



**GRAINGER PLC  
BLUE STAR LAND  
WATERLOOVILLE**

**WALKING, CYCLING AND HORSE-  
RIDING ASSESSMENT REPORT**

**OCTOBER 2025**



**the journey is the reward**

**GRAINGER PLC  
BLUE STAR LAND  
WATERLOOVILLE**

**WALKING, CYCLING AND HORSE-  
RIDING ASSESSMENT REPORT**

**OCTOBER 2025**

|                          |                                     |
|--------------------------|-------------------------------------|
| <b>Report Reference:</b> | <b>GTWVile(BSL).1/WCHAR</b>         |
| <b>Project Code:</b>     | <b>GTWVile(BSL).1</b>               |
| <b>Prepared by:</b>      | <b>RK</b>                           |
| <b>Approved by:</b>      | <b>NE</b>                           |
| <b>Issue Date:</b>       | <b>10<sup>th</sup> October 2025</b> |
| <b>Status:</b>           | <b>Final Rev B</b>                  |

**Grainger PLC**  
**Blue Star Land**  
**Waterlooville**  
**Walking, Cycling and Horse-Riding Assessment Report**

## List of Contents

### Sections

|   |                            |    |
|---|----------------------------|----|
| 1 | Scheme Details .....       | 1  |
| 2 | WCHAR Assessment .....     | 8  |
| 3 | User opportunities .....   | 28 |
| 4 | Conclusion .....           | 30 |
| 5 | WCHAR Team Statement ..... | 31 |

### 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.....                                                               | 9  |
| Figure 2.2: Bus Stop Locations .....                                                                     | 11 |
| Figure 2.3: Victoria Road Bus Stop .....                                                                 | 13 |
| Figure 2.4: Healthy Streets Indicators.....                                                              | 15 |
| Figure 2.5: Shared Footway/Cycleway through BSL Site .....                                               | 16 |
| Figure 2.6: Maurepas Way Crossing and Asda Zebra Crossings.....                                          | 17 |
| Figure 2.7: Maurepas Way Crossing Adjacent to Swiss Road .....                                           | 18 |
| Figure 2.8: Laxton Leaze / Plant Farm Crescent Connection.....                                           | 19 |
| Figure 2.9: Crossing Facilities on Routes to Newlands Community Hall and<br>Berewood Primary School..... | 20 |
| Figure 2.10: Footway / Cycle Path Connections through Berewood .....                                     | 22 |
| Figure 2.11: Facilities on Route to Town Park .....                                                      | 23 |
| Figure 2.12: Facilities on Route to Town Centre .....                                                    | 24 |
| Figure 2.13: Bridleway Facilities .....                                                                  | 25 |

|                                                                      |    |
|----------------------------------------------------------------------|----|
| Figure 2.14: Constructed Safe Route to Southern Primary School ..... | 26 |
|----------------------------------------------------------------------|----|

## Tables

|                                                                                            |    |
|--------------------------------------------------------------------------------------------|----|
| Table 2.1: Accident Vehicle Type .....                                                     | 10 |
| Table 2.2: Casualty Type.....                                                              | 10 |
| Table 2.3: Bus Stops Accessible from the Site .....                                        | 12 |
| Table 2.4: Bus Routes Accessible from the Site .....                                       | 12 |
| Table 2.5: Assessment of Shared Footway/Cycleway through BSL Site.....                     | 16 |
| Table 2.6: Assessment of Maurepas Way Crossing and Asda Zebra Crossings Route .....        | 17 |
| Table 2.7: Assessment of Maurepas Way Crossing Adjacent to Swiss Road .....                | 18 |
| Table 2.8: Assessment of Laxton Leaze / Plant Farm Crescent Connection.....                | 19 |
| Table 2.9: Assessment of Route to Newlands Community Hall and Berewood Primary School..... | 21 |
| Table 2.10: Assessment of Connections through Berewood.....                                | 22 |
| Table 2.11: Assessment of Route to Town Park.....                                          | 23 |
| Table 2.12: Assessment of Route to Town Centre .....                                       | 24 |

# 1 Scheme Details

## 1.1 Scheme Client / Developer /Agent

Name: Oliver Woolf

Organisation: Savills

Email: oliver.woolf@savills.com

Tel: 023 8071 3921

## 1.2 Lead Assessor

Name: Rebecca Kingston

Organisation: Mayer Brown Ltd

Email: rkingston@mayerbrown.co.uk

Tel: 01483 750 508

## 1.3 Other Assessment Team Members

Name: Nikki Eyles

Organisation: Mayer Brown Ltd

Email: neyles@mayerbrown.co.uk

Tel: 01483 750 508

## 1.4 Design Team Leader

Name: Rob Akerman

Organisation: Mayer Brown Ltd

Email: rakerman@mayerbrown.co.uk

Tel: 0117 925 1027

## 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.



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.

