GRAINGER PLC
BLUE STAR LAND
WATERLOOVILLE

WALKING, CYCLING AND HORSE-RIDING ASSESSMENT REPORT

JULY 2025

the journey is the reward

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JULY 2025

Report Reference:	**GTWVille(BSL).1/WCHAR**
Project Code:	**GTWVille(BSL).1**
Prepared by:	**RK**
Approved by:	**NE**
Issue Date:	**18th July 2025**
Status:	**Final Rev 1**

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Grainger PLC

Blue Star Land

Waterlooville

Walking, Cycling and Horse-Riding Assessment Report

List of Contents

Sections

1 Scheme Details 1

2 WCHAR Assessment 7

3 User opportunities 24

4 Conclusion 26

5 WCHAR Team Statement 27

Figures

Figure 1.1: Site Location Plan 2

Figure 1.2: Concept Accessibility Plan 3

Figure 1.3: Indicative Diversions of PROW and Permissive Path 4

Figure 1.4: WCHAR Study Area 5

Figure 1.5: Proposed Local Centre 6

Figure 2.1: Collision Data Study Area 8

Figure 2.2: Bus Stop Locations 10

Figure 2.3: Victoria Road Bus Stop 12

Figure 2.4: Shared Footway/Cycleway through BSL Site 14

Figure 2.5: Maurepas Way Crossing and Asda Zebra Crossings 14

Figure 2.6: Maurepas Way Crossing Adjacent to Swiss Road 15

Figure 2.7: Laxton Leaze / Plant Farm Crescent Connection 16

Figure 2.8: Crossing Facilities on Routes to Newlands Community Hall and Berewood Primary School 17

Figure 2.9: Footway / Cycle Path Connections through Berewood 18

Figure 2.10: Facilities on Route to Town Park 19

Figure 2.11: Facilities on Route to Town Centre 20

Figure 2.12: Bridleway Facilities 21

Figure 2.13: Proposed Safe Route to Southern Primary School 22

Tables

Table 2.1: Accident Vehicle Type 9
Table 2.2: Casualty Type.....9
Table 2.3: Bus Stops Accessible from the Site 11
Table 2.4: Bus Routes Accessible from the Site 11

1 Scheme Details

1.1 Scheme Client / Developer /Agent

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1.5 Scheme Location and Description of Highway Works

The development proposals comprise the construction of up to 69 new residential dwellings with an associated vehicular access from Laxton Leaze, internal landscaping and parking.

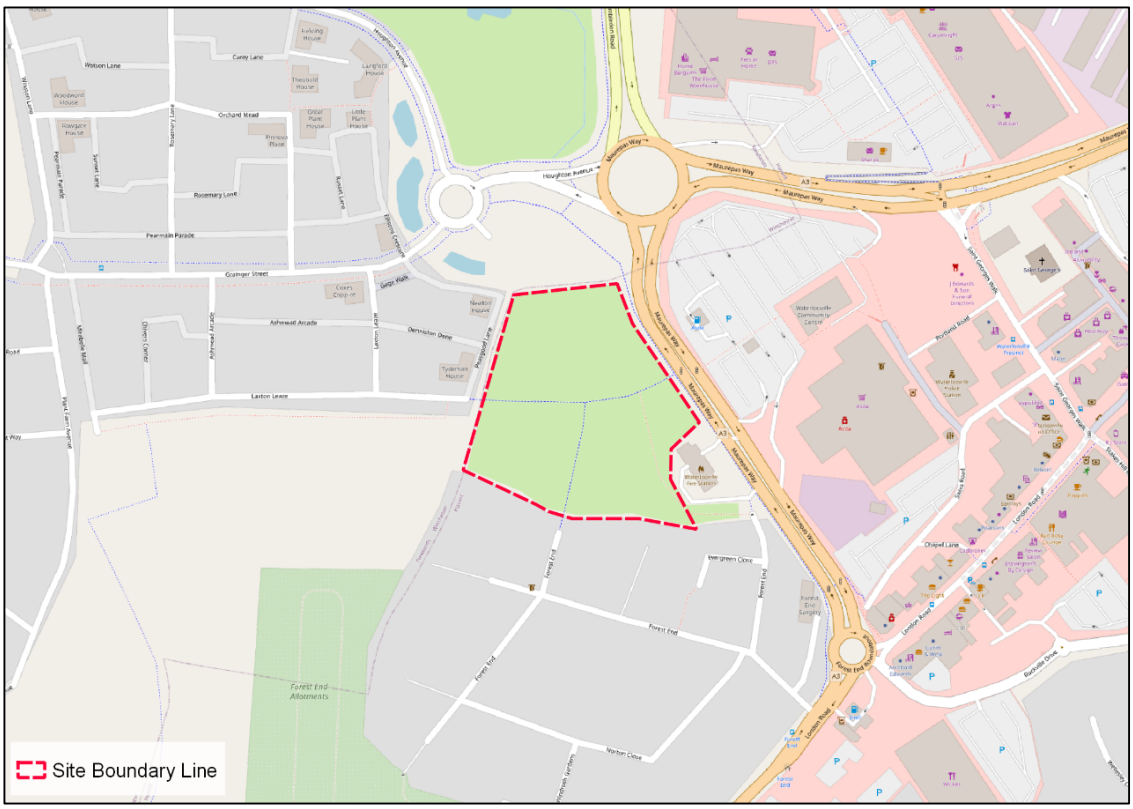

Figure 1.1: Site Location Plan

Source: OpenStreetMap 2024

Access to the site will be gained through the Berewood Development via the A3 Maurepas Way / Hambledon Road / Houghton Avenue roundabout and subsequently the Grainger Street / Houghton Avenue roundabout.

