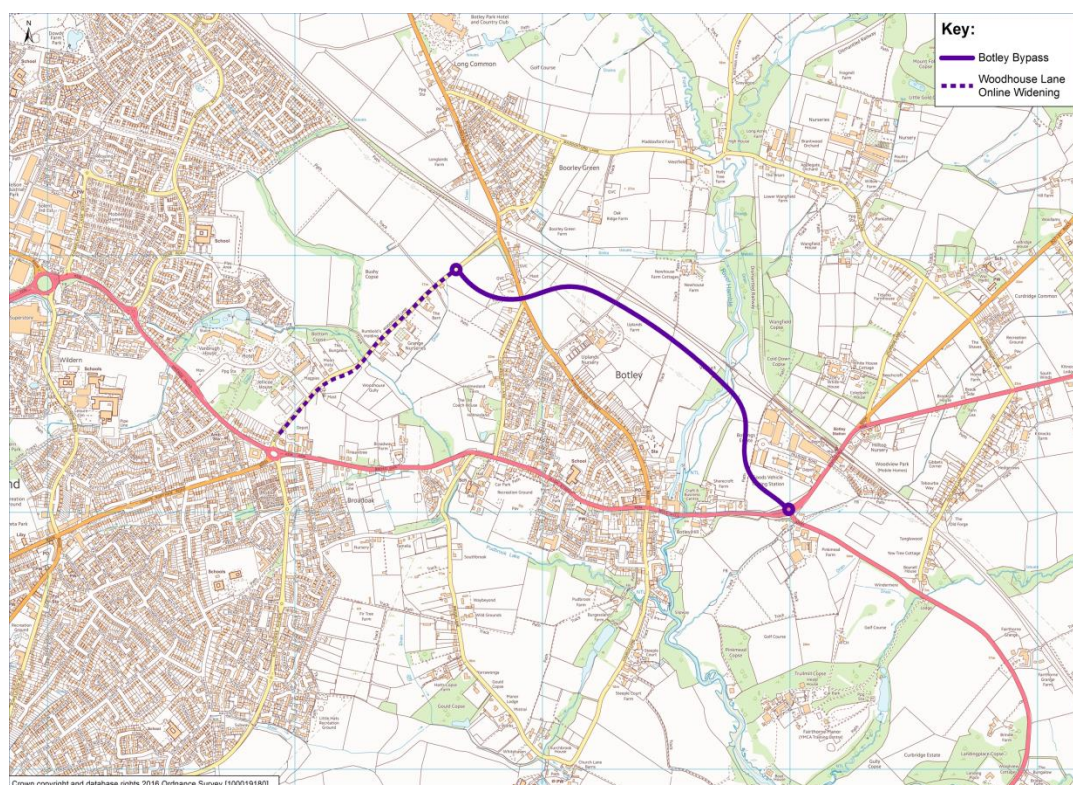


Botley Bypass Public Consultation Report

August 2016

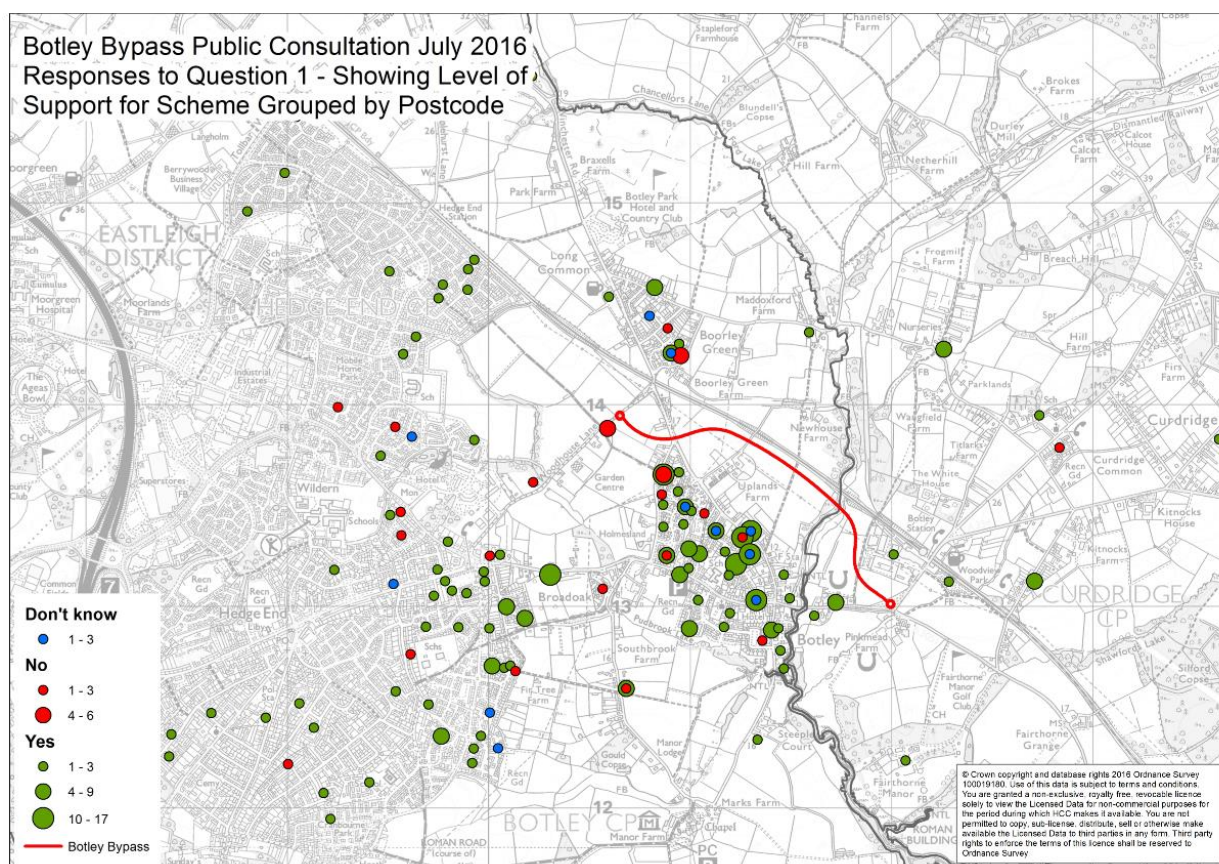


1. Introduction

- 1.1 Botley experiences a significant amount of through traffic using the A334 Botley High Street between the Fareham area and the wider Eastleigh, North Hedge End areas and Winchester in the north. Forecast levels of new housing and employment development in the wider Botley area over the next 20 years combined with traffic growth generally are likely to compound existing traffic issues in the area.
- 1.2 The historic route for the Botley Bypass is located to the north of Botley and would provide an alternative route for through traffic to the A334 Botley High Street and would provide traffic relief to the village centre. Consequently, the historic scheme plans have been reviewed and more detailed proposals have been developed by the County Council. These were presented as part of a public consultation exercise which was undertaken to seek the views of residents to inform the design process and the planning application submission.
- 1.3 The public consultation started on 21st June 2016 and ended at midnight on 29th July 2016. The exhibition material was available online via the HCC website and hard copies of the material were available at Botley Parish Council Offices, Hedge End Library and on request at the County Council offices in Winchester.
- 1.4 Three public exhibitions were held in Botley, where local people were able to view the plans and discuss the scheme with staff from Hampshire County Council. The exhibitions were held at The Botley Centre, High Street, Botley, SO30 2ES on the following dates:
 - Tuesday 21 June: 2pm to 7pm
 - Wednesday 22 June: June: 2pm to 7pm
 - Saturday 25 June: 1pm to 4pm