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

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

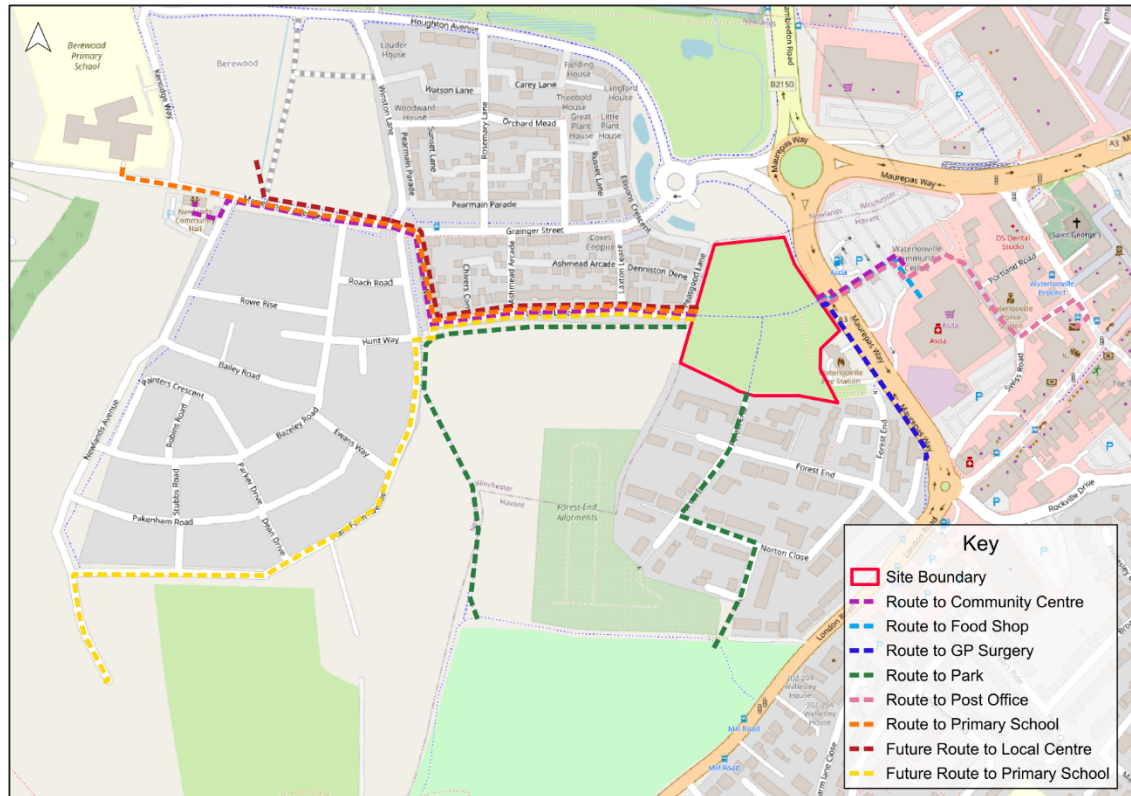


**Figure 1.4: WCHAR Study Area**

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.