Laxton Leaze forms an existing priority junction with Grainger Street into Phase 1 of the Berewood Development.

It is proposed that vehicular access to the application site is to be from Laxton Leaze. There will be a continuation of Laxton Leaze into the site past its junction with Peasgood Lane. Footways will be provided on the access into the site.

A secondary access, designed for use by pedestrians and cycles will also provide an emergency access for the development from Ellisons Crescent.

Figure 1.2 illustrates a concept accessibility plan.

Figure 1.2: Concept Accessibility Plan

The existing permissive path P7 will be diverted within the site to maintain an east to west pedestrian and cycle link to the A3 Maurepas Way and south to Forest End.

The existing PROW FP11 will also be diverted within the site.

It is important to note that these routes will not be diverted until the Reserved Matters Application associated with the site is approved. This WCHAR relates to an Outline Application and as such, specific details on the nature of the diversions are not required.

Notwithstanding this, **Figure 1.3** provides an indicative plan of the existing P7 path (shown in orange) and likely proposed P7 path (shown in dark green with red dots). The existing alignment of FP11 is indicated in white, with the likely proposed orientation in green with light blue dots. **Figure 1.3** demonstrates that the intention is for the routes to be provided as close to their existing arrangement as possible, while allowing for the development of the site.

Figure 1.3: Indicative Diversions of PROW and Permissive Path

As noted above, **Figure 1.3** is indicative, and specific details will be provided at the Reserved Matters stage. The appropriate processes for the diversion of these routes will be followed.

1.6 WCHAR Study Area

Comments received from Hampshire County Council requested that the study area comprise the following destinations:

- A food shop which sells fresh fruit and vegetables
- A park or green space
- An indoor meeting place (pub, café, community centre or place of worship
- A primary school
- A post office or bank
- A GP Surgery

Figure 1.4 therefore illustrates the WCHAR study area and routes between the site and the destinations listed above.

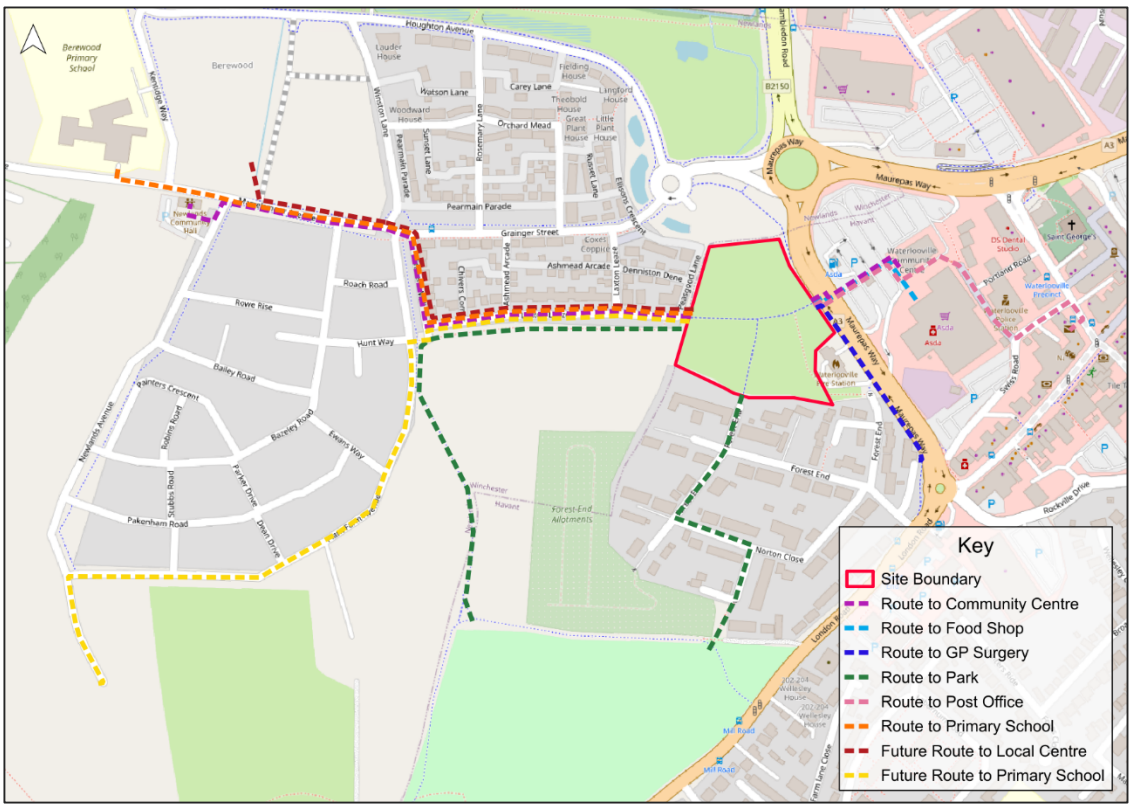

Figure 1.4: WCHAR Study Area

The study area includes the route to the future Berewood Local Centre. The Local Centre will be located within the Phase 6A land parcel and will comprise of a community hall, nursery and three commercial units. The land parcel will also include a medical centre, extra care, residential and retirement living. **Figure 1.5** illustrates the layout of the future local centre.