- 1.5 Residents were asked to fill in a short questionnaire to help influence the design process and to identify any issues they might have. This could be done in paper copy at the exhibition venue, online on the County Council website, or via the post using a freepost envelope. (The information is still available to view on the scheme website.)
- 1.6 This report has been written with the aim of presenting the results of this questionnaire and categorising the qualitative data (written responses) into categories to present common themes in the concerns raised within the questionnaires.

2. Summary of Results

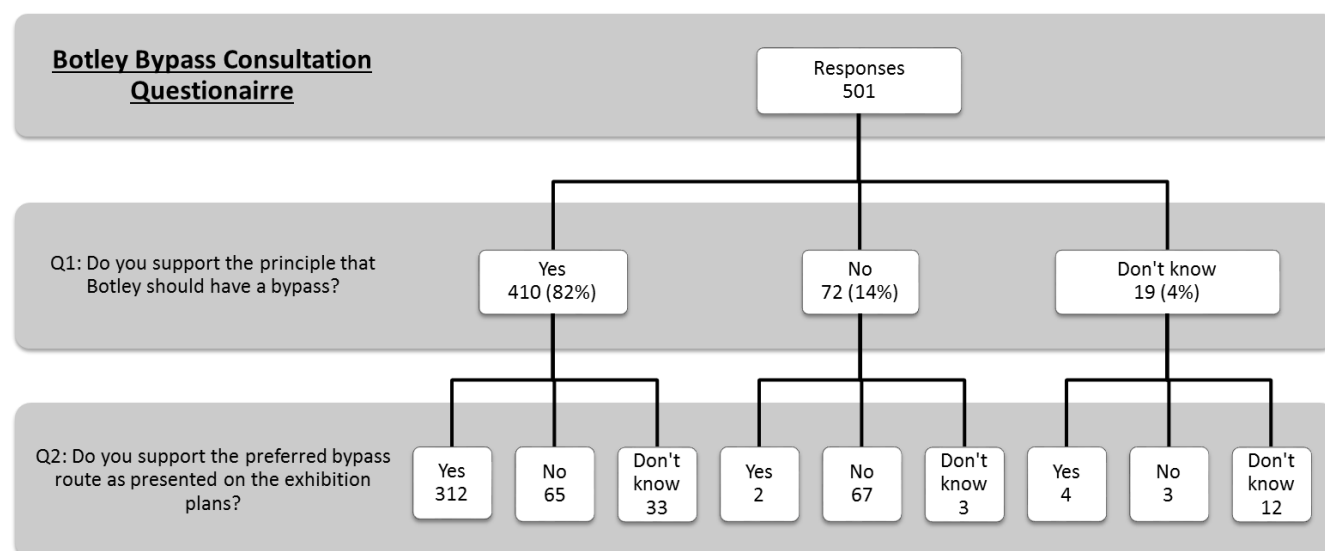
- 2.1 Approximately 730 residents attended the public consultation. Those who attended the public consultation were asked to complete a questionnaire which contained a series of open and multiple choice questions to gauge the level of support for the schemes and to provide an opportunity for the public and other stakeholders to raise any concerns and identify areas for further consideration. The questionnaire together with the scheme information was also made available online, providing those who couldn't attend the public consultations with an opportunity to voice their opinions.
- 2.2 Overall, a total of 501 completed questionnaires were received by Hampshire County Council's Strategic Transport team.
- 2.3 The responses to the questionnaires appear to show a considerable level of support for the scheme and its objectives. The responses received on line may have been completed by respondents unable to attend the exhibitions, therefore missing out on the opportunity to discuss their concerns with the Hampshire County Council representatives.
- 2.4 Please note that while all of the questions were answered, not all respondents provided additional comments. All comments received were recorded.
- 2.5 The responses were received from residents living in the locations identified on the plan below representing a broad area of interest in the scheme.



