



UNIT 100 DUNSBURY PARK, HAVANT

Walking, Cycling and Horse-Riding Assessment

May 2026

Portsmouth City Council Ltd



**COMMERCIAL SCHEME
UNIT 100 DUNSBURY PARK
HAVANT**

WALKING, CYCLING AND HORSE-RIDING ASSESSMENT

CONTROLLED DOCUMENT

<i>Document No:</i>	273.0002/WCHAR/3 DP-PB-100-XX-RP-TP-WCHAR-3	
<i>Status:</i>	Original	
	<i>Name</i>	<i>Date</i>
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Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Aprvd</i>
02	11.05.26	KCH	Updated Scheme	TAF
3	22.05.26	ERG	Updates based on comments	TAF

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COMMERCIAL SCHEME UNIT 100 DUNSBURY PARK HAVANT

WALKING, CYCLING AND HORSE-RIDING ASSESSMENT

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1. INTRODUCTION

- 1.1 This Walking, Cycling and Horse-Riding Assessment (WCHAR) has been prepared by Paul Basham Associates on behalf of Portsmouth City Council to support an outline planning application for the development of an industrial unit known as Dunsbury Park Unit 100 consisting of 3251m² B2/B8 commercial provision (building area identified for illustrative purposes only).
- 1.2 Unit 100 is proposed within the existing Dunsbury Park commercial estate. Dunsbury Park is a 100-acre prime industrial and manufacturing business park, consisting of commercial units (B1/B2/B8 uses). This estate currently comprises 7 built (6 occupied) commercial units with a wider masterplan of 12 units; 11 commercial and 1 hotel, which was to be in the location of Unit 100. The proposed development location in relation to the wider Dunsbury Park site is shown in **Figure 1**, with a site layout attached within **Appendix A**.

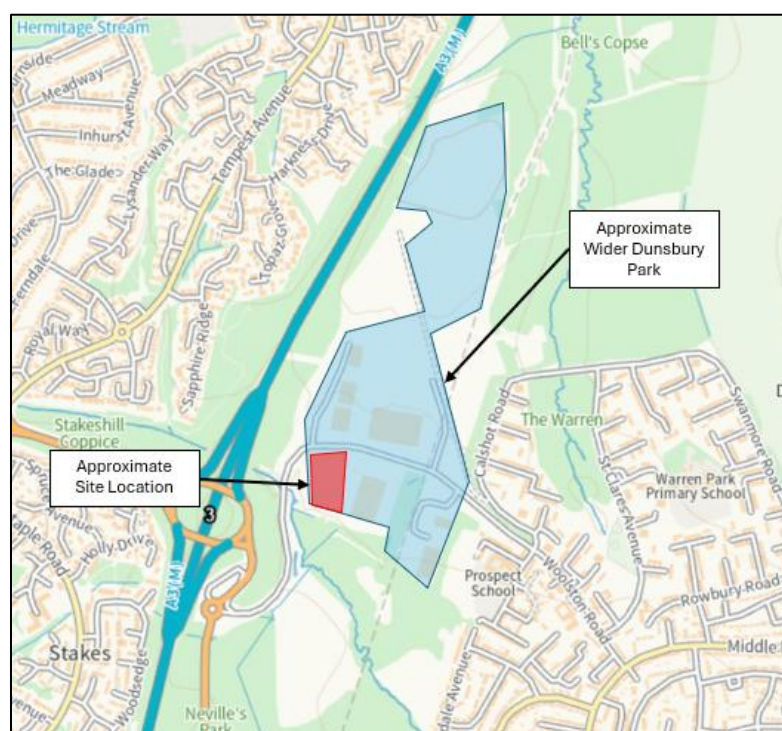


Figure 1: Site Location

- 1.3 This WCHAR has been prepared in accordance with the guidance set out in the Technical Guidance Note 19 (TG19) by Hampshire County Council (HCC) and GG142.
- 1.4 A Transport Assessment (TA) and Framework Travel Plan (FTP) has also been prepared alongside this report which further details the site proposals, review local junction capacity and identifies measures which will help reduce the number of staff travelling by private car. Therefore, these documents should

be read in conjunction with this WCHAR. Regarding the steps to reduce private car travel, these are already being implemented as part of the Site Wide Travel Plan Coordination (TPC) works for the 6 occupied units at Dunsbury Park.

Proposed Highway Scheme

- 1.5 To assess the suitability of the local road network for walking, cycling and horse-riding consideration must be given to the proposed land use as well as the highway works which have or are in the process of being implemented as part of the original Dunsbury Park planning application, which are summarised below.
- 1.6 The development proposals consist of the construction of a new industrial unit comprising 3251m² of B2/B8 use (building area identified for illustrative purposes only) and associated works yard, parking and landscaping. The site is to be accessed via the southern arm of the Fitzwygram Way roundabout located directly to the north of the site. This arm measures 9.3m with an entry kerb radius of 20m and egress kerb radius of 12m.
- 1.7 Approximately 10m south of the roundabout a Give Way junction is proposed on the eastern side of the access road, which would serve the site's main car park. The access road would then continue south for a further 70m providing a separate service access.
- 1.8 The access into the car park would measure 6m wide and be supported by a kerb radius of 4m on the northern side and 6m on the southern side. This access would serve an area of parking for bicycles, cars and vans, located to the north of the main building. The second vehicular access would serve the HGV yard and is indicatively proposed 60m south of the roundabout access, measuring 6.8m wide. This second access would continue in a straight alignment into the site therefore kerb radii are not expected in this location, although the access would be supported by security gates.
- 1.9 The separation of the car park entrance and yard entrance will reduce the risk of conflict between delivery vehicles and car traffic, as well as separating pedestrian and cycle movements from delivery vehicle movements.
- 1.10 Footways will also be provided for the site ensuring these are a minimum of 2m to enable inclusive mobility.