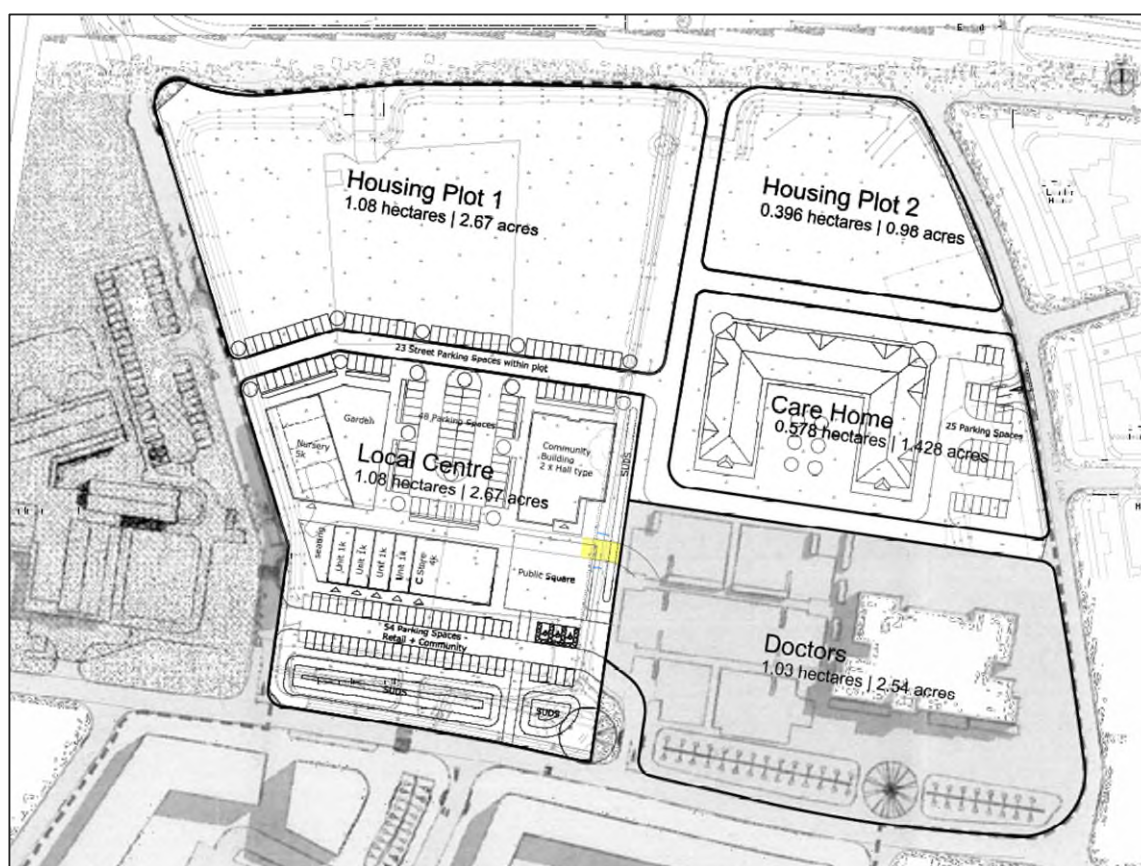


**Figure 1.5: Proposed Local Centre**

Source: Drawing GTWVILLE\_P6A\_SK-06\_DRAFT

In correspondence from Hampshire County Council dated 15<sup>th</sup> April 2025, it was requested that the WCHAR incorporate Active Travel England (ATE) Tools and Healthy Streets Indicators as set out within TG10.

This WCHAR has been revised to include a qualitative street assessment from a Healthy Streets perspective, beginning at paragraph 2.7 of this report.

TG10 states that “*Cycling Level of Service (CLOS) and Junction Assessments (JAT) should be carried out prior to detailed design stage for any project which includes cycling facilities, so the proposed layout can be improved prior to any permission required. Both assessments can be found in LTN 1/20.*” “*For HCC schemes the latest Active Travel England assessments tools should be used instead of CLOS and JAT.*”

The proposals are developer led rather than HCC led and as such, the requirement to use ATE tools as set out in TG10 does not apply.

As this WCHAR relates to an outline application with all matters reserved except for access, the detailed internal layout of the development, including the design and location of cycle facilities, remains to be determined at the reserved matters stage. Undertaking

Cycling Level of Service (CLOs) and Junction Assessment Tool (JAT) assessments at outline stage is therefore considered premature, as the results would be based on indicative layouts that are subject to change. In accordance with Hampshire County Council's guidance document TG10, which states that such assessments should be carried out prior to the detailed design stage of any project including cycling facilities, it is considered appropriate that the CLOs and JAT (or, where applicable, the latest Active Travel England assessment tools) are undertaken at the reserved matters stage once an internal layout is available. This approach accords with the intent that cycling provision can be properly assessed, designed and secured at the relevant stage in the planning process.

## 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
- Healthy Streets Indicators and Qualitative Street Assessment

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
  - o 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
  - o This is a relevant document for the detailed design stage and will be adhered to at this future stage.
- Manual for Streets
  - o 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 1<sup>st</sup> May 2019 to 30<sup>th</sup> April 2024. The study area with incident record is illustrated at **Figure 2.1**, with the BSL parcel identified by a red star.