3. Analysis of Questionnaire Responses

3.1 The total number of responses to the Botley Bypass public consultation questionnaire was 501. 361 were received via returned questionnaires at the exhibition or via the post and 140 were returned via the website.

3.2 The table below demonstrates the breakdown of responses to Q1 and subsequently Q2.



3.3 The response to Q1: “Do you support the principle that Botley should have a bypass?”:

- Yes: 410 (82%)
- No: 72 (14%)
- Don't know: 19 (4%)

3.4 The response to Q2: Do you support the preferred Bypass route as presented on the exhibition plans?

- Yes: 312 (63%)
- No: 65 (27%)
- Don't know: 24 (10%)

3.5 312 of the total 501 respondents stated ‘Yes’ to Q1 and Q2, this represents 62% of the total response. Notable comments provided in Q3 from this group are as follows:

A suitable crossing facility is required between the north end of Winchester Street and Boorley Green through to Botley village centre	2
There is a need for an over-bridge at the Uplands Farm track	2

3.6 98 respondents answered ‘Yes’ to Q1 in support of the principle of a bypass for Botley but answered either ‘No’ or ‘Don't know’ in response to Q2 regarding their support of the preferred alignment.

This represents 20% of the total response. The commonly recurring comments provided in Q3 by this group are as follows:

The Maypole roundabout presents an existing capacity restraint on the bypass route which does not appear to be adequately addressed, thereby reducing the effectiveness of the bypass	19
The bypass route should run closer to the railway, further north away from dwellings and further away from Holmesland Lane	14
There needs to be better strategic consideration of how traffic can access M27 and how the bypass traffic will impact Hedge End	13
The bypass proposals simply relocate an existing traffic problem to a different location	12
Traffic will still use the shorter route through the village, thereby reducing the effectiveness of the bypass	10
Concern regarding potential delays due to the layout of the Holmesland Lane - Winchester Street - Bypass junction,	7
Noise levels will increase in the area of the bypass	6
Woodhouse Lane is not a suitable route to cater for bypass traffic	6
There will be a negative impact on the residents of Winchester Street and Boorley Green due to the severance of Winchester Street by the bypass route	6
A suitable crossing facility is required between the north end of Winchester Street and Boorley Green through to Botley village centre	6
Holmesland Lane will become rat-run as traffic seeks to avoid delay points on bypass route	6
Noise concerns	6

- 3.7 72 respondents answered 'No' to Q1 in that they are not in support of the bypass; this represents 14% of the total response. Of these 70 answered 'No' or 'Don't know' to Q2 in that they are not in support of the preferred alignment. The commonly recurring comments provided in Q3 by this group are as follows:

Loss of greenfield land	13
The bypass will encourage further development in the area	13
Botley does not need a bypass	12
The scheme does not represent good value for money / money would be better spent elsewhere	10
Noise levels will increase in the area of the bypass	9
Traffic will still use the shorter route through the village, thereby reducing the effectiveness of the bypass	9
Concern over a loss of passing trade for local businesses in Botley village centre	9
The Maypole roundabout presents an existing capacity restraint on the bypass route which does not appear to be adequately addressed, thereby reducing the effectiveness of the bypass	8
Air pollution levels will increase in the area of the bypass	5
The bypass proposals simply relocate an existing traffic problem to a different location	5
Bypass will generate additional traffic	5
The bypass route should run closer to the railway, further north away from dwellings and further away from Holmesland Lane	4
Bypass too close to the individual respondent's property	4

There will be a negative impact on the residents of Winchester Street and Boorley Green due to the severance of Winchester Street by the bypass route	3
There needs to be better strategic consideration of how traffic can access M27 and how the bypass traffic will impact Hedge End	3
Concern regarding potential delays due to the layout of the Holmesland Lane - Winchester Street - Bypass junction	3
A suitable crossing facility is required between the north end of Winchester Street and Boorley Green through to Botley village centre	3

- 3.8 19 respondents answered 'Don't know' to Q1 regarding their support of the bypass principle, this amounts to 4% of the total. Of these, 4 answered 'Yes' to Q2 in support of the preferred alignment, 3 answered 'No' and 12 answered 'Don't know' to Q2. The commonly recurring comments provided in Q3 by this group are as follows:

Concern over a loss of passing trade for local businesses in Botley village centre	2
The bypass will generate additional traffic in the area	2
The bypass route should run closer to the railway, further north away from dwellings and further away from Holmesland Lane	2

- 3.9 Q6 of the questionnaire was a general comments box to allow and further points to be made that the respondent would like to be taken into consideration. The breakdown of recurring comments is shown in the table below. The majority of comments raised mirror those which were stated in the Q3 comments box as fundamental reasons for a particular view on the scheme proposals. Some respondents used the comments box to raise other issues relating to the scheme and its impact on the surrounding area in more detail.