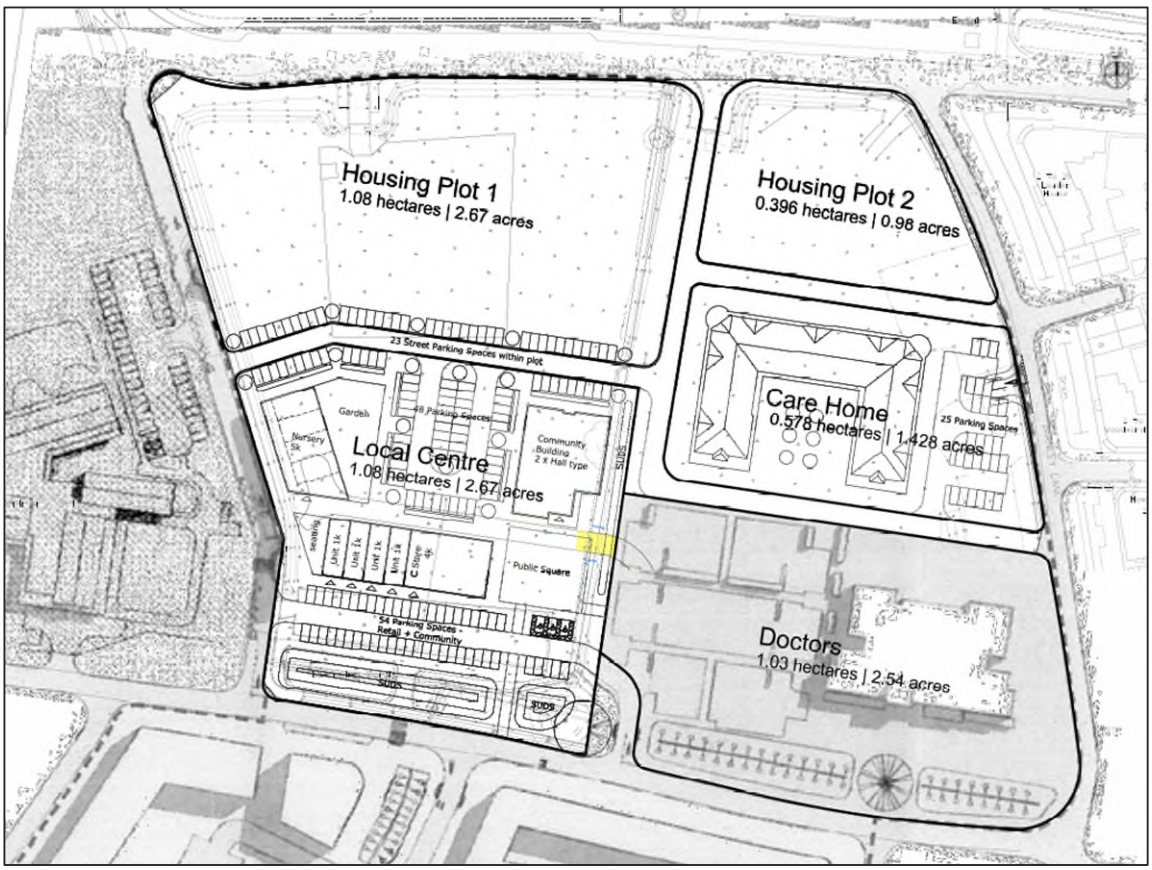

Figure 1.5: Proposed Local Centre

Source: Drawing GTWVILLE_P6A_SK-06_DRAFT

2 WCHAR Assessment

2.1 Assessment of walking, cycling and horse-riding policies and strategies

This assessment has been prepared in-line with:

- DMRB GG 142 Walking, cycling and horse-riding assessment and review
- Hampshire County Council (HCC) Technical Guidance Note TG19 – Walking, Cycling and Horse-Riding Assessment and Review

These documents set out the structure and requirements of this report.

HCC provides a list of relevant guidance on its webpage 'Technical guidance notes and Manual for Streets' (located under >Transport and Roads>Developers). The key relevant documents identified from here, aside from the two identified above, are as follows:

- DfT LTN 1/20 Cycle infrastructure design
  - This LTN provides guidance on delivering high quality cycle infrastructure, including planning for cycling, designing space for cycling within highways, the transitions between carriageways, cycle lanes and cycle tracks, and at junctions and crossings.
- HCC Guidance Document for Footway & Cycleway Pavement Options
  - This is a relevant document for the detailed design stage and will be adhered to at this future stage.
- Manual for Streets
  - This is the official government guidance for design, planning and approval of new residential streets, and has been used to design the scheme. The proposals accord with Manual for Streets.

2.2 Collision Data

Road traffic accident data has been obtained from Hampshire Constabulary for the time period 1st May 2019 to 30th April 2024. The study area with incident record is illustrated at **Figure 2.1**, with the BSL parcel identified by a red star.