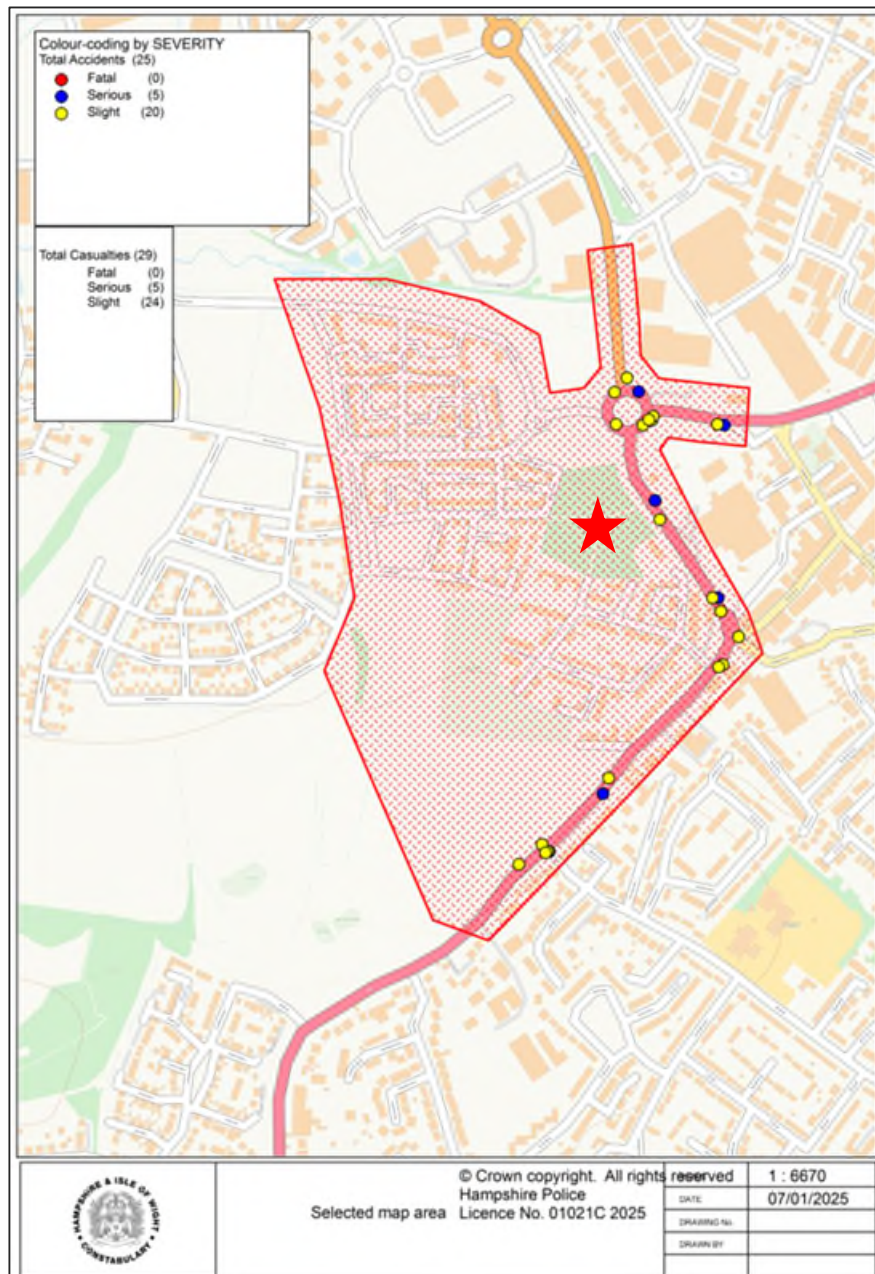


**Figure 2.1: Collision Data Study Area**

**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         |
| <b>Total</b>                             | <b>0</b> | <b>5</b> | <b>20</b> | <b>25</b> |

**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         |
| <b>Total</b>     | <b>0</b> | <b>5</b> | <b>24</b> | <b>29</b> |

