

Middle Park Way

- 7.4 Continuing along Middle Park Way leading on from the junction with Park House Farm Way, a shared footway/cycleway is provided along the western edge of the carriageway (**Photograph 66**), which provides a continuous off-road route to the roundabout with Purbrook Way/Park Lane/Middle Park Way (**Photograph 67**). The shared footway/cycleway measures at least 2.5m wide, which is below the 3m width required by LTN1/20, although there are points where the provision is closer to 3m.



Photograph 66: Shared footway/cycleway on Middle Park Way (Heading north across the access to amenities including Co-op)



Photograph 67: Shared footway/cycleway on Middle Park Way near the Purbrook Way/Park Lane/Middle Park Way roundabout

- 7.5 All side roads between Woolston Road and the Purbrook Way/Park Lane/Middle Park Way roundabout include dropped kerbs and tactile paving.
- 7.6 Once at the four-arm roundabout (Purbrook Way/Park Lane/Middle Park Way) an on-road cycle lane is provided on the approaches, with signage provided on Middle Park Way (**Photograph 68**) and around the circumference (**Photograph 69-71**) of the roundabout, which aids cycle movement across the roundabout. This includes the use of coloured road markings and barriers/refuges to ensure cyclist can travel on-road.



Photograph 68: Cycle signage on Middle Park Way leading onto Middle Park Way/Purbrook Way/Park Lane roundabout



Photograph 69: Cycle infrastructure on Middle Park Way leading onto Middle Park Way/Purbrook Way/Park Lane roundabout



Photograph 70: Cycle infrastructure on Purbrook Way (E) leading on from Middle Park Way/Purbrook Way/Park Lane roundabout



Photograph 71: Cycle infrastructure on Purbrook Way (W) leading on from Middle Park Way/Purbrook Way/Park Lane roundabout

- 7.7 It is noted within the HBC LCWIP (section 362.3.2) thought that potential upgrades are suggested for this roundabout given that cyclists are not given priority across the exits from the roundabout. It is suggested that greater priority should be given to cyclists, potentially with a Dutch style roundabout.

Park Lane

- 7.8 Heading south onto Park Lane the marked on-road cycle lane continues until after the BP garage where it then terminates (**Photograph 72**), a cyclist was noted during the site visit to utilise the cycle lane along Park Lane heading northwest whereby they carried on along the cycle route onto Purbrook Way (W) (**Photograph 73**). Cyclists can then continue along the carriageway with it considered suitable given the 30mph posted speed limit, the residential nature of the road and because the carriageway measuring c.7m which will accommodate for the 1.5m cycle clearance for a 30mph road in LTN 1/20, with a cyclists noted during the site visit to utilise the cycle lane along Park Lane and then continue south along the carriageway (**Photograph 74**).



Photograph 72: Cycle lanes terminate on Park Lane – looking north



Photograph 73: Cyclist utilising the cycle lane leading on from Park Lane onto Purbrook Way (W)



Photograph 74: Cyclists travelling along the carriageway on Park Lane – looking south

- 7.9 Continuing along Park Lane signage is provided near Jessie Road which provides an indication which direction additional routes are located, to enable those less familiar with the area to access their preferred cycle routes and facilities including Havant Town Centre and Leigh Park. This is shown in **Photograph 75**.



Photograph 75: Signage for cycle routes heading northwest across from Jessie Road

- 7.10 Regarding Bedhampton Train Station, cyclists can continue heading south on Park Lane towards Hulbert Road (B2150) utilising the carriageway, with the existing conditions shown in **Photograph 76 and 77**.



Photograph 76: Existing Conditions near Hooks Lane



Photograph 77: Existing Condition heading towards Hulbert Road (B2150)

Hulbert Road (B2150)

- 7.11 As aforementioned, at the southern extent of Park Lane, the road meets Hulbert Road (B2150) (**Photograph 78**), along which cyclists can continue to travel along the carriageway, which provides a continuous route onto Bedhampton Road towards the train station. The existing condition of the carriageway is shown in **Photograph 79**. Whilst the carriageway is wide enough to accommodate for the 1.5m cycle clearance for a 30mph road in LTN 1/20 the section of Hulbert Road is only 120m long, before the junction with Bedhampton Road (B2149).



Photograph 78: Existing condition on Hulbert Road (B2150) (looking north heading towards Park Lane junction on right)



Photograph 79: Existing condition on Hulbert Road (B2150) towards Bedhampton Road

- 7.12 The junction of Hulbert Road/Bedhampton Road is signalised and includes on the Bedhampton Road arms pedestrian call buttons, whilst on the Hulbert Road arm there is tactile paving, dropped kerbs and a refuge island, but no pedestrian call button (**Photograph 80**).



Photograph 80: Signalised crossing across Hulbert Road (B2150)

7.13 Cyclists would continue on the carriageway and would respect the signalised junction.

Bedhampton Road (B2149)

7.14 Bedhampton Road (B2149) leads on from Hulbert Road (B2150) and heading east provide a direct route to Bedhampton Train Station.