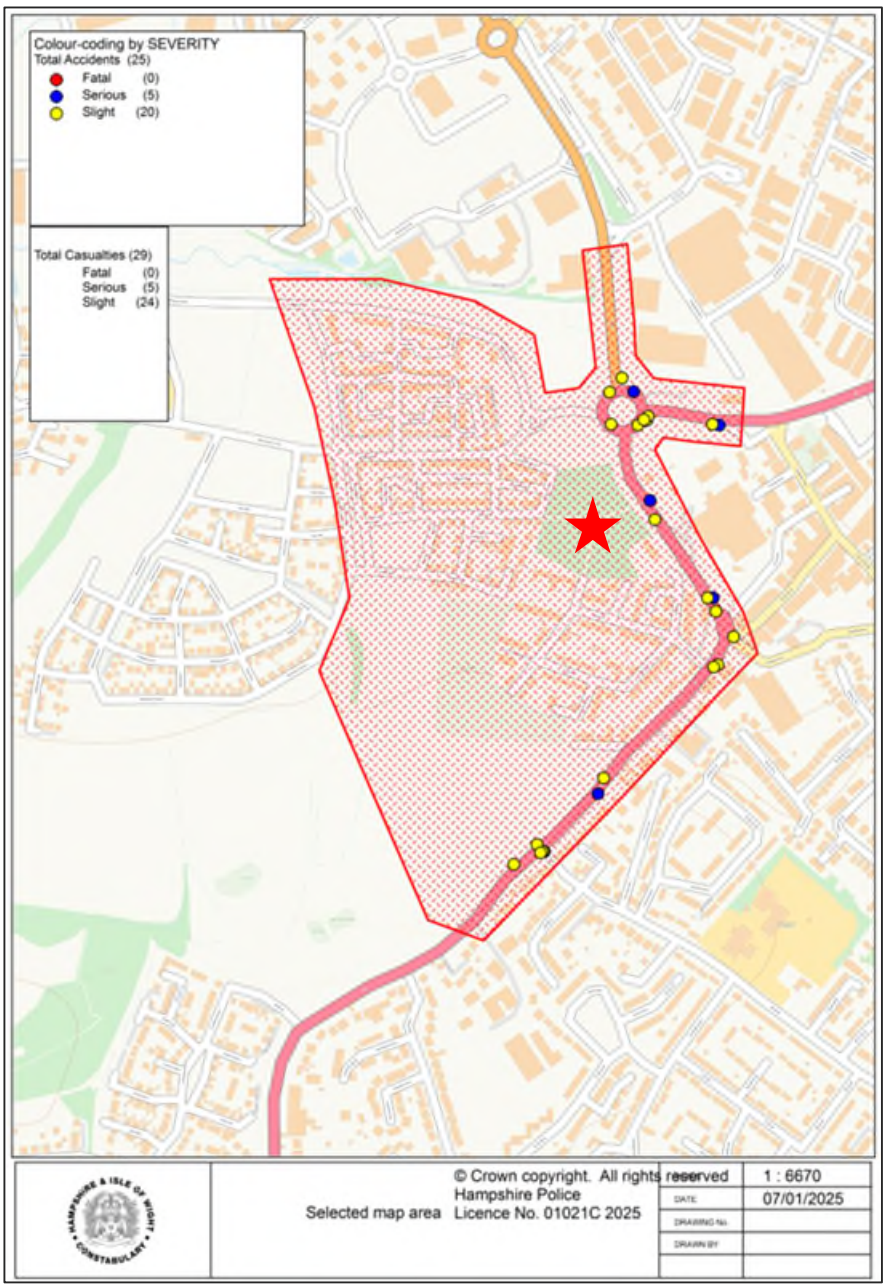

Figure 2.1: Collision Data Study Area

Figure 2.1 illustrates that within the five year time frame, 20 slight incidents and 5 serious incidents have occurred within the study area. A small number have occurred on Maurepas Way adjacent to the BSL parcel, however none have occurred within the Berewood development and in particular, the proposed points of vehicle access to BSL.

A breakdown of incidents is provided in **Tables 2.1** and **2.2**.

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	2	12	**14**
2-wheeled motor vehicles	0	1	4	**5**
Pedal cycles	0	2	4	**6**
Horses & other	0	0	0	**0**
Total	**0**	**5**	**20**	**25**

Table 2.1: Accident Vehicle Type

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	10	**11**
Passenger	0	0	4	**4**
Motorcycle rider	0	1	4	**5**
Cyclist	0	2	4	**6**
Pedestrian	0	1	2	**3**
Other	0	0	0	**0**
Total	**0**	**5**	**24**	**29**

Table 2.2: Casualty Type

Table 2.2 illustrates that just one serious incident involved a pedestrian and two involved cyclists.

The first serious incident involving a cyclist listed the following causation factors:

- Car driver with uncorrected, defective eyesight
- Car driver disobeyed automatic traffic signal

The second serious incident involving a cyclist listed the following causation factors:

- Cyclist disobeyed pedestrian crossing facility and travelled into the path of a car

The serious incident involving a pedestrian cited the following causation factors:

- Car driver undertook poor turn or manoeuvre
- Car driver disobeyed red traffic light at pedestrian crossing facility, colliding with pedestrian

Of the 6 slight incidents involving cyclist or pedestrian casualties, the following factors or reasons were given:

- Car failed to look properly and contravened amber light
- Car entered roundabout and failed to notice cyclist, occurred during rain/sleet/snow or fog, with slippery road reported
- Van failed to look properly, colliding with cyclist
- Car exited petrol filling station and collided with pedestrian
- Car entered roundabout into path of cyclist
- Pedestrian failed to look properly and entered carriageway into path of car

On this basis, it is not considered that any accidents involving a pedestrian or cyclist were as a result of a deficiency with the local highway network.

2.3 Multi-modal transport services and interchange information

There are a significant number of bus stops located within the study area, as illustrated in **Figure 2.2**.

