, 10, 11, 12
Lack of active frontages, no natural surveillance, poor street lighting on Lower Pennington Lane	Crossing busy A337. High levels of noise and pollution		Fear of crime and intimidation due to insufficient infrastructure and natural surveillance particularly on Lower Pennington Lane	
North Street, South Street and Priestlands Road generally satisfactory	North Street, South Street and Priestlands Road generally satisfactory		North Street, South Street and Priestlands Road satisfactory although some users would not be comfortable using the segregated path between North Street and Priestlands Road	
	Segregated path parallel to North Street between school and Priestlands Road		Inadequate A337 crossing infrastructure between Fox Pond Lane and South Street	
	Inadequate A337 crossing infrastructure between Fox Pond Lane and South Street			

CYCLING TO PENNINGTON INFANT AND JUNIOR SCHOOL / PENNINGTON LOCAL SHOPS				
Attractiveness	Comfort	Directness	Inclusive	Safety
Via Ridgeway Lane				
Ridgeway Lane not attractive to cycle in darkness and in wet weather conditions	Crossing busy A337. Inadequate cycling facilities at roundabout	Necessary to cross A337 at busy roundabout	Inadequate cycling facilities on route for adaptive cycles, children cycling or bicycles towing trailer	Risks No. 1, 2, 3, 5, 7, 10 and 13
Lack of active frontages, no natural surveillance, poor street lighting on Ridgeway Lane	North Street and Priestlands Road satisfactory		Fear of crime and intimidation due to insufficient infrastructure and natural surveillance particularly on Ridgeway Lane	
North Street and Priestlands Road generally satisfactory	Varying carriageway widths, multiple driveways / junctions to pass on Ridgeway Lane and North Street		Shared use path at A337 roundabout insufficient width for bicycles to pass each other or pass pedestrians. Greater concern for users with adaptive bicycles or children cycling	

CYCLING TO PENNINGTON INFANT AND JUNIOR SCHOOL / PENNINGTON LOCAL SHOPS				
Attractiveness	Comfort	Directness	Inclusive	Safety
Via Lower Pennington Lane				
Lower Pennington Lane not attractive to cycle in darkness and in wet weather conditions	Poor quality road surface on Lower Pennington Lane	Necessary to cross A337 at busy roundabout	Inadequate cycling facilities on route for adaptive cycles, children cycling or bicycles towing trailer	Risks No. 1, 2, 3, 7, 8, 9, 10 and 13
Lack of active frontages, no natural surveillance, poor street lighting on Lower Pennington Lane	Crossing busy A337. Inadequate cycling facilities at roundabout and no crossing facilities elsewhere		Fear of crime and intimidation due to insufficient infrastructure and natural surveillance particularly on Lower Pennington Lane	
North Street, South Street, Fox Pound Lane and Priestlands Road generally satisfactory	Inadequate facilities at northern end of Fox Pound Lane for cyclists		Shared use path at A337 roundabout insufficient width for bicycles to pass each other or pass pedestrians. Greater concern for users with adaptive bicycles or children cycling	
	Inconsistent carriageway widths, multiple driveways / junctions to pass on Lower Pennington Lane, Fox Pound Lane, North Street and South Street			