Traffic will still use the shorter route through the village, thereby reducing the effectiveness of the bypass	76
The bypass proposals simply relocate an existing traffic problem to a different location	37
HGVs in village are issue / a weight limit through the village is required	28
The Maypole roundabout presents an existing capacity restraint on the bypass route which does not appear to be adequately addressed, thereby reducing the effectiveness of the bypass	27
A suitable crossing facility is required between the north end of Winchester Street and Boorley Green through to Botley village centre	23
There needs to be better strategic consideration of how traffic can access M27 and how the bypass traffic will impact Hedge End	23
Bypass route, roundabouts design, cycleway design etc is not efficient, not safe, not futureproof	20
Concern over a loss of passing trade for local businesses in Botley village centre	17
Noise levels will increase in the area of the bypass / low noise surfacing should be used	16
Woodhouse Lane is not suitable for bypass traffic	13
The bypass generally wont be effective or will make congestion worse	13
Kings Copse Avenue will increase in traffic	11
The bypass scheme will generate additional road traffic in the area	10
Air pollution levels will increase in the area of the bypass	9

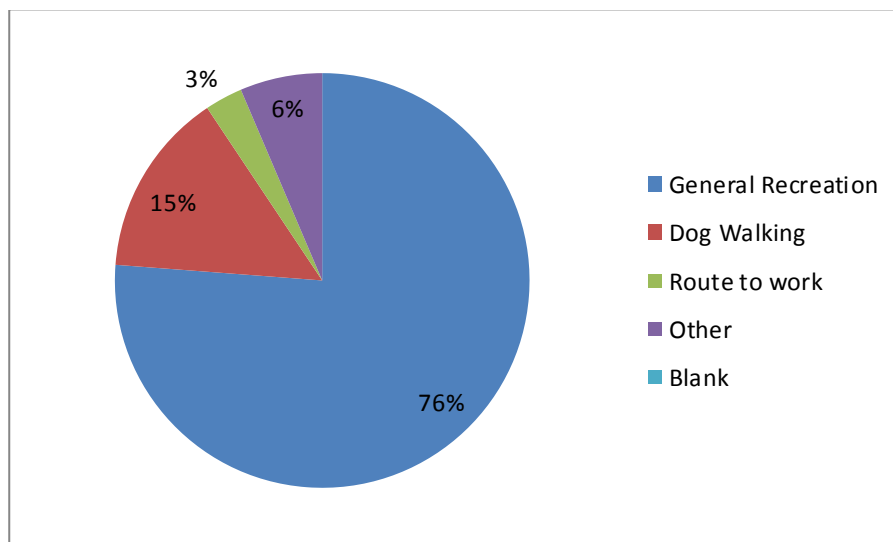
The bypass route should run closer to the railway, further north away from dwellings and further away from Holmesland Lane	9
The bypass scheme will encourage further development in the area	7
Concern regarding potential delays due to the layout of the Holmesland Lane - Winchester Street - Bypass junction	6
Botley does not need a bypass	5
The existing HGV test site should be relocated to resolve the HGV issues in Botley	5
The southern end of the Botley to Bishops Waltham trail must be incorporated in the scheme	5

- 3.10 Of the 76 comments made regarding the use of the route through the existing village by through traffic, many made reference to the need for traffic calming to help to alleviate this issue. Whilst a scheme to implement traffic management within the village would be an important part of the package of works to deliver the bypass, the consultation material made no specific reference to a scheme to introduce traffic management or what that may be. The objective of the consultation was to seek high-level views on the bypass proposals, while details of traffic management in the village centre is a matter for the later stages of design work and as such no details were published. This may have affected public opinion of the proposals to some degree and it is possible that if further information was offered in the consultation to describe works which could compliment the bypass proposals, a higher proportion of respondents may have had a positive opinion on the matter.
- 3.11 37 comments relate to the relocation of an existing problem and 27 comments relate to a perceived inadequacy of the proposals to improve the Maypole Roundabout. It is likely that, although worded differently by the respondents and therefore being grouped into two separate categories, these comments are referring to the same issue. The consultation exhibition material made little reference to improvements at the Maypole Roundabout and therefore, it can be assumed that some respondents took the view that the bypass project was moving traffic out of Botley, only to deliver the same traffic to a junction which is perceived to have peak time congestion issues presently.
- 3.12 In a similar manner to concerns regarding the bypass traffic arriving at the Maypole Roundabout, a general level of concern has been shown by those whose comments relate to the impact of the proposals on the wider area, particularly the already congested areas around western Botley and Hedge End. Many respondents were suggesting that a more strategic plan to improve access to the M27 Junction 7 and 8 would be more beneficial to a larger volume of road users and residents.
- 3.13 20 respondents made comments relating to the design of the bypass route, many of which relate to a viewpoint that a single carriageway 7.3m in width would not be the optimum solution to accommodate the anticipated traffic volumes and that the proposals are not far sighted enough to cope under scenarios of future traffic growth. It was suggested by some that a dual carriageway solution would be preferable. There were also a number of references to the shared use footway/cycleway facility, with comments made suggesting that a segregated facility would be safer and a wider cycleway with provision down both sides of the carriageway would be more appropriate.
- 3.14 13 comments were made suggesting that Woodhouse Lane in its current layout is not appropriate for bypass traffic, partly due to its physical layout (subject to upgrade as part of the project) and partly due to the adjacent land use (play park, nursing home, residential, equestrian accesses, etc).