Planning History

- 1.11 A Transport Assessment was submitted as part of the Hybrid planning application in 2012 (planning reference APP/12/00338) which was for: *Hybrid planning application comprising a part outline application relating to development for employment uses and a hotel with conference facilities and a part detailed application for a new access link road with bus gate to Woolston Road; together with landscaping, infrastructure and associated works*. Following this a TA Addendum was submitted in 2013 following comments received from Hampshire County Council (HCC). The whole Dunsbury Park site then received planning consent in 2014 which included for the construction of Fitzwygram Way (full plans) and the development of plots (outline).
- 1.12 Subsequently requests to discharge conditions A5, A10, A11, A12, A13, A14, A16, A17, A18, B4 and B10 were submitted (05.01.16) associated with application reference: APP/12/00338, whilst Reserved Matters planning applications were submitted for the separate parcels on the site. The first Reserved Matters application submitted for Plot 2, Phase 1 (reference APP/15/01156) was granted permission in December 2015. Further Reserved Matters applications have subsequently been approved, with 7 commercial units built and 6 of which currently occupied under the original planning consent for 12 units (11 units plus hotel).
- 1.13 The original application has now expired for the submission of Reserved Matters applications as Condition B2 of the Hybrid planning application required all Reserved Matters applications to be submitted within 10 years of approval (February 2014). A new Outline application, which this WCHAR supports will now be submitted to allow the continued development of the site.

Highway Works Delivered under Previous Planning Consent

- 1.14 The Section 106 agreement secured as part of the hybrid consent secured a number of improvements to the local highway network in order to mitigate the expected impact of the wider Dunsbury Park development, as determined by that application's assessment. All of these improvements have now been delivered and are noted below, aside from the implementation of the bus gate and planned bus services, which are expected in Summer 2026:
- The access link road (Fitzwygram Way) road corridor and roundabout
 - Internal shared footway/cycleway along the northern side of Fitzwygram Way
 - The construction of bus stop laybys and a bus gate at the eastern end of the Access Link Road Corridor (awaiting the planned bus through the site).
 - Improvements to the ASDA roundabout (Purbrook Way/Hulbert Road/Larchwood Avenue) roundabout to the south of the development.

- 1.15 The impact of the consented development has therefore already been mitigated in its entirety through the delivery of these works, which provide strategic access into the site, enhance capacity at key junctions, and improve connectivity for public transport. These measures form an important baseline position for the current application, ensuring that the principal off-site improvements required to accommodate development traffic have already been implemented.

Scope of Assessment

- 1.16 In support of this WCHAR a site visit was conducted in July and October 2025 during daylight hours by Eleanor Geary (Lead Assessor).
- 1.17 This WCHAR looks at the main walking and cycling routes highlighted within the proximity of Unit 100 located within Dunsbury Park, for which staff are most likely to utilise, within a range of 3km. Full details are included in **Section 2**, but these include:
- Route to Convenience Store & local facilities (Tesco north of Park Lane and One Stop on Middle Park Way)
 - Routes to Local Bus Stop (Calshot Road)
 - Route to Leigh Park Centre (via Middle Park Way & Dunsbury Way)
 - Route to Major Store (Asda Supermarket)
 - Route to Bedhampton Train Station – Cycle only

2. BASELINE CONDITIONS

Review of Policies and Strategies

2.1 The following documents have been considered as part of the development proposals and this assessment:

- National Planning Policy Framework (NPPF) (Dec 2024);
- Transport Decarbonising Plan (DfT 2021)
- Planning Practice Guidance (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government, 2014)
- Active Travel England
- Hampshire County Council's Local Transport Plan 4
- Hampshire County Council's 'A Guide to Development Related Travel Plans' (2025)
- Havant Borough Councils Adopted Core Strategy (2011-2026).
- The Havant Borough Local Plan (Allocations) document (2014)
- Havant Borough Council Emerging Local Plan
- Havant Borough Council Local Cycling and Walking Infrastructure Plan (2023)

Personal injury Accident (PIA) Data

2.2 Personal Injury Accident (PIA) has been obtained from Hampshire Constabulary to consider the existing safety situation on the local road network, in the vicinity to the proposed development.

2.3 The report obtained from Hampshire Constabulary details all accidents recorded between 1st March 2020 to 28th February 2025 (latest 5-year period). An overview of the data provided shown in **Figure 2**. The complete report of the accident data is attached within **Appendix B**.