4.3 Local Shops / Bus Stops A337

4.3.1 The broad routes for pedestrians and cyclists between these facilities and the site are shown below.



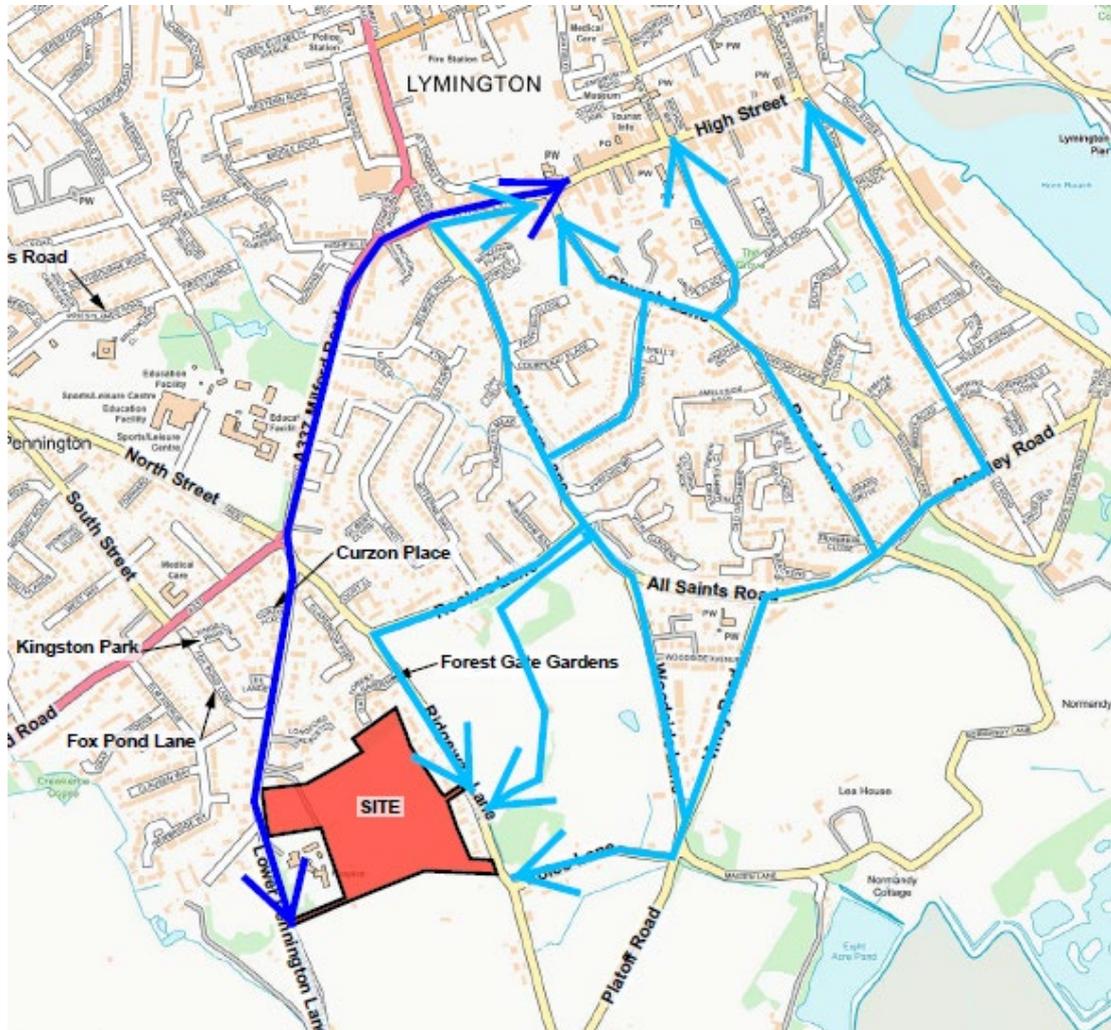
4.3.2 The assessment of these routes to the local shops and bus stops on the A337 is summarised in the tables below:

WALKING TO LOCAL SHOPS / BUS STOPS ON A337				
Attractiveness	Comfort	Directness	Inclusive	Safety
Via Ridgeway Lane				
Ridgeway Lane not attractive to walk in darkness and in wet weather conditions	No footways on Ridgeway Lane	Necessary to cross Ridgeway Lane north of Rookes Lane and A337 at roundabout	Unattractive and uncomfortable route on Ridgeway Lane would impact on vulnerable users, including aged and disabled people, people with pushchairs	Risks No. 2, 3, 5, 6, 10, 11 and 12
Lack of active frontages, no natural surveillance, poor street lighting on Ridgeway Lane	Crossing busy A337		Fear of crime and intimidation due to insufficient infrastructure and natural surveillance particularly on Ridgeway Lane	
	Footways on A377 narrow and high traffic and noise levels		No tactile paving at side road junctions on A337 including at South Street and North Greenlands junctions	
			Wide crossing of petrol filling station	
Via Lower Pennington Lane				
Lower Pennington Lane not attractive to walk in darkness and in wet weather conditions	No footways on Lower Pennington Lane		Unattractive and uncomfortable route on Lower Pennington Lane would impact on vulnerable users, including aged and disabled people, people with pushchairs	Risks No. 2, 3, 8, 9, 10 and 12
Lack of active frontages, no natural surveillance, poor street lighting on Lower Pennington Lane	Crossing busy A337. High traffic and noise levels.		Fear of crime and intimidation due to insufficient infrastructure and natural surveillance particularly on Lower Pennington Lane	
	Inadequate A337 crossing facilities		No tactile paving at side road junctions on A337 including at South Street and North Greenlands junction	