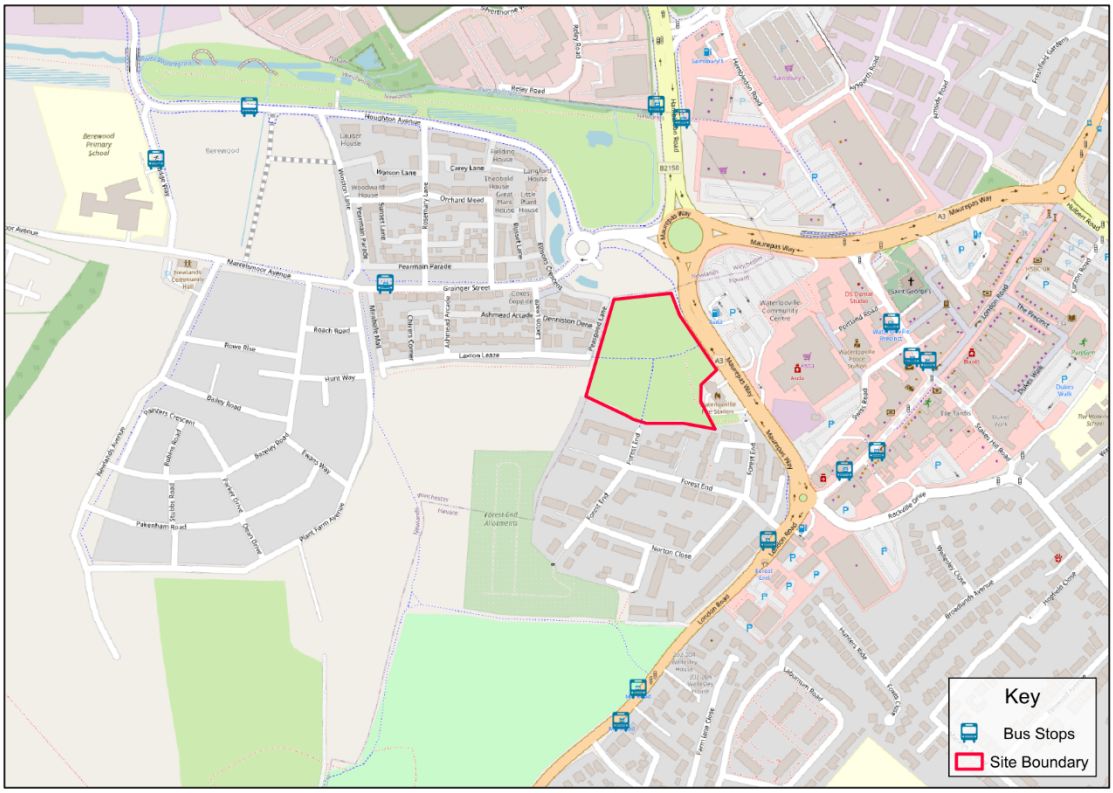

Figure 2.2: Bus Stop Locations

The closest bus stops to the site are the Victoria Road stops located on London Road, approximately 350m away from the centre of the site (as per the position of the star on Figure 5.2) or a 4.5-minute walk assuming a comfortable walking pace of 80m/minute.

Additionally, the Winston Lane stops located on Grainger Street are located 310m away.

Tables 2.3 and **2.4** summarise the nearest bus stops and services to the site.

Stop Name / Location	Distance from the Site	Service(s)	Bus Stop Facilities
Victoria Road Stop D	350m	8 theSTAR, 37, 39, 654, D1, D2	Flagpole, Timetable, Bin, Raised Kerb
Victoria Road Stop E	400m		Flagpole, Shelter, Seating, Timetable, Bin, Raised Kerb
Winston Lane Westbound	310m	D1, D2	Flagpole, Raised Kerb
Winston Lane Eastbound	330m		Shelter, Seating, Bin, Flagpole, Raised Kerb
Parkwood Centre Stops	320m	39, 654, D1, D2, 7 theSTAR	Shelter, Seating, Flagpole, Timetable

Table 2.3: Bus Stops Accessible from the Site

Service	Route	Peak Frequency		
		Weekday	Saturday	Sunday
37	Havant – Waterlooville – Clanfield – Petersfield	1 per hour	1 per 90 mins	No Service
39	Havant – Leigh Park – Waterlooville – Wecock Farm	4 per hour	4 per hour	2 per hour
654	Hambledon – Havant Campus	School Service	No Service	No Service
D1	Waterlooville Precinct – Hambledon, The Gardens	Every 2 hours	Every 2 hours	No Service
D2	Waterlooville - Denmead	Every 2 hours	Every 2 hours	No Service
7	The Hard/Gunwharf - Wecock Farm, Blackbird Close	4 per hour	2 per hour	2 per hour
8	The Hard/Gunwharf – Portsmouth International Port – Cosham – Waterlooville - Clanfield	3 per hour	2 per hour	2 per hour

Table 2.4: Bus Routes Accessible from the Site

Tables 2.3 and 2.4 indicates that there are frequent bus services accessible from the site to destinations across the local area and wider Hampshire.

Figure 2.3 illustrates the Victoria Road stop on London Road.

Figure 2.3: Victoria Road Bus Stop

2.4 Trip Generators

The key destinations and trip generators within the study area were identified on **Figure 1.3**. These include:

- Newlands Community Hall
- Asda Superstore
- Waterlooville Area Community Centre (with Barclays inside)
- Forest End GP Surgery
- Town Park
- Waterlooville Post Office
- Berewood Primary School
- Future Southern Berewood Primary School
- Future Berewood Local Centre

Waterlooville town centre, identified at the terminus of the pink route in **Figure 1.3**, contains a large number of trip generators including, but not limited to:

- Banks
- Takeaway Food Outlets
- Café's
- Restaurants
- ATM's

- Non-food retail shopping

2.5 Site Visits

A site visit was undertaken by Rebecca Kingston on the 12th December 2024 between 11am and 1pm during dry conditions. All the routes illustrated on **Figure 1.3** were walked as part of the visit.