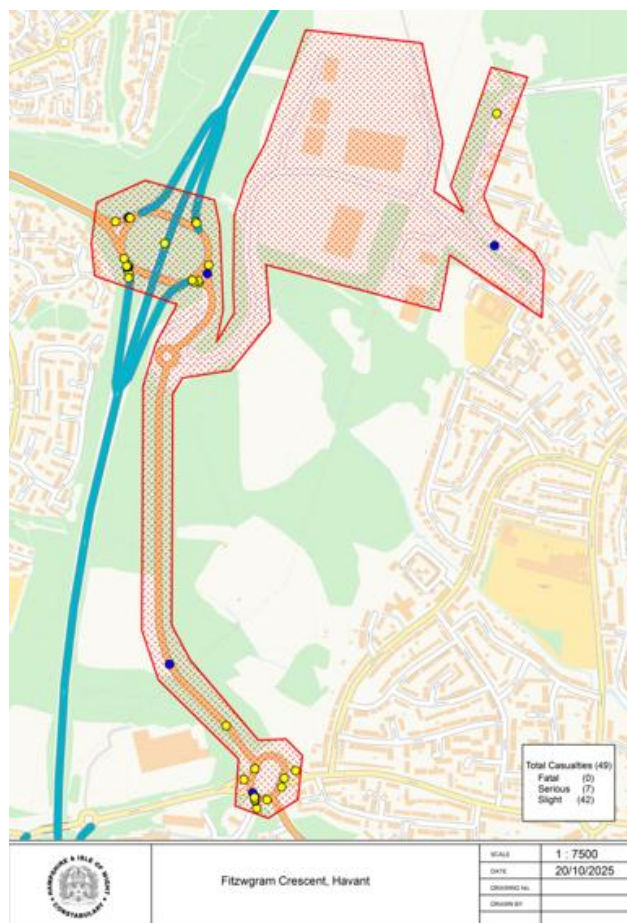


Figure 2: Personal Injury Accident Data (Hampshire Constabulary)

- 2.4 There has been a total of 41 personal injury accidents (PIAs) over the five-year period from 1st March 2020 to 28th February 2025 of which 7 were serious and 34 were slight, with no fatalities, as reported by Hampshire Constabulary. Of the 41 incidents one involved 3 pedestrians and 6 involved pedal cycle(s). There was also an incident where a taxi braking caused injury to the passengers within the vehicle. There were no reported injuries associated with equestrian use.
- 2.5 **Table 1** summarises all of the reported incidents in date order, which included pedestrians and cyclists with the full review attached in **Appendix B**.

Location	Date & Time	Severity	Description	Reported Possible Cause
Larchwood avenue, 23 meters of Hulbert Road roundabout, Havant, Hampshire	25.08.2020 09:30am	Slight	A vehicle is travelling SW along Larchwood Avenue and loses control and mounted the nearside pavement and collided with three pedestrians all travelling along the pavement.	Loss of control
Larchwood Avenue at Junction with Purbrook Way, Havant, Hampshire	19.11.2020 16:45pm	Serious	Pedal cycle travelling southeast along the cycleway on Purbrook Way goes to cross Larchwood Avenue and is hit by a car that move off travelling northeast to join the roundabout.	Unknown
Calshot road, 108 metres northwest of the junction with Newmew Court, Havant, Hampshire.	03.03.2021 23:43pm	Serious	Pedal cycle travelling along Larkwhistle Walk has enters Calshot Road and been struck by a car travelling southeast along Calshot Road, with the car failing to stop at the scene.	Impaired by drugs Impaired by alcohol
Junction of Calshot Road/Hockhalm Court	27.10.2021 11:30am	Slight	Pedal cycle travelling southwest on Calshot Road is struck by a car travelling northwest pulling into junction from Hockham Court	Unknown
Roundabout at junction of B2150/Hulbert Road/Purbrook Way by Asda filling station	12.01.2022 15:15pm	Slight	Pedal cycle travelling across the road from northwest to southeast is struck by car travelling southwest to northeast on roundabout	Unknown
B2150 Hulbert Road, 300 metres northwest of roundabout, Purbrook, Hampshire	20.09.2024 09:36am	Serious	Taxi travelling south along Hulbert Road has overtaken a pedal cycle travelling south along Hulbert Road too causing a collision and the ride to fall from the bike.	Impaired by alcohol Failed to look properly
Purbrook Way at junction with B2150 Hulbert Road roundabout, Havant, Hampshire	18.10.2024 15:35pm	Slight	Car travelling east along Purbrook Way in lane 3 moved off at the B2150 Hulbert Road roundabout and collided with a pedal cycle at low speed which was travelling south on the pedestrian crossing	Failed to look properly Careless/reckless/ in a hurry Failed to judge other persons path or speed Disobeyed pedestrian crossing facility

Table 1: PIA Data Summary Associated with Walking and Cycling PIAs

- 2.6 A review of the full outputs indicates that although some causes of incidents were unknown, the majority were due to speeding, failing to look properly or judge distances, as well as medical instances. Developing upon this, out of the seven serious incidents three included pedal cyclists and the reasons for these incidents included failure to look properly, impaired by alcohol/illegal driving and failing to judge other persons path or speed. Therefore, whilst these incidents are regrettable none of which were as a result of the highway design.
- 2.7 From a review of the other reported PIAs and the mapping there were a number of PIAs recorded on the A3(M) and it's slip roads (Junction 3), along with the Hulbert Road (B2150)/Purbrook Way roundabout. Almost all of these were reported as a result of failure to look properly/judge another's speed. Therefore, it is evident that the majority of incidents were a result of driver error, and not a consequence of the road conditions or highway design. There is one exception to this, which occurred on Purbrook roundabout on the 17th June 2024, and where the reason for the incident stated that there was inadequate or masked signs/road markings. Further details of what the road signage/markings conditions were at the time are unavailable. Despite this there is no pattern of incidents to reflect that the highway design is a key cause, and this particular junction has already undergone improvements.
- 2.8 This PIA assessment therefore shows that the current highway design does not have a safety concern and therefore the continued implementation of the proposed development (as part of Dunsbury Park's wider development) would not have a detrimental impact on highway safety in the context of paragraph 116 of the NPPF.