CYCLING TO LOCAL SHOPS / BUS STOPS ON A337				
Attractiveness	Comfort	Directness	Inclusive	Safety
Via Ridgeway Lane				
Ridgeway Lane not attractive to cycle in darkness and in wet weather conditions	Using and crossing busy A337. Inadequate cycling facilities at roundabout	Necessary to cross A337 at busy roundabout	Inadequate cycling facilities on route for adaptive cycles, children cycling or bicycles towing trailer	Risks No. 1, 2, 3, 5, 7, 10 and 13
Lack of active frontages, no natural surveillance, poor street lighting on Ridgeway Lane	Number of side roads, access points and kerbside activities on Ridgeway Lane and A337		Fear of crime and intimidation due to insufficient infrastructure and natural surveillance particularly on Ridgeway Lane	
	Inconsistent carriageway widths on Ridgeway Lane		Shared use path at A337 roundabout insufficient width for bicycles to pass each other or pass cyclists. Greater concern for users with adaptive bicycles or children cycling	
Via Lower Pennington Lane				
Lower Pennington Lane not attractive to cycle in darkness and in wet weather conditions	Poor quality road surface on Lower Pennington Lane	Necessary to cross A337 but no cycle crossing facilities	Inadequate cycling facilities on route for adaptive cycles, children cycling or bicycles towing trailer	Risks No. 1, 2, 3, 7, 8, 9, 10 and 13
Lack of active frontages, no natural surveillance, poor street lighting on Lower Pennington Lane	Crossing busy A337. Inadequate cycling facilities at roundabout and no crossing facilities elsewhere		Fear of crime and intimidation due to insufficient infrastructure and natural surveillance particularly on Lower Pennington Lane	
	Inadequate facilities at northern end of Fox Pound Lane for cyclists		Shared use path at A337 roundabout insufficient width for bicycles to pass each other or pass pedestrians. Greater concern for users with adaptive bicycles or children cycling	
	Inconsistent carriageway widths, multiple driveways / junctions to pass on Lower Pennington Lane and Fox Pound Lane			

4.4 Town Centre

4.4.1 The broad routes for pedestrians and cyclists between these facilities and the site are shown below.



4.4.2 The assessment of these routes to the town centre is summarised in the tables below:

WALKING TO TOWN CENTRE				
Attractiveness	Comfort	Directness	Inclusive	Safety
Via Ridgeway Lane				
Ridgeway Lane and Poles Lane not attractive to walk in darkness and in wet weather conditions	No footways on Ridgeway Lane, Poles Lane Woodside Lane, Viney Road	No direct route to town centre	Unattractive and uncomfortable route on Ridgeway Lane, Poles Lane and through Woodside Park would impact on vulnerable users, including aged and disabled people, people with pushchairs	Risks No. 2, 3, 5, 6, 10
Lack of active frontages, no natural surveillance, poor street lighting on Ridgeway Lane, Poles Lane and through Woodside Park	All Saints Road and roads to town centre generally satisfactory	Numerous roads to cross	Fear of crime and intimidation due to insufficient infrastructure and natural surveillance particularly on Ridgeway Lane, Poles Lane and through Woodside Park	
All Saints Road and roads to town centre generally satisfactory	Uphill gradient to town centre		Generally no tactile paving at junctions between site and town centre	
Via Lower Pennington Lane				
Lower Pennington Lane not attractive to walk in darkness and in wet weather conditions	No footways on Lower Pennington Lane	Necessary to cross A337 at roundabout	Unattractive and uncomfortable route on Lower Pennington Lane would impact on vulnerable users, including aged and disabled people, people with pushchairs	Risks No. 2, 3, 8, 9, 10 and 11
Lack of active frontages, no natural surveillance, poor street lighting on Lower Pennington Lane	Milford Road generally satisfactory, but high levels of traffic and noise		Fear of crime and intimidation due to insufficient infrastructure and natural surveillance particularly on Lower Pennington Lane	
A337 Milford Road generally satisfactory			A337 Milford Road generally satisfactory but high levels of traffic and noise	