**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**.

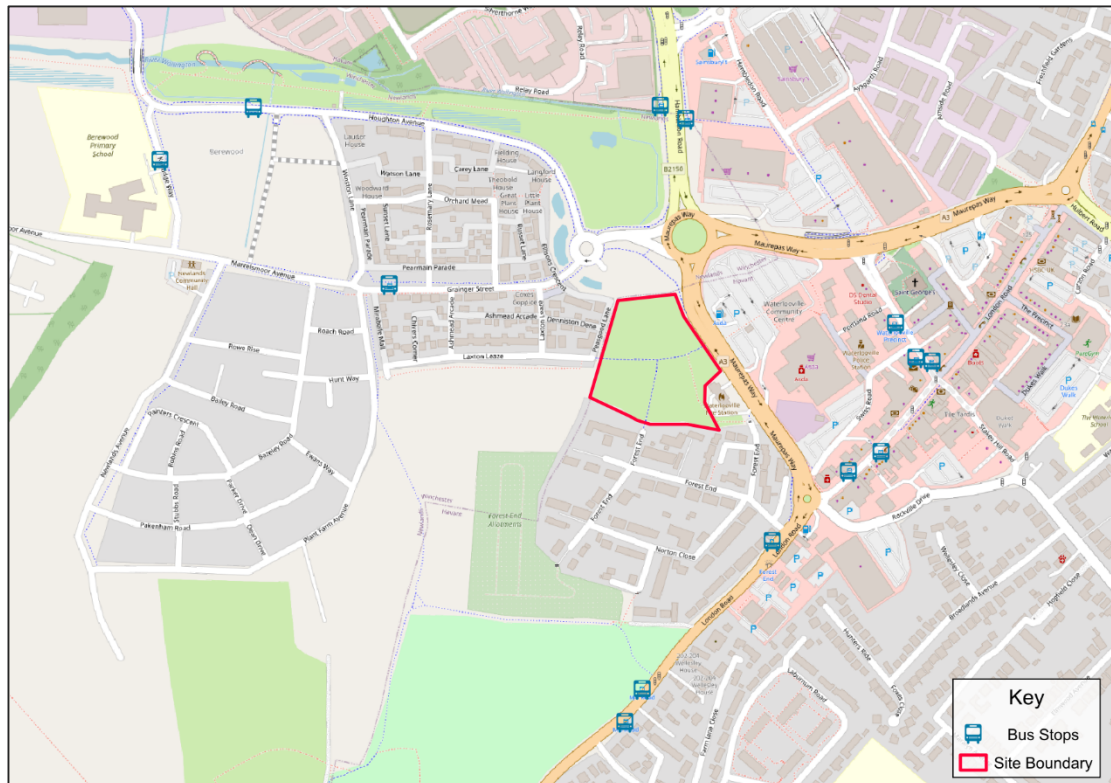


**Figure 2.2: Bus Stop Locations**

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
- Waterloooville Area Community Centre (with Barclays inside)
- Forest End GP Surgery
- Town Park
- Waterloooville Post Office
- Berewood Primary School
- Future Southern Berewood Primary School
- Future Berewood Local Centre

Waterloooville 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 12<sup>th</sup> 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

A summary of the routes audited is provided within this section, with specific reference to the Healthy Streets Indicators.

The Healthy Streets approach puts people and their health at the heart of decision making. This results in a healthier, more inclusive city where people chose to walk, cycle and use public transport. The 10 Healthy Streets Indicators are illustrated in **Figure 2.4**.



**Figure 2.4: Healthy Streets Indicators**

*(Source: Healthy Streets Qualitative Assessment Guide)*

The assessment of routes to key destinations has been considered in light of these Healthy Streets indicators.

### **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 2.5** illustrates the shared facility from the perspective of Laxton Leaze and the middle of the site.



**Figure 2.5: Shared Footway/Cycleway through BSL Site**

| <i>Healthy Streets Indicator/s</i> | <i>Discussion</i>                                                                                                                                                                                                    | <i>Recommendation</i>                                                                                                                                                                                                 |
|------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| People choose to walk and cycle    | This connection is presently car free. Those walking and cycling are expected to share the same space. While there is sufficient width in the most part, overgrowing vegetation narrows available width on occasion. | Overgrown vegetation is cleared and any newly provided routes as part of the application development ensure width is adequately maintained.                                                                           |
| Everyone feels welcome             | The path is wide enough for adapted cycles e.g. trikes and cargo bikes to use. This facility is not well overlooked at present which could have an influence on women and children utilising the route.              | Ensure that proposals maintain sufficient width for adapted cycles to continue to use the facility. Maximise opportunity for this route to be overlooked in the proposals to ensure all potential users feel welcome. |
| People feel relaxed                | Litter present along entirety of connection.                                                                                                                                                                         | Provide additional litter bins.                                                                                                                                                                                       |

**Table 2.5: Assessment of 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 Waterloooville Area Community Centre. **Figure 2.6** illustrates the facilities provided to the Asda Superstore and Community Centre.