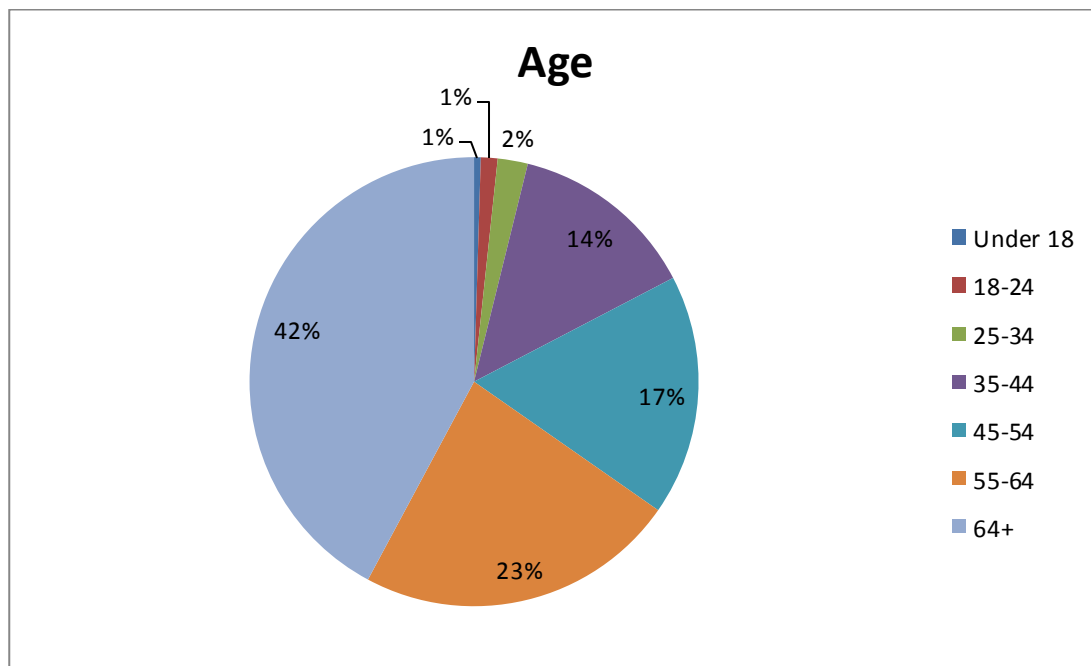
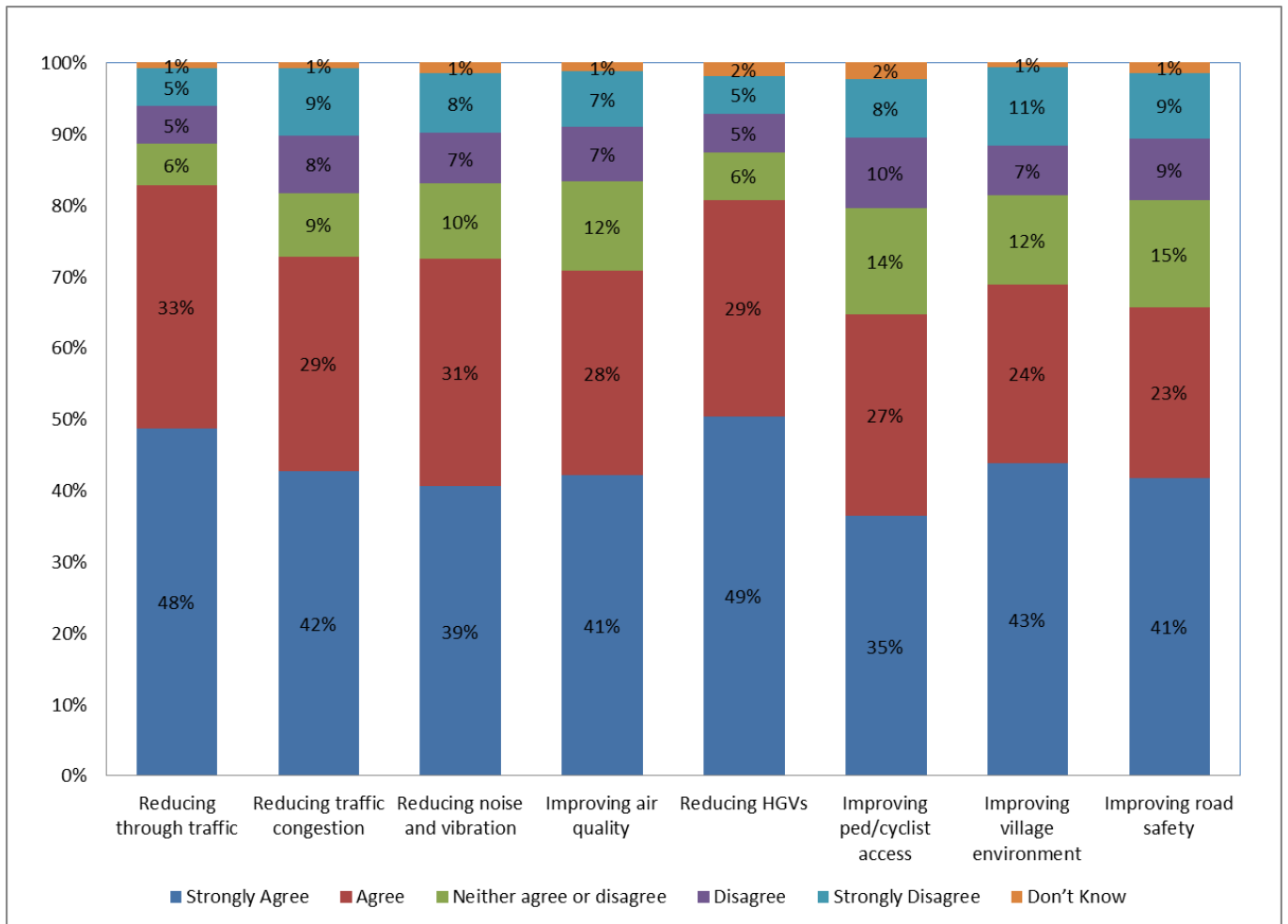
- 3.15 11 comments were made suggesting that the results of the SRTM were not reliable, with a general view that Kings Copse Avenue will increase in traffic volumes as a direct result of the scheme.
- 3.16 9 comments were made regarding the preferred route of the bypass running close to the northern end of Holmesland Lane, in close proximity to a number of residential dwellings. It has been suggested that this route has deviated from that to the one which has been safeguarded in previous local plans, with a number of respondents expecting to see the proposed route running further to the north closer to the railway line.
- 3.17 6 comments were made regarding the junction of Holmesland Lane, Winchester Street and the new bypass route, in that the two priority T-junctions in quick succession will result in significant peak period congestion.
- 3.18 Analysis of the consultation responses received via the website indicates that one or more individuals may have submitted multiple negative responses. Nevertheless, it has been assumed that this is not the case and this analysis has used data from all responses provided, even though the multiple negative responses may have led to a slight negative skew to the results of Q1 and Q2.