CYCLING TO TOWN CENTRE				
Attractiveness	Comfort	Directness	Inclusive	Safety
Via Ridgeway Lane				
Ridgeway Lane and Poles Lane not attractive to cycle in darkness and in wet weather conditions	Varying carriageway widths, multiple driveways / junctions to pass	No direct route to town centre	Inadequate cycling facilities on route for adaptive cycles, children cycling or bicycles towing trailer	Risks No. 2, 3, 5, 10
Lack of active frontages, no natural surveillance, poor street lighting on Ridgeway Lane, Poles Lane and through Woodside Park	Uphill gradient to town centre		Fear of crime and intimidation due to insufficient infrastructure and natural surveillance particularly on Ridgeway Lane, Poles Lane and through Woodside Park	
All Saints Road and roads to town centre generally satisfactory				
Via Lower Pennington Lane				
Lower Pennington Lane not attractive to cycle in darkness and in wet weather conditions	Poor quality road surface on Lower Pennington Lane	Necessary to cross A337 at busy roundabout	Inadequate cycling facilities on route for adaptive cycles, children cycling or bicycles towing trailer	Risks No. 2, 3, 7, 8, 9, 10 and 13
Lack of active frontages, no natural surveillance, poor street lighting on Lower Pennington Lane	Crossing busy A337. Inadequate cycling facilities at roundabout		Fear of crime and intimidation due to insufficient infrastructure and natural surveillance particularly on Lower Pennington Lane	
A337 Milford Road shared use path generally satisfactory	A337 Milford Road shared use path generally satisfactory		Shared use path at A337 roundabout insufficient width for bicycles to pass each other or pass pedestrians. Greater concern for users with adaptive bicycles or children cycling	

5.0 SUMMARY AND CONCLUSIONS

5.1 Summary

- 5.1.1 PEP has been commissioned by PALLS to carry out an independent road safety assessment of Ridgeway Lane and Lower Pennington Lane and the pedestrian and cyclist desire lines to key facilities and amenities in Lymington. The road safety assessment relates to a proposed residential development of land between Ridgeway Lane and Lower Pennington Lane.
- 5.1.2 This report has been prepared by independent experienced road safety engineers/auditors and highway engineers and has been based on site inspections undertaken on separate days to provide a greater understanding of the highway characteristics and road user behaviour.
- 5.1.3 The assessment has undertaken in accordance with the procedures and principles set out in GG119 Road Safety Audits and GG104 Requirements for safety risk assessment contained in DMRB.
- 5.1.4 The issues identified have been assessed using a risk matrix, which each concern being ranked as either Low/Medium/High or Very High.
- 5.1.5 An active travel and equality assessment was also carried out to supplement the safety assessment, to determine if there would be an adverse impact on any group or persons protected under the Equality Act 2010 due to the residential development, has also been carried out. NFDC is subject to PSED which requires it to base its decisions and policies with due regard to the impact it could have on persons or groups protected by the Act.

5.2 Conclusions

- 5.2.1 There are three issues that have a high level of road safety risk due to the increased number of vehicles and non-motorised users associated with the proposed development. These are:
- Increased risk of vehicle and non-motorised user collisions with increased traffic volume and composition and due to the general absence of footways or segregated cycle lanes, prevalence of vegetation and poor street lighting. During construction, there is an increased risk of more frequent collisions and more severe injuries;
 - Increased risk of collisions between vehicles and between vehicles and non-motorised user due to the proposed site access arrangements, the straightened alignment of Ridgeway Lane and no footways provided;

- Increased risk of pedestrian injuries associated with insufficient crossing facilities on the A377, the road safety will be further compromised by the increased number of pedestrians associated with the proposed development; and
- Increased risk of collision associated with inconsistent cycle facilities at the A377 / North Street / Ridgeway Lane roundabout and greater number of users due to the proposed development.

5.2.2 The assessment also identified nine further issues that have a medium level of road safety risk. The key safety issues relate to the absence of footways or cycle facilities on Ridgeway Lane, Lower Pennington Lane and other roads in the vicinity of the site.

5.2.3 The active travel and equality assessment concluded that the routes to local schools, facilities and amenities and the town centre from the proposed development, are compromised by the absence of suitable infrastructure for pedestrians and cyclists along the desire lines.