Further Details on Walking, Cycling and Horse-Riding Assessment

Walking

- 2.9 Pedestrian footways measuring at least 2m wide are provided throughout Dunsbury Park connecting the built units. There is also a shared footway/cycleway which is located on the northern side of Fitzwygram Way. This infrastructure is accompanied by dropped kerbs and tactile paving, providing safe connections throughout the wider site.
- 2.10 Heading west of Unit 100, a new shared use footway/cycleway has been implemented along the south-eastern side of Fitzwygram Way, from the Brooklime Way roundabout to the Hulbert Road roundabout. This was implemented after the site visit and production of the original version of this WCHAR. There is currently no off-road footway or cycleway provision along Hulbert Road.

- 2.11 To the east the footway and shared footway/cycleway provision is afforded, which connects to the wider footway network that is present on adjacent residential streets. This includes Calshot Road, Woolston Road and Freely Road.
- 2.12 In regard to Public Rights of Way (PRoW) there are a number of routes which can be accessed from within Dunsbury Park or from the surrounding area, as shown in **Figure 3**.

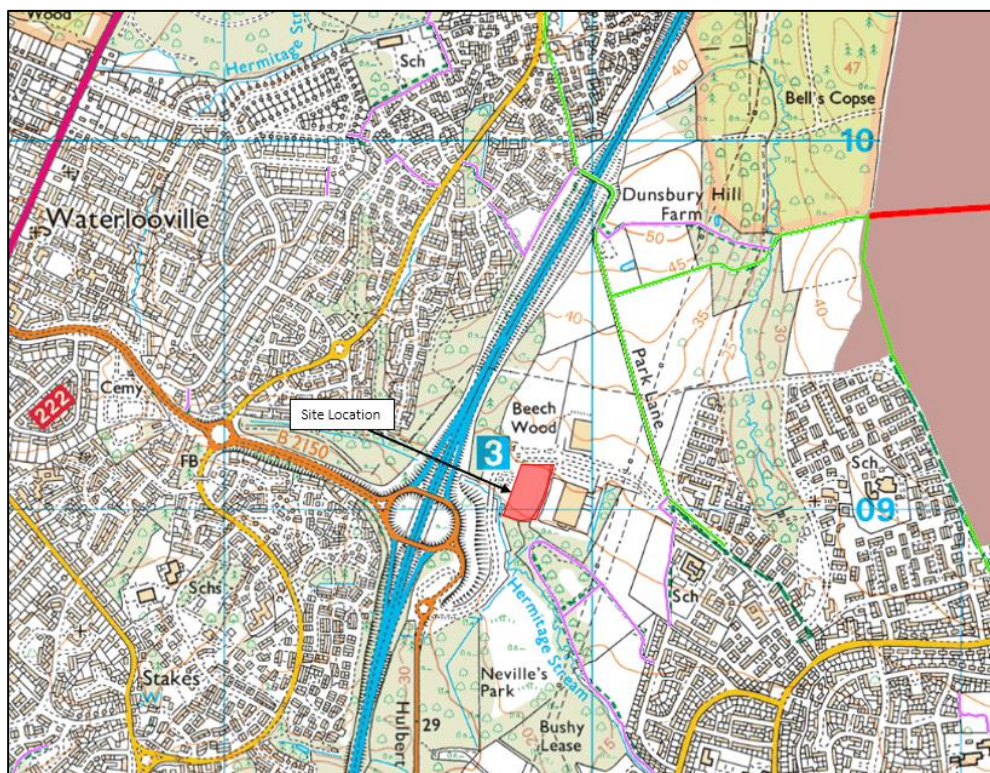


Figure 3: Public Rights of Way (PRoW) in the vicinity of the site

- 2.13 As shown in **Figure 3** a PRoW bridleway route is provided to the northeast of Dunsbury Park, known as Park Lane. This route extends north, crossing the A3(M) and provides a connection from Dunsbury Park in which Unit 100 is located, to residential areas within Waterloooville, north-west of the site. In addition, Havant Thicket Reservoir, once constructed, will provide additional PRoW routes and leisure routes within the area, while this is constructed a temporary closure is in place as noted in **Figure 3**.

Cycling

- 2.14 There is a clear route for cyclists within Dunsbury Park given the provision of a shared footway/cycleway that runs to the north of Fitzwygram Way within the Park itself, and along the south-eastern side of the carriageway to the west of the Park, to the Hulbert Road Roundabout. It is also considered that the Dunsbury Park built road network is suitable for cyclists due to the wide carriageways and low vehicle speed limit, within the site.