**Figure 2.6: Maurepas Way Crossing and Asda Zebra Crossings**

| <i>Healthy Streets Indicator/s</i> | <i>Discussion</i>                                                                                                                                                                                                           | <i>Recommendation</i> |
|------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| People choose to walk and cycle    | Those walking would feel like the street has been designed to prioritise walking.                                                                                                                                           | N/A                   |
| Easy to Cross                      | People can cross the street safely at a direct and convenient point, at their own speed. The formal crossing and zebra crossing is wide enough to accommodate all wishing to cross and those continuing along Maurepas Way. | N/A                   |

**Table 2.6: Assessment of Maurepas Way Crossing and Asda Zebra Crossings Route**

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 2.7**.



**Figure 2.7: Maurepas Way Crossing Adjacent to Swiss Road**

| <i>Healthy Streets Indicator/s</i> | <i>Discussion</i>                                                                                                                                                                                                      | <i>Recommendation</i>                                                                           |
|------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
| Easy to Cross                      | People can cross the street safely at a direct and convenient point, at their own speed. Sufficient width is provided for cyclists and pedestrians. On occasion, timings meant wait times were longer than 30 seconds. | N/A                                                                                             |
| People choose to walk and cycle    | Suitable protection is provided for pedestrians and cyclists from fast moving vehicles.                                                                                                                                | N/A                                                                                             |
| Not too noisy                      | This stretch of Maurepas way is well trafficked with a fair quantum of larger vehicles and as such, people may need to raise their voice to hold a conversation while on the central island.                           | Measures to reduce overall traffic volumes would aid in reducing noise associated with traffic. |

**Table 2.7: Assessment of 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 2.8** illustrates the footpath/cycle connection between Plant Farm Crescent and Laxton Leaze.



**Figure 2.8: Laxton Leaze / Plant Farm Crescent Connection**

| <i>Healthy Streets Indicator/s</i>     | <i>Discussion</i>                                                                                                                                                                                                                                                                                                      | <i>Recommendation</i>                                 |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| Easy to Cross / Everyone Feels Welcome | Tactile Paving missing on crossing points within Laxton Leaze and Plant Farm Crescent                                                                                                                                                                                                                                  | Provide tactile paving on desire line crossing points |
| People feel safe                       | This connection is well overlooked and Laxton Leaze is minimally trafficked. As such, people walking or cycling on street would not have concerns about collisions with a motor vehicle. Additional lighting that illuminates the path connecting Laxton Leaze and Plant Farm Crescent directly could be beneficially. | Consider additional lighting of the path connection.  |
| People choose to walk and cycle        | The width here is such that a cyclist would have to dismount to pass a pedestrian.                                                                                                                                                                                                                                     | Widen connection.                                     |

**Table 2.8: Assessment of 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 2.9** illustrates a number of these facilities.



**Figure 2.9: Crossing Facilities on Routes to Newlands Community Hall and Berewood Primary School**

| <i>Healthy Streets Indicator/s</i> | <i>Discussion</i>                                                                                                                                                                                                                                               | <i>Recommendation</i> |
|------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| People Feel Relaxed                | Footways are wide enough for people to comfortable walk side by side in conversation while others can pass. This connection feels well maintained, with a smooth, level surface for people walking. Street layout is easy to navigate for walkers and cyclists. | N/A                   |
| Things to see and do               | This route is well used by pedestrians and cyclists, with buildings creating a varied frontage. Once the local centre is provided, shops and Berewood primary school will both be within easy and convenient walking and cycling distance.                      | N/A                   |
| Everyone Feels Welcome             | A ramped entrance is provided into Newlands Community Hall. As above, footpaths and cycle paths are wide enough for all, including adapted cycles.                                                                                                              | N/A                   |

**Table 2.9: Assessment of Route to Newlands Community Hall and Berewood Primary School**

A number of shared footway/cycle path connections are provided within the Berewood development. **Figure 2.10** illustrates and aerial view of the footway / cycle paths through the Berewood development to the Town Park.



**Figure 2.10: Footway / Cycle Path Connections through Berewood**

| <i>Healthy Streets Indicator/s</i>                       | <i>Discussion</i>                                                                                                                                                                                                                         | <i>Recommendation</i>                                                                                            |
|----------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|
| People choose to walk and cycle / everyone feels welcome | 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. | Resolved when temporary closure reopens.                                                                         |
| Easy to cross                                            | 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. |

**Table 2:10: Assessment of Connections through Berewood**

The fastest route to the Town Park from the application site is via Forest End. **Figure 2.11** illustrates the existing facilities along this route.