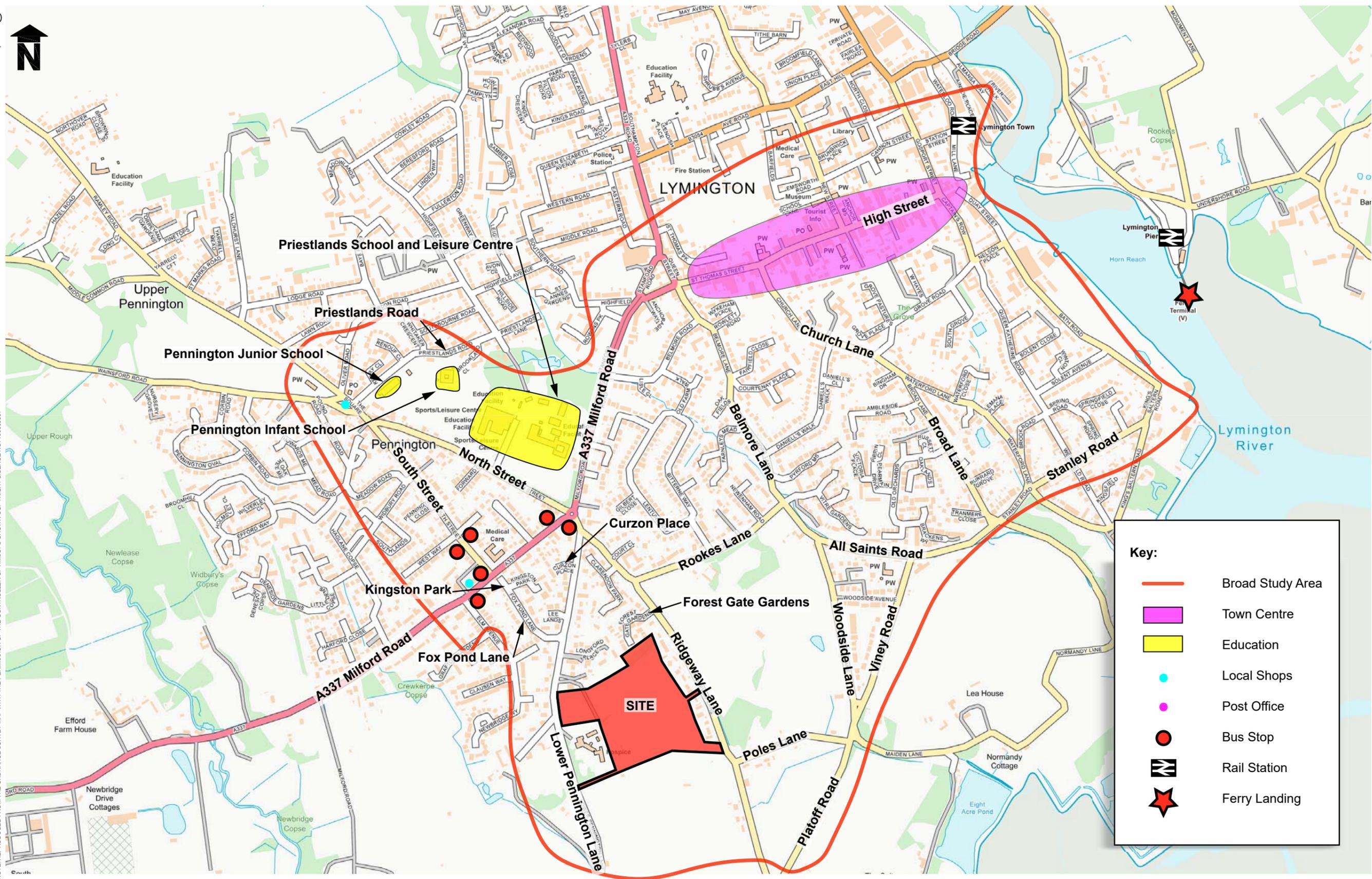
5.2.4 New residents at the proposed development should not need to rely on the car for everyday journeys, including getting to workplaces, shops, schools and other facilities. However, due to the local environment and absence of suitable infrastructure on Ridgeway Lane, Lower Pennington Lane and on the A337, the existing and proposed routes for pedestrians and cyclists to these facilities are unsafe, not inclusive or accessible. There are greater concerns during the hours of darkness where poor street lighting and provision compromises road safety for non-motorised users and particular user groups.

5.2.5 The existing provision will deter residents of the proposed development to safely and conveniently walk and cycle on a daily basis, to local facilities and amenities. Consequently, they would have to rely on a car which will be detrimental to other non-motorised road users.

5.2.6 The proposed location of the site, the local environment and inadequate infrastructure is not inclusive or accessible to all potential residents and will deter the promotion of travel by sustainable modes, which is not in accordance with NPPF.

APPENDIX A – Site Location and Study Area

1 : 10,000 @ A3



Key:

-  Broad Study Area
-  Town Centre
-  Education
-  Local Shops
-  Post Office
-  Bus Stop
-  Rail Station
-  Ferry Landing

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