2.6 Liaison with Key Stakeholders

GG 142 states in paragraphs 4.14-4.14.2:

"Liaison with key stakeholders

4.14 The assessment report shall contain a record of liaison with key stakeholders to understand their specific needs and concerns.

4.14.1 Liaison with key stakeholders should include representatives for walking, cycling and horse-riding from all local authorities for which the highway scheme is within or extends across their boundaries.

4.14.2 Liaison with key stakeholders other than local authorities should be determined by the Lead Assessor in the context of the highway scheme.

NOTE Key stakeholders other than local authorities can include walking, cycling and horse-riding organisations as well as disability groups, local businesses and transport operators."

The above GG 142 guidance indicates that liaison with key stakeholders should include representatives from the local authorities, and that liaison with any other stakeholders (e.g. British Horse Society, partially sighted groups) should be determined by the Lead Assessor.

Given that the scheme lies directly adjacent to the wider Berewood masterplan scheme, it was not considered necessary to liaise with any other parties above and beyond those involved with the Berewood scheme. As such, representatives have not been provided for the stakeholder engagement section of the WCHAR.

2.7 Existing pedestrian, cyclist and equestrian facilities

Cyclist Facilities

A shared cycleway/footway is provided through the site from the A3 Maurepas Way to the Larkfields Development in the west and the residential properties on Forest End to the South. **Figure 2.4** illustrates the shared facility from the perspective of Laxton Leaze and the middle of the site.

Figure 2.4: Shared Footway/Cycleway through BSL Site

The A3 Maurepas Way forms the eastern border of the site and features two toucan crossings to facilitate safe onward travel of pedestrians and cyclists. From the shared cycleway/footway within the site, pedestrians can cross immediately over Maurepas Way and access an Asda Superstore and Waterlooville Area Community Centre. **Figure 2.5** illustrates the facilities provided to the Asda Superstore and Community Centre.

Figure 2.5: Maurepas Way Crossing and Asda Zebra Crossings

Pedestrians and cyclists can also cross Maurepas Way further south and continue directly on into Waterlooville Town Centre via Swiss Road. This crossing is illustrated on **Figure 2.6**.

Figure 2.6: Maurepas Way Crossing Adjacent to Swiss Road

Laxton Leaze will provide a main route to a number of destinations including the Newlands Community Hall, Local Centre, Berewood Primary School and future Southern Primary School. **Figure 2.7** illustrates the footpath/cycle connection between Plant Farm Crescent and Laxton Leaze.

Figure 2.7: Laxton Leaze / Plant Farm Crescent Connection

Pedestrian crossings with dropped kerbs are provided regularly along Marrelsmoor Avenue, providing access to the future local centre and Berewood Primary School. **Figure 2.8** illustrates a number of these facilities.

Figure 2.8: Crossing Facilities on Routes to Newlands Community Hall and Berewood Primary School

A number of shared footway/cycle path connections are provided within the Berewood development. **Figure 2.9** illustrates and aerial view of the footway / cycle paths through the Berewood development to the Town Park.

Figure 2.9: Footway / Cycle Path Connections through Berewood

The fastest route to the Town Park from the application site is via Forest End. **Figure 2.10** illustrates the existing facilities along this route.

Figure 2.10: Facilities on Route to Town Park

The shortest route to Waterlooville Town Centre, including the post office, involves walking behind Asda and taking the steps past the side entrance, ultimately joining Swiss Road. **Figure 2.11** illustrates the pedestrian and cyclist environment along this route.

Figure 2.11: Facilities on Route to Town Centre

All other routes identified at **Figure 1.3** comprise quiet residential streets which facilitate lower vehicle speeds and as such, encourage cycling.

Horse-riding Facilities

Figure 2.12 illsutrates the Bridelway Facilities in proximity to the BSL site.