**Figure 2.11: Facilities on Route to Town Park**

| Healthy Streets Indicator/s | Discussion                                                                     | Recommendation                                                        |
|-----------------------------|--------------------------------------------------------------------------------|-----------------------------------------------------------------------|
| People feel relaxed         | Litter present along Forest End and Windrush Gardens connection.               | Provide additional litter bins.                                       |
| People feel safe            | Forest End / Windrush Gardens connection feel slightly neglected and run down. | Improve lighting, wayfinding and overall look and feel of connection. |

**Table 2.11: Assessment of 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 2.12** illustrates the pedestrian and cyclist environment along this route.



**Figure 2.12: Facilities on Route to Town Centre**

| Healthy Streets Indicator/s | Discussion                                                                                                                                                                                                                                   | Recommendation                                                                                                                         |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|
| Everyone Feels Welcome      | The quickest route includes use of steps which are not accessible to all.                                                                                                                                                                    | Provide a cycle ramp down the side of the steps to allow for the push of a bicycle up/down.                                            |
| People feel relaxed         | While quickest, signage pointing to the town centre / to Berewood, is not present on all aspects of this route, and does not note that this route would not presently be suitable for cyclists, those less able, and those with a pushchair. | Improved wayfinding at critical decision points that includes minutes to/from destination and suitability of route for specific users. |

**Table 2.12: Assessment of 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 2.13** illustrates the Bridelway Facilities in proximity to the BSL site.

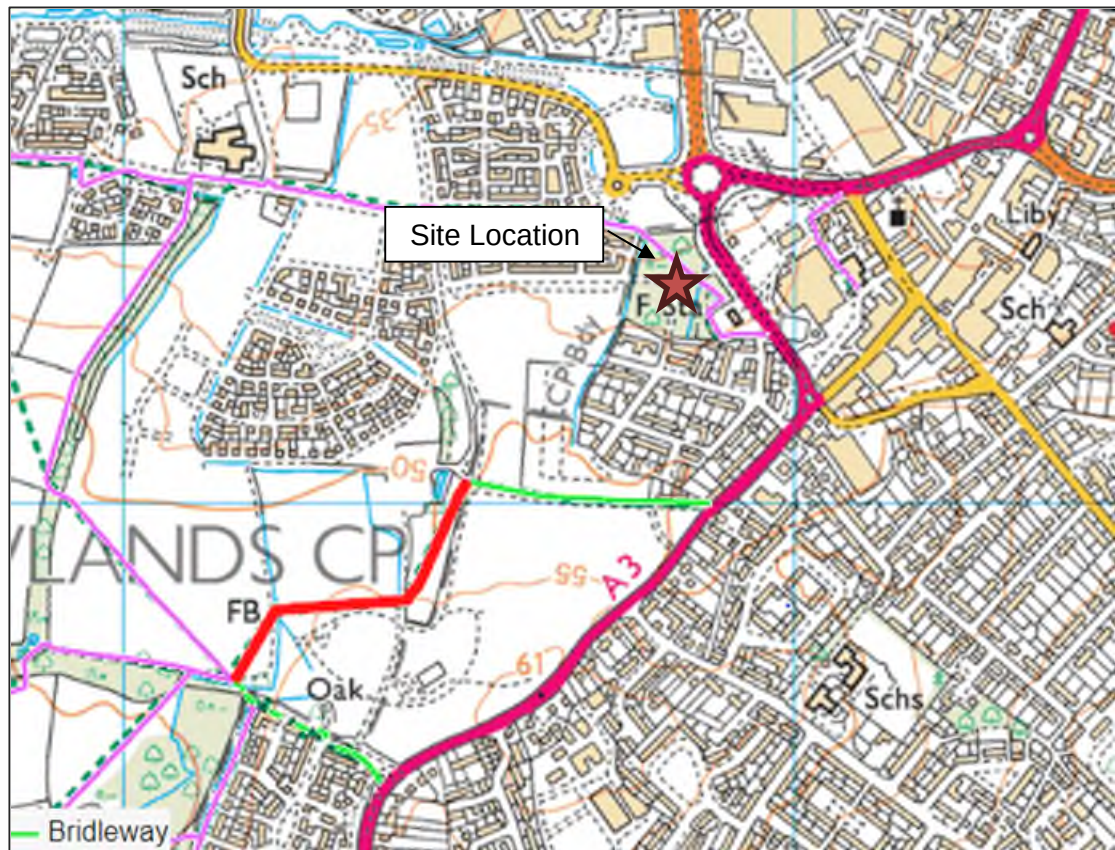


**Figure 2.13: Bridleway Facilities**

**Figure 2.13** 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.
- Walk south to join the Safe Routes to Southern Primary School connection. At the time of the WCHAR site visit, this had not been constructed, however works have now completed and this route is open to the public. **Figure 2.14** provides an illustration of the high-quality footway/cycleway that connects the Southern Primary School with Newlands Avenue.