4. Graphs

Q4 – Do you currently use the footpaths to the north of Botley and if so, for what reason?



Q5 - To what extent do you think the scheme will deliver the following objectives for Botley village centre?



5. Comments from key interest parties

Botley Parish Council

"The bypass is long overdue. It is critical to the existence of Botley and its heritage."

Mims Davies MP

"At last!"

Eastleigh Health Walks (Walk Leader)

"I am concerned crossing the new Botley Bypass especially on Pathway No 3. We can have walking groups of over 30 people and I am told there will no pedestrian crossing. Even now crossing the A road (A334) from the Botley Centre it is difficult. Crossing Botley Bypass will be more difficult."

Curdridge Parish Council

"Botley - Bishops Waltham trail route will follow Uplands - Newhouse Farm track and will require an accommodation bridge to carry horses, carts, cyclists and pedestrians. Benefits apply also to Curdridge avoids traffic on Wangfield Lane & Reading Room Lane, and fatally dangerous crossing of Botley Road. Reading Room used by toddlers & old people."

Botley to Bishop's Waltham Bridleway Project Working Group

"The bypass is blocking access to footpaths to the North. The proposed Botley to Bishops Waltham Bridleway, following the route of the old railway line MUST be able to cross the by-pass. This is an essential link of the future strategic bridleway (cyclists, walkers, equestrians) between the South Downs Way and the South Coast."

Cycling UK

"Better provision for cyclists using this route, wider paths 3 meters or more, so cyclists and pedestrians can pass each other, safe crossing points for cyclists at the junctions of the bypass to get on and off the cycle route. Consideration to extend the route for cyclists and pedestrians to get to Botley and Hedge End Stations."

Whiteley Town Council

"Whiteley Town Council supports the proposals for Botley Bypass as part of the development of the wider area including North Whiteley and Boorley Green. The Town Council would like to request that it is formally involved in aspects of the proposal that affect Whiteley."

Hampshire Chamber of Commerce

"For several years a bypass for Botley has been one of the key transport infrastructure improvements that the committee has argued for in Hampshire Chamber responses to local plan and transport consultations in south Hampshire."

Eastleigh BC

"...the Borough Council's view is that the bypass is needed and the Borough Council is looking forward to continuing the recent positive collaborative working with the County Council and others in bringing the bypass forward."

WinchesterCC

"Winchester City Council would wish to reiterate its support for the Botley Bypass, and will continue to safeguard the route through policy SHUA5 in the Winchester District Local Plan Part 2. This policy was the subject of Examination on the 19th July, and the Inspector's initial thoughts on the issues raised are expected by the 29th July. Should the Inspector make any comments in respect of the soundness of this policy the Council will forward them on to you."

In bringing forward proposals to construct the Botley Bypass, the Council would request that the Highway Authority undertakes to continue with the on-going discussions on the phasing, funding and detailed design of the Bypass, as it affects the Winchester District, before the preferred route and necessary access arrangements are finalised."

Winchester District Councillor for Whiteley and Shedfield ward

"Please can you ensure that a footpath goes on both sides of the road from Botley Road/Pink Mead Farm Junction up to Botley Station on one side and up to the Railway Inn pub on the other side. A pedestrian crossing is also needed from The Railway Inn pub to Botley Station. A number of elderly residents who live in the mobile home site find it difficult to cross Botley Road and have requested a pedestrian crossing. Also reduced speed is needed from 40mph to 30mph along all of Botley Road."

Cycling UK (formerly CTC)

"The needs of cyclists are not given adequate consideration in the document. Reference is made to a 2.5 m shared pedestrian/cyclist path on the south side but that is all. Firstly, 2.5 m is not wide enough for a shared use off-carriageway facility. Guidance recommends at least 3m. Further studies should be conducted with cyclists in order to deliver adequate improvements for cyclists along this important corridor. Although some cyclists will wish to access Botley itself, others will be using the route as part of a longer journey and will wish to use the bypass. Given that it is a new build facility, there should be a cycle path on both sides of the proposed bypass. This could either take the form of an off-carriageway facility shared with pedestrians if of adequate width or an on-carriageway cycle lane on both sides of the road, similarly of adequate width. It would be useful to know the figures for the estimated pedestrian use of the bypass. There are no junctions off it and it is likely that most pedestrians would be wishing to access Botley itself and so would use the old road. If that is the case, this would be an argument in favour of an on carriageway facility on either side. In addition, it is important that the detail of the design at either end of the bypass and the future configuration of Woodhouse Lane reflect the needs of cyclists."