2.15 Within the wider area the residential provision to the east and south makes the local road network attractive to cycle on, in addition to the presence of a number of cycle routes and bridleways. This includes the Park Lane bridleway route north, into Waterlooville and connections to the south and east to Leigh Park and Havant, as shown in **Figure 4**.



Figure 4: Cycle Routes in the vicinity of the site

2.16 Within the Havant Borough Council Local Cycling and Walking Infrastructure Plan (2023), it presents a number of opportunities for improvements, with routes including:

- London Road-Hulbert Road (A3) (Route section- 277.1)
- Woolston Road-Middle Park Way (Route section- 278.2)
- Park Lane-Middle Park Way (Route section-362.2)
- Woolston Road-Hulbert Road (Route section- 362.3)
- Middle Park Way-Barncroft Way (Route section- 364.1)

2.17 It is important to understand the plans and ensure the development takes this into consideration, therefore, where relevant these elements are included within the WCHAR.

Visually and Mobility Impaired Access

- 2.18 The design and the location of the site has been considered for both visually and mobility impaired users. This report will also give consideration (and commentary where appropriate) to the following:
- Provision of Shared Footway/Cycleway surfaces;
 - Footway provision along the carriageways and Public Rights of Way;
 - Provision of tactile paving at crossing points for key routes, if missing; and
 - Provision of dropped kerbs at appropriate points for key routes, if missing.
- 2.19 Footway widths have also been assessed based upon the Department for Transport (DfT) Inclusive Mobility best practice guide. This states a minimum footway width of 2m should be provided under normal circumstances to allow enough space for two wheelchair users to pass. However, Inclusive Mobility does state that a 1.5m constrained minimum width is regarded as acceptable in most circumstances, with 1m permitted as an absolute minimum but the maximum length of this should be restricted to 6m.

Equestrian Facilities

- 2.20 Dunsbury Park does not currently facilitate any equestrian use and whilst Park Lane, which runs adjacent to the site boundary is a bridleway there has been no observed or anecdotal demand. Given the low demand for equestrian facilities no provision for equestrian use has been included.

Public Transport Services

- 2.21 The closest bus stop to the development is 'Larkwhistle Walk' located on Calshot Road, located c.700m east of Unit 100. The bus stop benefits from a sheltered seating and a flagpole, with timetable information.
- 2.22 Service 22 serves this bus stop and is operated by Stagecoach. The route travels between Havant Bus Station and Warren Park approximately every 20 minutes. On weekdays the service runs between 00:03am – 23:33pm. Similar services are provided on the weekend too, though the frequency is between 30 minutes and an hour.
- 2.23 However, it is noted that there are currently two bus stop laybys within Dunsbury Park, located on Fitzwygram Way, which should be completed as part of the implementation of the bus gate into Dunsbury Park. This bus gate and a new bus service are expected in Summer 2026. Havant Borough

Local Plan (Allocations) document (2014) state that a cross-borough bus service is proposed to link Waterlooville to Leigh Park via Dunsbury Park. This is proposed to operate 4 buses per hour.

2.24 The closest train station to Dunsbury Park is Bedhampton Train Station, approximately 3.7km southeast of Dunsbury Park, accessible within a 9-minute cycle (400m per minute) or a 10-minute journey via the Stagecoach 22 bus service (including walking time to the bus stop). The Station is operated by South Western Railway and provides regular hourly services to London Waterloo, Portsmouth Harbour and Portsmouth & Southsea.

2.25 Havant Train Station is situated slightly further southeast, approximately 3.8km from Dunsbury Park, and can be reached within a 9.5-minute cycle (400m per minute) or via a short rail connection from Bedhampton. Havant Station provides more frequent services than Bedhampton, including up to 3 trains per hour to Brighton, 2 per hour to Southampton Central, 4 per hour to Portsmouth Harbour, 5 per hour to Portsmouth & Southsea, 2 per hour to London Waterloo and 2 per hour to London Victoria.

Trip Generators

2.26 Unit 100 is located approximately 3.8km from Havant Town Centre, which provides a number of local facilities. The local facilities in relation to Unit 100 are summarised in **Table 2**.

Amenity	Distance from Unit 100 Access	Walking Time (80m per minute)	Cycle Time (400m per minute)
Fitzwygram Way Bus Stop (Pending)	160m	2 minutes	Less than a minute
Larkwhistle Walk Bus Stop (Calshot Road)	700m	9 minutes	2 minutes
Ramsdale Woods	1.2km	15 minutes	3 minutes
One Stop (Middle Park Way)	1.3km	16 minutes	3 minutes
The Warren Post Office (Strouden Court Precinct)	1.3km	16 minutes	3 minutes
The Swallow Public House (Dunsbury Way)	1.6km	20 minutes	4 minutes
Tesco Express (Tempest Avenue, Waterlooville)	2.1km	26 minutes	5 minutes
Brook Pharmacy	2.1km	26 minutes	5 minutes
Asda petrol station	2.3km	29 minutes	6 minutes
Leigh Fitness	2.5km	31.5 minutes	6 minutes
Asda Supercentre	2.6km	32.5 minutes	6.5 minutes
Sainsburys	2.8km	35 minutes	7 minutes
Bedhampton Train Station	3.7km	46 minutes	9 minutes
Havant Train Station	3.8km	47.5 minutes	9.5 minutes
Havant Town Centre (Boots, Tesco, Aldi, Marks & Spencer etc)	3.8km	47.5 minutes	9.5 minutes

Table 2: Local Amenities and Facilities

2.27 **Table 2** demonstrates that there are a number of amenities and facilities within a reasonable walking distance of Unit 100 including a pharmacy, post office, convenience store and park. In addition to this Unit 100 is also located c.2.7km to the west of Waterlooville and c.3.8km north of Havant town centre.