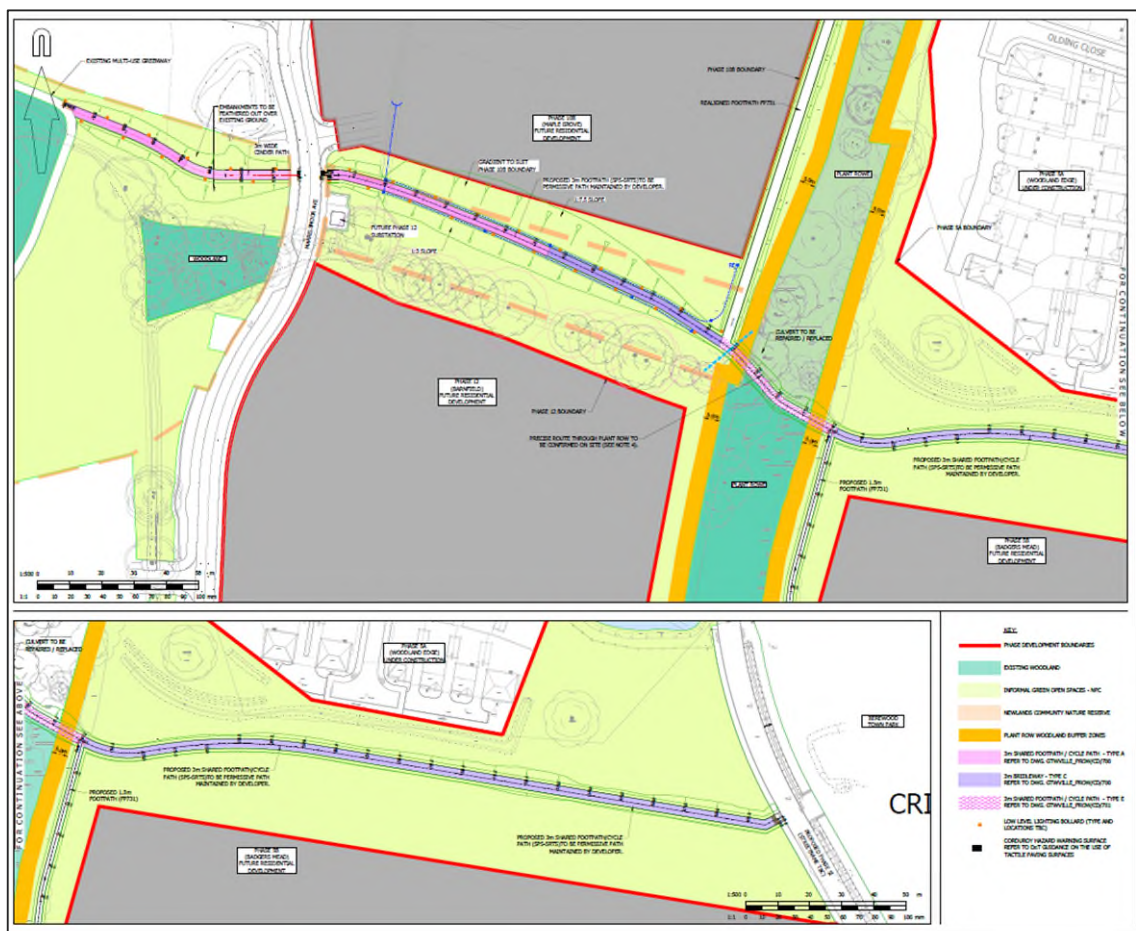


**Figure 2.14: Constructed Safe Route to Southern Primary School**

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 Maurepas 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 Waterloooville. 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 Waterloooville. The scheme includes improving the quality of the cycle and pedestrian facility through the Blue Star Land which connects the Berewood development with wider Waterloooville, 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.

Improved wayfinding for specific users could be provided between the site and town centre, to account for those travelling by cycle, those less able, and those with a pushchair.

#### **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 Waterloooville 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:

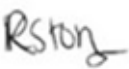
- located in an area with no significant road safety issues on the local highway network
- easily accessible by local bus services, on foot and by cyclists from the surrounding area with no significant barriers to movement
- located in an area with high quality pedestrian and cycle facilities
- located 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:      |  |
| Date:           | 10 <sup>th</sup> October 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:           |              |