7.15 Heading east along Bedhampton Road no formalised cycle infrastructure is in place on Bedhampton Road (B2149) however the carriageway measures in excess of 10m wide for much of its length to the station turning (c. 470m) which is enough to accommodate for the 1.5m cycle clearance for a 30mph road in LTN 1/20.

7.16 Continuing east along Bedhampton Road (B2149) towards Bedhampton Train Station it is observed that on-street parking takes place (**Photograph 81**). As well as this, during the site visit cyclists were noted to utilise the carriageway heading towards the train station (**Photograph 82**).



Photograph 81: Existing conditions on Bedhampton Road (B2149)



Photograph 82: Cyclist utilising the carriageway on Bedhampton Road heading towards the train station

7.17 Upon reaching the junction on Bedhampton Road for the train station (on West Street), a right turn lane is provided off Bedhampton Road to turn onto West Street to reach Bedhampton Train Station, which cyclists can utilise (**Photograph 83**).



Photograph 83: Existing conditions on Bedhampton Road heading towards the train station (B2149)

7.18 Bedhampton Train Station is reached from West Street, with the access (pedestrian) to platform 1 to the north of the level crossing (**Photograph 84**), and the access to platform 2 and the on-platform cycle storage is to the south of the level crossing. With cyclists noted during the site visit to utilise the carriageway as shown in **Photograph 85**.



Photograph 84: Access to Platform 1



Photograph 85: A cyclist utilising the carriageway to cross the train track.

7.19 Within Bedhampton Train Station there is cycle parking provided in the form of Sheffield stands (**Photograph 86**).



Photograph 86: Cycle Parking at Bedhampton Train Station

7.20 Therefore, based on the review of the route for cyclists to Bedhampton Train Station from Dunsbury Park the route is seen to be sufficient as cyclists can cycle on-road, with some instance whereby off-road routes are also provided, therefore no enhancements are required. As well as this the HBC LCWIP suggests there is a desire to improve the cycle lanes at the roundabout with Middle Park Way/Park Lane/Purbrook Way (section 362.3.2).

Equestrian Facilities

7.21 No equestrian facilities were observed on the local highway network, within the study area.

8. OPPORTUNITIES FOR IMPROVEMENT

8.1 As part of the wider Dunsbury Park a number of enabling and supporting works have been undertaken which included:

- Fitzwygram Way – the primary spine road providing strategic access to the business park with the inclusion of a shared footway/cycleway (northern side) and a footway (southern side);
- A bus gate at the eastern end of Fitzwygram Way to support cross-borough bus connectivity (Bus route expected to be implemented Summer 2026); and
- Capacity improvements at the ASDA roundabout (Purbrook Way/Hulbert Road/Larchwood Avenue).

8.2 These works would have accounted for the whole development which was proposed as part of the original hybrid application and thus would have accounted for Unit 100 within the application; therefore no additional improvements are proposed.

8.3 This WCHAR however has noted a number of locations where improvements could be delivered in the future. This includes:

- Extending footway along the eastern side of Calshot Road from the Larkwhistle Bus Stop to Park Lane's access if no connection is provided within Dunsbury Park to Park Lane;
- LCWIP improvements to Park Lane.
- LCWIP improvements to Woolston Road
- LCWIP improvements to Park Lane/Middle Park Way roundabout
- Implementing tactile paving on
 - Grassmere Way junction with Park Lane
 - Locksheath Close/Middle Park Way junction
 - Great Copse Drive/Dunsbury Way junction
 - Sparsholt Close/Park House Farm Way junction (northern side only)
 - Purbrook Way pedestrian crossing to west of Park House Farm Way junction

8.4 In addition to this, a recent outline planning approval (ref: APP/20/00441) on Hulbert Road has the requirement to implement a pedestrian connection along Hulbert Road, between Fitzwygram Way and the Purbrook Way roundabout, which will further improve the connectivity within the local area.

9. WALKING, CYCLING AND HORSE-RIDING ASSESSMENT STATEMENT

- 9.1 As Lead Assessor, I confirm that this Walking, Cycling & Horse-Riding Assessment Report has been compiled in accordance with HCCs Technical Guidance Note 19 (TG19) and GG142, thus contains the appropriate information for the wider design team. The Walking, Cycling & Horse-Riding Assessment was undertaken by the following Assessment and Review Team:

Walking, Cycling & Horse-Riding Lead Assessor

Eleanor Geary
BA(Hons), AMCIHT
Assistant Transport Planner
Paul Basham Associates

Signed: E. Geary

Date: 11.05.26

- 9.2 As design team leader I confirm that the assessment has been undertaken at the appropriate stage of scheme development and that the wider design team has been involved in the process. 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 GG142.

Walking, Cycling & Horse-Riding Assessor

Kim Hammonds
BA (Hons), MSc, CTPP
Associate Transport Consultant
Paul Basham Associates

Signed: K. Hammonds

Date: 11.05.26