- 2.28 The Chartered Institution of Highways and Transportation's (CIHT) document 'Providing for Journeys on Foot' sets out preferred walking distances to key facilities. It identifies maximum preferred walking distances of 2km for commuting and 1.2km for other purposes. Further to this, CIHT's 'Planning for Walking' (April 2015) document identifies that the average length of pedestrian journeys is 1.37km (page 6). Based on this, a large range of the local amenities identified in **Table 2** coming well within this threshold and all facilities being under 5km, it provides a good opportunity to promote journeys by walking and other sustainable modes of travel, thus reducing the reliance on motorised vehicles.
- 2.29 The location of Unit 100 therefore presents a suitable opportunity to encourage local journeys by walking, cycling and public transport, although as this is a commercial development consideration of walking and cycling routes that staff would make from key transport and residential locations has also been included. For example, the Larkwhistle Walk bus stop is well served by a 20-minute frequency service that also provides a linked connection to Havant Bus Station for onward travel.

Site Visit

- 2.30 In support of this WCHAR a site visit was conducted on 15th July 2025 during daylight hours by Eleanor Geary (Lead Assessor), with a further site visit completed on 17th October 2025. The weather was dry for the majority of the site visit on the 15th July and for all of the site visit on the 17th October and both were undertaken outside of peak traffic times. The site visit included walking the key routes that staff would most likely utilise to access local services or potentially utilise to travel to work, within the surrounding area. This also included walking the cycle route to Bedhampton Train Station located 3.7km from the site. The report has then been written in accordance with the guidance sets out in HCC's Technical Guidance Note 19 (TG19), which itself is based upon Design Manual for Roads and Bridges (DMRB) GG142. The walkover route is in **Figure 5**.

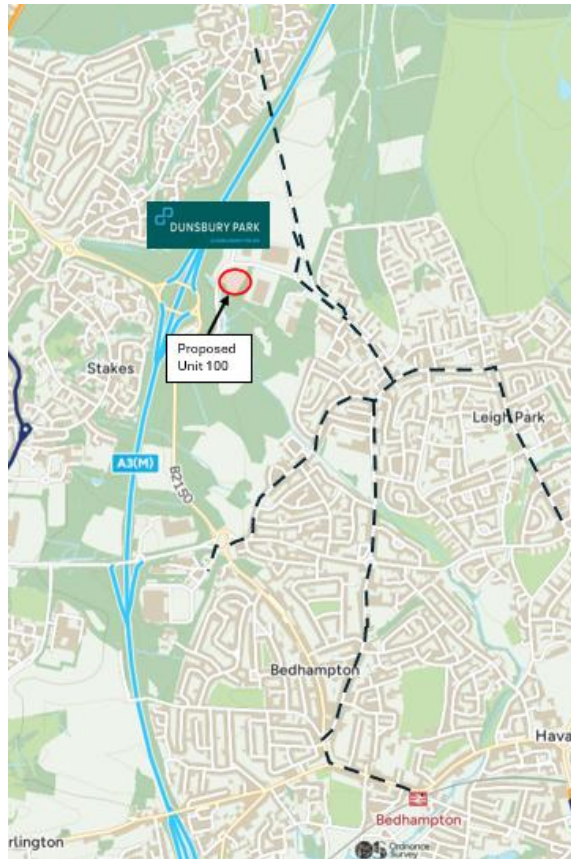


Figure 5: Walkover Route

2.31 These routes included:

- Route to Convenience Store (Tesco north of Park Lane and One Stop on Middle Park Way)
- Routes to Local Bus Stop (Calshot Road)
- Route to Leigh Park Centre
- Route to Major Store (Asda Supermarket)
- Route to Bedhampton Train Station – Cycle only

2.32 The route to Bedhampton Train Station was reviewed for cyclists only as it is in excess of the 2km walk distance usually applied. Staff who travel by train, on foot, would be most likely to travel to Havant Train Station and get the no. 22 bus to Larkwhistle Way bus stop.

2.33 In relation to the routes outlined, **Figure 6** provides the key areas and amenities identified to be assessed as part of the walkover route during the site visit.



Figure 6: Amenities Map

2.34 The level of use and condition of each route was recorded during the site visit, and any potential improvements, repairs and connections were noted.

2.35 The primary findings of the site visits were:

- a) Two cyclists was observed utilising Park Lane (**Photograph 1 & 2**)
- b) Pedestrians utilising Park Lane (**Photograph 3 & 4**)
- c) A cyclist utilising Calshot Road (**Photograph 5**)
- d) Cyclists utilising Bedhampton Road (**Photograph 6**)
- e) Passengers waiting at the bus stop near Calshot Road
- f) No evidence of horse riders within the study area or immediate surroundings.