Durley Parish Council

"Durley Parish Council... fully support the proposals. However we would like to see additional parking spaces allocated at Botley Railway Station to future proof the existence of the Station. With more development planned for the Botley and surrounding areas Parish Councillors felt that Botley Station will be used more for commuters, and they will need to park their vehicles. We felt that this was an important issues to highlight to keep the harmony between residents and commuters. Durley Parish Council has also seen the response from the Eastleigh Group of Ramblers to the proposed Botley Bypass and their suggestions to make a scheme which would enable cyclists, walkers and horse riders to be able to use a path which would cater for all their

needs. This path should be incorporated within the Scheme for a Botley Bypass as this would be an ideal opportunity to create such a path for the residents who will be living and working in the Botley area. We would fully support the proposals made by this Group. I trust that you will take the views of Durley Parish Council into consideration when discussing the proposals as Durley is a neighbouring parish and many residents from Durley would use this Bypass and its surrounding footpaths, bridleways, cycleways."

British Horse Society

The British Horse Society in Hampshire supports the campaign by the Botley to Bishops Waltham Bridleway Group in its endeavours to create a public right of way for walkers, cyclists and equestrians (horse riders and carriage drivers). As you are aware, this proposed new route would provide a much-needed safe non-motorised route for local people that would connect communities. We understand that the proposed Botley bypass dissects the proposed public right of way and the suggestions by the Group is that, due to the contours of the land, a bridge over the proposed route could be a solution. We are sure you are very familiar with Highways England's vision in its 'Strategy for Accessibility' which states: "Our vision focuses on supporting our road users' journeys, pedestrians, cyclists, equestrians, those with disabilities (such as users with mobility or sensory impairments) and other vulnerable users – while delivering longer-term benefits for communities and users alike. We want to address the barriers our roads can sometimes create, help expand people's travel choices, enhance and improve network facilities, and make everyday journeys as easy as possible. This will be achieved by ensuring our network supports and contributes to accessible, inclusive and integrated journeys which are safe, secure, comfortable and attractive. The BHS supports the suggested proposal on the assumption that its construction would follow guidelines that ensures the safety of all equestrians (both horse riders and carriage drivers). We hope that Hampshire County Council will be able to find a way forward with the Botley to Bishops Waltham Bridleways Group that is acceptable, and safe, for all users.

Meon Riding Club

The Botley area has a long history of equestrian use, and large numbers of horses are still kept in the vicinity today, mostly for pleasure riding. A number of local businesses exist to cater for their needs, the largest of which are probably Pinkmead Equestrian Centre and Botley Mills. There are also many small livery yards, and direct suppliers of services such as vets, farriers, saddlers, riding instructors, grooms and farmers, who have often been encouraged to diversify into equestrian services. Horse-owners also often own horse transport, or hire it, and use local service stations for fuel, and garages such as Botley Commercial for maintenance. This economic activity makes a significant overall contribution to the local economy, which may well become more important when the by-pass takes passing traffic away from the town centre. Traffic in the Botley area has increased hugely in the last few years, and is likely to do so even more when the by-pass is constructed, and what were once quiet country lanes are now frequently congested and polluted. The roundabout proposed on the A334/A3051 in particular is likely to have an adverse effect on the Equestrian Centre and on Sherecroft Livery stables. Non-motorised users desperately need access to non-vehicular highways where they can enjoy informal recreation on foot, on horseback or on a cycle, for the acknowledged benefits to their physical and mental health. As the Bridleways officer for the Meon Riding Club, and the equestrian representative on the Botley-Bishops Waltham Bridleways Project, I am writing in support of the proposals put forward by Richard Kenchington of the Eastleigh branch of the Ramblers Association. If included in the plans for the by-pass at this stage they could be implemented with little increased cost to the scheme, and would help deliver the vision of Highways England as set out in their Strategy for Accessibility. Yours sincerely

Botley to Bishop's Waltham Bridleway Project Working Group

The Botley to Bishop's Waltham Bridleway Working Group has been working for over 10 years to create a multi-use right of way following, where possible, the route of the old Botley to Bishop's Waltham railway line. Led by three Parish Councils, the group includes representatives of Hampshire County Council, and Eastleigh Borough Council. The proposed route of the Botley Bypass bisects the selected best route for the Bridleway. It is essential that a crossing point is provided to protect the aspiration to create a strategic route for pedestrians, cyclists and equestrians, not just between the two settlements, but between the South Downs Way and the South Coast as well. The crossing point should be at grid reference SU513138 on the farm track to Newhouse Farm, just south of the existing bridge over the railway. Since the bypass road will be on a cutting at this point, a bridge over the road would seem to be the best option. At the same time, access should be created from the farm house track to the non-vehicular path alongside the southern edge of the bypass. The path itself should be widened to the standard required for a cycleway and bridleway. This would provide links to the east for the riding stables and a link to the proposed Hamble Valley footpath to the coast (given a crossing at the Botley Road west of the roundabout). It would also provide links to the west to the proposed bridleway to Dowd's Park Farm and the Itchen Valley Country Park. While the construction plant is on site, it would make sense to build the bridleway northwards from the crossing point with the bypass to Wangfield Lane via Newhouse Farm and the east bank of the river Hamble. The marginal costs to the bypass project would be very small, but the contribution to the local environment would be large. I hope you can appreciate that these valuable non-vehicular links across the country-side will come to be much appreciated, not only by current residents, but also the future residents of the new developments in the area.