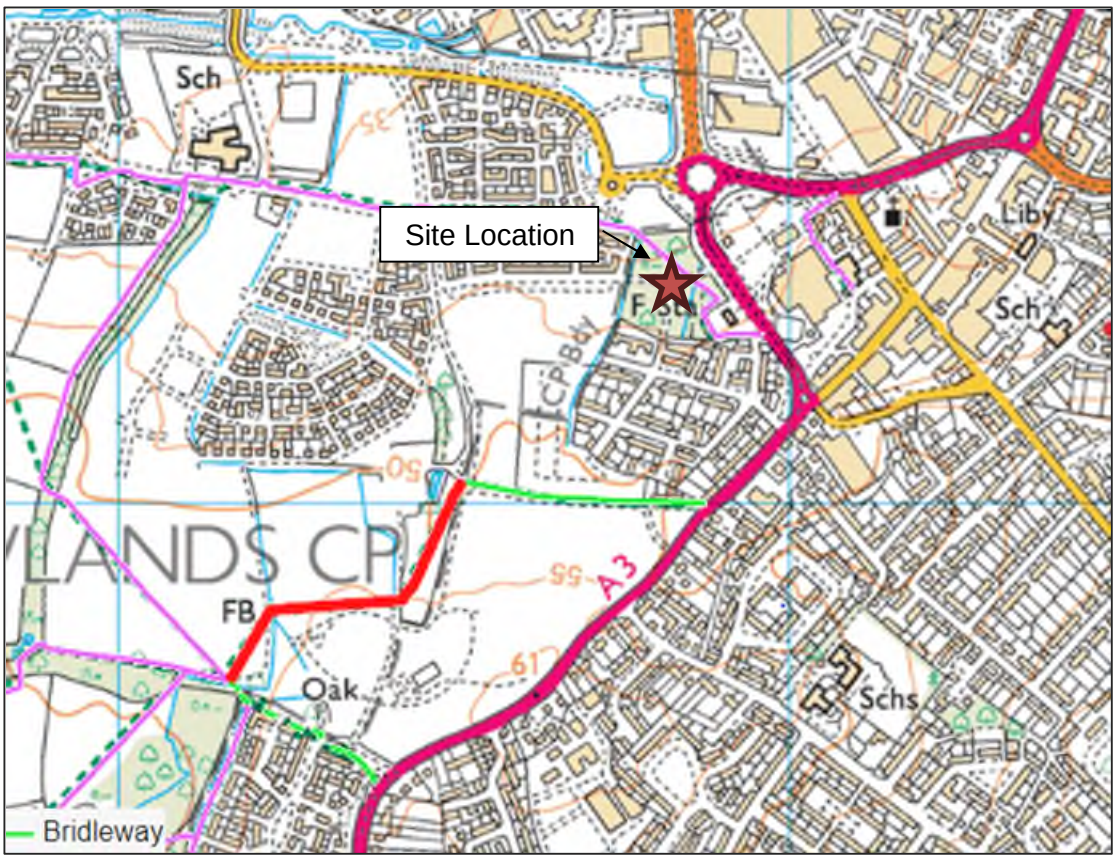

Figure 2.12: Bridleway Facilities

Figure 2.12 identifies that the lane to the west of Milk Lane is a restricted byway, over which the public is entitled to travel on foot, horseback and with non-mechanically propelled vehicles such as cycles. Milk Lane itself is identified as a bridleway, with another bridleway identified just south of Norton Close within the Berewood development.

With the exception of these facilities, there are no other dedicated horse-riding facilities within the study area, and horses would be expected to solely use the road network.

Pedestrian Facilities

The route to each destination from the BSL site is described below.

To the Local Centre, Newlands Community Hall and Berewood Primary School

- Travel west on Laxton Leaze, taking the footpath connection onto Plant Farm Crescent
- Travel north on Plant Farm Crescent, turning left onto Marrelsmoor Avenue. Cross over at dropped kerb/tactiles to access future Local Centre.

- Continue west on Marrelsmoor Avenue to access Newlands Community Hall. A ramped access is provided along the frontage, with cycle hoops provided within the car park for cyclists.
- If continuing onto Berewood Primary School, travel past Newlands Community Hall and cross over at the tactiles and dropped kerbs on Marrelsmoor Avenue.

To Southern Primary School

- Walk west on Laxton Leaze and take the footpath connection onto Plant Farm Crescent.
- Walk South on Plant Farm Crescent before taking a left onto Newlands Avenue.
- At the time of undertaking the WCHAR, the rest of this route has not been constructed, however **Figure 2.13** provides an illustration of the high quality footway/cycleway that will connect the Southern Primary School with Newlands Avenue.