Photograph 1: A cyclist was observed utilising Park Lane (Heading East)



Photograph 2: A cyclist was observed utilising Park Lane (Heading West)



Photograph 3: A pedestrian was observed using the greenspace near park lane on the western side of the A3



Photograph 4: A pedestrian was observed walking on Park Lane



Photograph 5: A cyclist was observed on Calshot Road



Photograph 6: Cyclists on Bedhampton Road

Consultation with Key Stakeholder

- 2.36 Consultation has occurred with local residents and key stakeholders, including the local planning and highway authorities as part of the previous planning application process. Hampshire County Council have not inputted into the scope of this WCHAR, however given the limited opportunities to travel west from the site, all suitable routes north, east and south have been included as part of this report.

3. EXISTING WALKING, CYCLING AND EQUESTRIAN FACILITIES - FITZWYGRAM WAY

Pedestrian and Cycle Conditions

- 3.1 Unit 100 is located to the southwest of Dunsbury Park. The following section reviews the pedestrian and cycle conditions within Dunsbury Park.

Fitzwygram Way

- 3.2 Fitzwygram Way runs in an east-southwest alignment in the vicinity of the roundabout junction to Unit 100, before heading south along the western edge of Unit 100's boundary.
- 3.3 The roundabout junction, which Unit 100 will be served from, is a 4-arm junction with Fitzwygram Way along the eastern and south-western arms, Brooklime Way to the north (servicing Units 500-502) and the access to Unit 100 to the south. The existing conditions are shown in **Photographs 7-8**.



Photograph 7: Existing access for Unit 100 location



Photograph 8: Roundabout on Fitzwygram Way (Facing the access of Unit 100 to the south)

- 3.4 Fitzwygram Way benefits from a shared use footway/cycleway measuring 2.5-3m wide around all arms of the roundabout, with the addition of dropped kerbs and tactile paving provided across each arm (**Photographs 9 and 10**)



Photograph 9: Crossing point across Fitzwygram Way to the east of the existing access for Unit 100



Photograph 10: Crossing point across Brooklime Way to the north of the existing access for Unit 100

- 3.5 To the north of the access for Unit 100 the shared use footway/cycleway continues along the northern side of the carriageway, whilst the footway continues along the southern side, up to the roundabout junction with Brooklime Way, at which point the off-road provision around the roundabout is 3m wide and supports shared footway/cycleway provision across all arms. At the time of the site visit and producing the original WCHAR report, the shared footway/cycleway provision around the roundabout terminated to the immediate west of the roundabout, with dropped kerbs providing access onto the carriageway (**Photograph 11**).



Photograph 11: Conditions of the roundabout showing where footway/cycleway terminates to the west

- 3.6 Work has since been completed to provide a shared footway/cycleway along the south-eastern side of Fitzwygram Way, to the Hulbert Road roundabout. This connection will then be further built upon with the proposed footway connection along Hulbert Road as part of a recent outline planning approval (ref: APP/20/00441) for a residential site on Hulbert Road, which will travel between Fitzwygram Way and the Purbrook Way roundabout, further improving the non-car connectivity within the local area.

East of Unit 100

- 3.7 Heading east of the roundabout on Fitzwygram Way the 3m wide shared footway/cycleway continues on the northern side of the carriageway (**Photograph 12**) which meets the requirements in HCC TG10 and LTN 1/20 for routes with under 300 cyclist flows per hour. Whilst a footway is provided on the southern side of the carriageway (**Photograph 13**) that varies in width but measures least 2m wide in line with the Inclusive Mobility, MfS and HCC TG10.



Photograph 12 Shared footway/cycleway within Dunsbury Park



Photograph 13: Existing Conditions on Fitzwygram Way (East of the proposed site on the southern side of the carriageway)

- 3.8 To accompany the provision on Fitzwygram Way, dropped kerbs and tactile paving are provided across the junctions to aid movement to the east (**Photographs 14 and 15**)



Photograph 14: Crossing point across entrance to Unit 500 on Fitzwygram, Way



Photograph 15: Crossing point across exit from Biopure Technology

- 3.9 The shared footway/cycleway provision on the northside continues, as does the footway provision on the southern side for the length of Fitzwygram Way. Existing conditions of these footways are shown in **Photographs 16 and 17**.



Photograph 16: Footway connection on the northern side of the carriageway towards Woolston Road (Heading East from Dunsbury Park)



Photograph 17: Footway connection on the southern side of the carriageway towards Woolston Road (Heading East from Dunsbury Park)

- 3.10 Where crossing facilities are provided within Dunsbury Park to the east of Unit 100 these have been constructed to a high standard in the form of uncontrolled crossing points, accompanied by tactile paving and dropped kerbs shown in **Photographs 18 and 19**.



Photograph 18: Crossing point across the Fitzwygram Way to the east of Unit 100



Photograph 19: Crossing Point across the access road to Unit 5, located to the east of Fitzwygram Road

- 3.11 Approximately 600m east of proposed access to Unit 100, Fitzwygram Way terminates at the Calshot Road/Woolston Road/Freely Road roundabout (**Photograph 20**).

- 3.12 Shortly before the roundabout however there are bollards in place preventing through traffic from using Fitzwygram Way, from the roundabout (**Photograph 21**). These bollards also extend over the footway and shared footway/cycleway preventing their full use. The plan however is for a bus gate to be implemented on this section of Fitzwygram Way, by Summer 2026, with the shared footway/cycleway then formalised near the roundabout.