The Eastleigh Group of the Ramblers:

This is the response of the Eastleigh Group of the Ramblers to the above consultation. Whilst we can readily see the need for the bypass the proposals you have put forward are orientated too much towards solving the vehicular traffic problems caused by extraneous traffic trying to pass through on longer journeys and not sufficiently orientated towards ensuring that more localised movements by pedestrians, cyclists and equestrians are improved and protected. We consider that this project should be sufficiently funded to ensure that the following works are accommodated as part of the scheme. The scheme needs to be designed with regard to the fact that there are a large number of equestrian activities in the area and there is a need to accommodate these movements. The Bypass will also separate the village from the countryside to the northwest, north, north east and east and equestrian, pedestrian and cycle traffic needs to be accommodated in a safer way than that proposed. The Botley, Curdridge and Bishop's Waltham Parish Councils wish to see the establishment of a bridleway way along the valley of the River Hamble between Botley and Bishop's Waltham as a safer alternative to the inherently dangerous B3035 as is evidenced by the appended Statement of Intent. For a decade now there have been discussions with landowners, the HCC Countryside Service and HCC Property Services and we wish to see the Bypass scheme to be designed and built to accommodate the bridleway scheme that has been discussed from Botley to Wangfield Lane largely through County Council land. See also 5 below. Our comments are made going east to west along the scheme: 1. There is a proposal shown on the cross section for a 2.5-metre-wide shared use route along the south side of the bypass. This width is grossly inadequate and would not be large enough to accommodate equestrians. We would wish to see the 1.5 metre grass verge removed and one metre of it added to the 2.5 metres and the remaining 0.5 metres constructed of granite sets to encourage traffic to keep away from the roadside kerb, and then 0.5 metres added on the south side to make a 4-metre wide route. That route we would wish to see divided by a white line with arrows encouraging users to keep left. 2. Any works at the junction of the A334 and the A3051 and Station Hill should include similar provision for equestrian, pedestrian and cycle

movements in all directions with traffic light controls to give them priority. Particular regard should be had to the three locations at which equestrian activities are undertaken at this location. The current junctions is very spacious with large verges offering some element of safety for equestrians, cyclists and pedestrians which will be lost when a roundabout is constructed within that area hence the need for planned provision for these users.

3. Between the eastern end and the River Hamble the route is crossed by Footpath No 3 Curdridge. At the road crossing the potential presence of walkers should be announced by the erection of a pair of yellow bollards either side, and a differently coloured tarmac strip across the road. The central reservation should be large enough to accommodate at least six persons. The route is the return route of the Upper Hamble Valley Circuit <http://www.hrowit.org.uk/BishopsWalthamtoBotley.pdf> and the route north has recently been improved by the Waltham Ramblers in partnership with the County Council by the replacement of stiles with kissing gates to make it easier to use.

4. West of the River Hamble the route is crossed by Footpath No 3 Botley. This crossing should have a pedestrian activated priority traffic lights as it is already extremely well used and because the area to the south will be promoted for residential development and the route is the principal pedestrian route out of and into Botley on foot from the north and the path will undoubtedly be used by the occupants of the proposed houses at Boorley Green as well. It is the outward route on the Upper Hamble Valley Circuit <http://www.hrowit.org.uk/BishopsWalthamtoBotley.pdf>

5. There is a bridleway which runs to Holmesland Lane from the Dowd's Farm Development to the west. The long term objective is to extend it further westward to the Itchen Valley Country Park and the equestrian centres located there. It crosses Woodhouse Lane see 7 below and joins Holmesland Lane. The objective of the three Parishes referred to above is to extend it north eastward to Bishops Waltham by the provision of a new bridleway route to connect Botley with Bishop's Waltham and the South Downs National Park. Of all the routes investigated the preferred route is to use the access road to Newhouse Farm and then use the continuation of that track across the River Hamble and then construct a new track north eastward up the east bank of the Hamble to Wangfield Lane. We would in pursuant of that objective like to see that access to Newhouse Farm retained by the construction of a bridge over the bypass so the connection to Winchester Street can be maintained with ramps down on the south side to enable links to the shared use route along the south side of the bypass.

6. The design of the revised junction of Holmesland Lane and Winchester Street needs to take into account its use by pedestrians.

7. The plan shows the junction of Winchester Street and Woodhouse Lane to be realigned. Please have regard to the need to continue to have access to the permissive footpath that runs from here westward alongside the railway line.

8. A bridleway crosses Woodhouse Lane (Hedge End No 6c going west and Botley No 6 going east). It is essential that the bridleway users have a traffic light controlled crossing given the volume of traffic that will be using the road. Busy roads are particularly difficult for equestrians to cross without the means to control the exercise. It is also a promoted cycle route.

9. Pavilion Road (at its junction with Woodhouse Lane) needs to have a pedestrian refuge to ensure the continuity of the route along the North West side of Woodhouse Lane. There is an important strategic path down Pavilion Road that connects with the area around the Maypole Roundabout and the old part of Hedge End with the newer part in the direction of the railway station. There is also a large care home proposes for the site at the junction of Pavilion Road and Woodhouse Lane for which there was a 2016 planning application