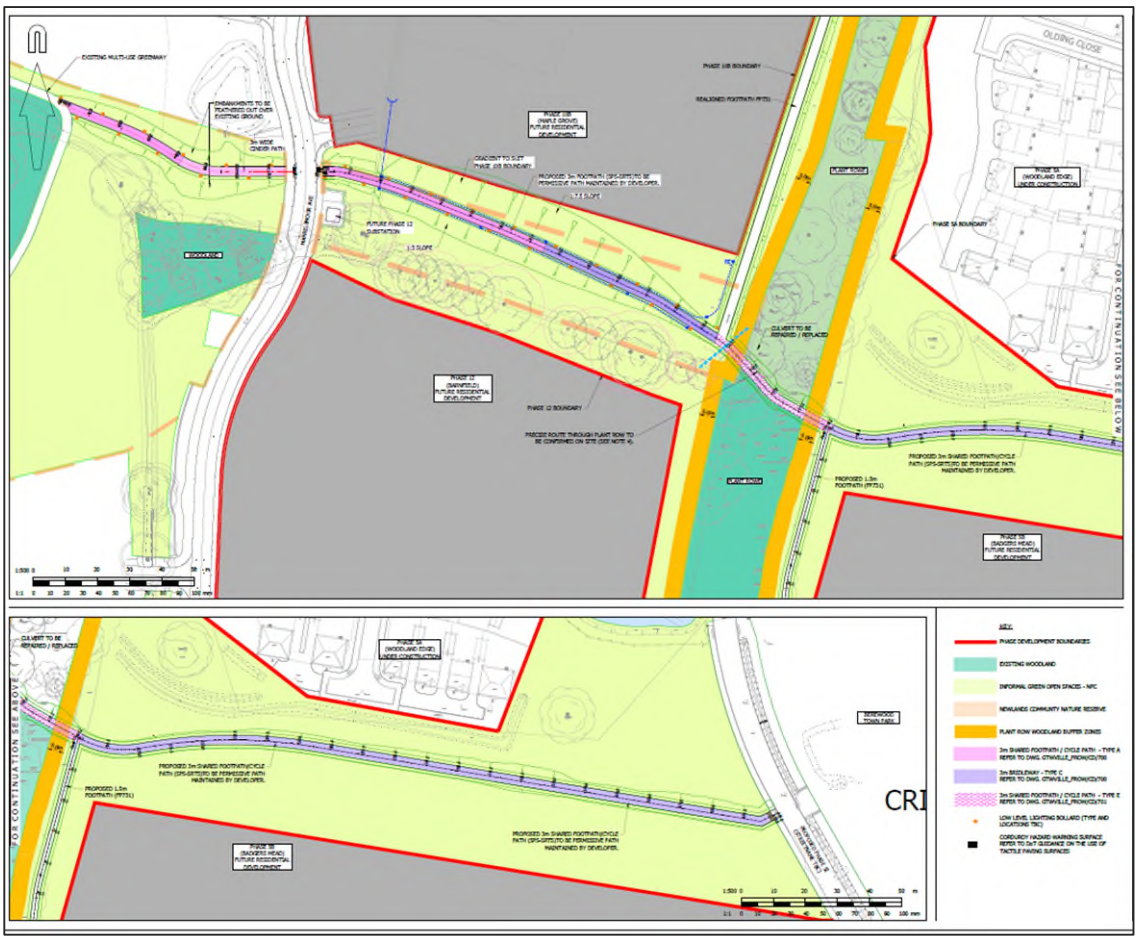

Figure 2.13: Proposed Safe Route to Southern Primary School

Source: Drawing GTWVILLE_PROW_GA/09

To Town Park

- Walk south through BSL parcel and take the footpath connection through to Forest End.
- Turn left then right onto Windrush Gardens then take the connection through to the Town Park.
- Alternatively, walk along Laxton Leaze then take the footpath connection onto Plant Farm Crescent. Walk circa 50m south and take the footpath southeast to the Town Park.

To Asda and Waterlooville Community Centre

- Walk east out of BSL and use the pedestrian crossing over the A3 Maurepas Way.
- Take the internal paths and zebra crossing through the Asda car park to the Community Centre frontage.
- The Asda entrance is a short walk from the Community Centre using the wide footway along the frontage.

To Post Office

- From the Asda frontage, take the steps up to Swiss Road which run behind Asda.
- Walk along the footpath connection past the police station and turn left onto Swiss Road.
- Use the dropped kerb and tactile paving crossing to turn right onto St George's Walk which provides access to the post office.

To GP Surgery

- Exit BSL onto the A3 Maurepus Way. Walk 200m south on Maurepas Way and take the footpath up to the entrance of Forest End GP surgery.

2.8 Walking, cycling and horse-riding survey data

The proposals are located adjacent to the Berewood masterplan development. The most recent survey data would be provided as part of the Travel Plan monitoring for the Berewood development.

2.9 Liaison with local user groups and wider public

As noted above, the proposals will form part of the wider Berewood masterplan development and therefore liaison with local groups has not been undertaken for this assessment.

3 User opportunities

The opportunities highlighted below are deemed to be relevant to the highway scheme/works and should be considered by the design team leader throughout the progression of the highway scheme design in addition to any further opportunities that may arise through the ongoing development of the design.

3.1 General

The primary opportunities of the scheme relating to enhancing the walking and cycling connection between the Berewood development and the wider local area of Waterlooville. The scheme itself will improve the condition of the existing footpath/cycleway connection between Maurepas Way and Berewood, and given the adjacent consented masterplan, there is minimal scope for further off-site improvements. Additionally, the review conducted in this WCHAR has identified that the existing routes in the local area are typically high quality.

3.2 Strategic Opportunities

The proposals provide a strategic opportunity to enhance the cycling and pedestrian connection between the Berewood development and the wider local area of Waterlooville. The scheme includes improving the quality of the cycle and pedestrian facility through the Blue Star Land which connects the Berewood development with wider Waterlooville, and as such, it is considered that the proposals align with the strategic opportunities of the area.

3.3 Walking Specific Opportunities

A number of crossing points within the Berewood development featured tactile paving with no dropped kerb, including a crossing point on Laxton Leaze, Plant Farm Crescent (Newlands Avenue end), Ewan's Way and Hunts Way. Construction works are ongoing within the Berewood development and this will be rectified as the works progress.

At the time of visit, parking was occurring on the footway of Plant Farm Crescent due to a road closure. This would temporarily discourage pedestrians from using this section, however this will be rectified once this section reopens.

Considerable litter is present along the BSL footpath/cyclepath, and at the connection between BSL and Forest End. The public realm will be enhanced as part of the BSL proposals. Additional litter bins would also be of benefit at the Windrush Gardens/Town Park connection.

3.4 Cycling Specific Opportunities

The Berewood development includes a number of shared/footway cycle routes of high quality. A cycle ramp could be of benefit alongside the steps behind Asda to create a quicker route to this end of Waterlooville Town Centre.

3.5 Horse-Riding Specific Opportunities

An extension of the existing bridleways would be of benefit to horse-riders.

4 Conclusion

The findings of this WCHAR report have found that the site is:

- located in an area with no significant road safety issues on the local highway network
- easily accessible by local bus services, on foot and by cyclists from the surrounding area with no significant barriers to movement
- located in an area with high quality pedestrian and cycle facilities
- located within easy walking and cycling distance of the key trip generators identified in the local area

It is therefore concluded that the site is located in an area with excellent walking and cycling facilities already in place on the local highway network, and thus there is minimal scope for off-site improvements to come forward as part of the proposed development given the limited scale of the scheme.

5 WCHAR Team Statement

Lead Assessor

5.1 As Lead Assessor, I confirm that this walking, cycling and horse-riding assessment report has been compiled in accordance with HCC Technical Guidance Note TG19.

Name & Title:	Rebecca Kingston
Title/Position:	Senior Transport Planner
Organisation:	Mayer Brown Ltd
Signature:	RKston
Date:	18th July 2025

Scheme Client Team Leader

As the Scheme Client Team Leader, I confirm that the assessment has been undertaken at the appropriate stage of the highway scheme development.

5.2 I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

Name & Title:	Oliver Woolf
Title/Position:	Associate
Organisation:	Savills
Signature:	
Date:	