Photograph 20: Footway on Fitzwygram Way heading towards Woolston Road (Facing west towards Dunsbury Park)



Photograph 21: Bollards to the south of Dunsbury Park near the roundabout (Calshot Road/Woolston Road/Freeley Road/Fitzwygram Way) & where Fitzwygram Way shared footway/cycleway terminates

- 3.13 At the location of the bollards, the shared footway/cycleway is understood to end with footways provided onto the roundabout. Footways are then present on all arms of the roundabout, which are also supported with dropped kerbs accompanied by tactile paving and refuge islands, with examples shown in **Photograph 22** and **23**. These footways measure between 1.5m and 2m wide, which is in line with the Inclusive Mobility, MfS and HCC TG10 minimum footway width of 2m and the constrained minimum width of 1.5m states in Inclusive Mobility.



Photograph 22: Crossing Point on the roundabout (Calshot Road/Woolston Road/Freeley Road/Fitzwygram Way) across Freeley Road



Photograph 23: Crossing Point on the roundabout (Calshot Road/Woolston Road/Freeley Road/Fitzwygram Way) Woolston Road

4. NORTHERN ROUTE TO CONVENIENCE STORE VIA PARK LANE & ROUTE TO LOCAL BUS STOP

- 4.1 To the north of the site is the residential area of north Waterloooville and a Tesco Express, along with further amenities, which can be reached via the bridleway known as Park Lane. To reach Park Lane pedestrians and cyclists would also travel past the closest bus stop to the site, 'Larkwhistle Walk' on Calshot Road. This northern route therefore travels the route shown in **Figure 7**.



Figure 7: Park Lane Assessment Route

Within Dunsbury Park

- 4.2 For those travelling north from Unit 100 this review will consider the formal route to access Park Lane, however there are multiple informal access points onto Park Lane from Dunsbury Park, which were noted to be utilised during the site visit.
- 4.3 This includes an informal connection to Park Lane, from the shared footway/cycleway, which is located near the proposed location of the bus gate, as shown in **Photograph 24**.



Photograph 24: Informal route from Fitzwygram Way onto Park Lane

Calshot Road

- 4.4 At the eastern end of Fitzwygram Way the off-road cycle provision ends, whilst pedestrians can continue along the provided footways, described in **Section 3**. For those travelling north onto Calshot Road, pedestrians can utilise the footway on the southwestern side of the carriageway, which is a continuation of provision from Fitzwygram Way.
- 4.5 Approximately 75m from the roundabout the footway on the southwestern side of Calshot Road provides access to the Larkwhistle Way Bus Stop (**Photograph 25**) before the footway on that side of the road terminates and becomes grass verge. Pedestrians wishing to continue north can use an uncontrolled crossing supported with dropped kerbs and tactile paving, approximately 20m south of the bus stop (shown in **Photograph 26**). This crossing provides access to the northeastern footway, which aids pedestrian movement travelling north on Calshot Road.



Photograph 25: Footway and bus stop condition on Calshot Road (Southern edge of carriageway)



Photograph 26: Footway leading to the bus stop on Calshot Road & crossing point across carriageway (Southern edge of carriageway)

- 4.6 The footway on the northeastern side of Calshot Road varies in width, measuring between 1-1.5m wide and is separated from the carriageway by a grass verge, with signage in place to ensure no parking occurs on the grass verge. Whilst the footway width varies it is considered that it meets Inclusive Mobility guidance, as any sections that are 1m wide cover distances shorter than 6m, whilst the majority of the route is at least 1.2m to 1.5m wide.
- 4.7 Approximately 100m north of the pedestrian crossing point is the access to Park Lane, which is on the western side of Calshot Road. There is no pedestrian crossing provision in the vicinity of the Park Lane access although Park Lane is on the same level as the carriageway and was noted to be utilised by pedestrians during the site visit. The access is opposite an area of dedicated car parking therefore a pedestrian crossing in this location would be challenging to deliver, without impacting on the current parking area.
- 4.8 An alternative could be to extend the footway from the Larkwhistle Way bus stop, north to the Park Lane access.

- 4.9 Cyclist using Calshot Road will do so on-carriageway. This is considered acceptable as the road measures over 6m wide and therefore is sufficient to accommodate the 1.5m minimum overtaking clearance stated with LTN 1/20 for a 30mph road. Cyclists are also able to cycle onto Park Lane, which is surfaced at its entrance. Although the entrance is gated to prevent motor vehicle access, and both cyclists and pedestrians must manoeuvre past this feature (**Photograph 27**) It is also noted within the HBC LCWIP that Calshot Road (section 362.2.4) should be upgraded to include appropriate traffic calming and allow for mixed traffic within a 20mph speed limit.



Photograph 27: Park Lane access from Calshot Road.

Park Lane

- 4.10 Park Lane a continuous bridleway which facilitates safe movement for pedestrians and cyclists. The bridleway varies in width, in part due to vegetation growth (**Photograph 28**). As well as this, as shown in **Photograph 29** sections can measure less than 3 metres, which is below LTN1/20 and TG10 guidance for shared use. It is noted however that this is a rural route, supported by the unbound surface, and the loss of boarding vegetation would need to be managed by Hampshire's Public Rights of Way Team.



Photograph 28: Park Lane existing conditions



Photograph 29: Park Lane existing conditions & signage