

- 4.11 Along this route a number of further PRoW routes and bridleways are provided to the east, examples of which are shown in **Photographs 30** and **31**.



**Photograph 30:** Access onto a PRoW/Bridleway (Facing onto Park Lane)



**Photograph 31:** Access onto a PRoW/Bridleway

- 4.12 Park Lane continues to the northwest with a wide route provided across the A3(M) bridge, barriers are in place to encourage cyclists to demount and slow down while crossing the bridge. The existing conditions of this section of the route are shown in **Photograph 32-34**.



**Photographs 32-33:** Park Lane existing conditions heading onto bridge across A3(M) (Heading West)



**Photograph 34:** Park Lane existing conditions heading over the bridge

- 4.13 Once on the western side of the A3(M) Park Lane continues to provide a route towards Grassmere Way (**Photograph 35**), where the route terminates. Along this section there are connections provided along Park Lane to neighbouring residential roads, further enhancing connections to the neighbouring residential area. Whilst Park Lane is a bridleway these connections are designed for pedestrian use, as shown in **Photograph 36**.



**Photograph 35:** Existing conditions of Park Lane on the western side of the A3(M)



**Photograph 36:** Example of a residential link off Park Lane

- 4.14 At the end of Park Lane there is a dropped kerb arrangement across Grassmere Way, which connects to a dropped kerb on the north-eastern side of the access road into The Westbrook Centre car park (**Photographs 37 and 38**). There is also a dropped kerb on the north-western side of the access road for pedestrian movements.



**Photograph 37:** Access of Park Lane onto Grassmere Way (Facing onto Grassmere Way)



**Photograph 38:** Access of Park Lane onto Grassmere Way (Facing towards Park Lane Route)

- 4.15 The Westbrook Centre at Grassmere Way includes a Tesco Express, Pharmacy and hairdressers amongst other amenities and therefore includes footway provision of between 1.5-2m 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.

- 4.16 Cyclists are able to connect onto the wider road network, which is residential in nature measuring over 5m wide and therefore is sufficient to accommodate the 1.5m minimum overtaking clearance stated with LTN 1/20 for a 30mph road.
- 4.17 As shown above there is a direct and continuous route via Park Lane to nearby amenities and facilities, as well as residential areas. The path is of a sufficient width and noted to provide a safe route, with it noted that no tactile paving is provided at the junction with Grassmere Way. However, visibility at the junction was assessed and considered appropriate, given that the route is currently already in use as observed during the site visit.
- 4.18 Within the HBC LCWIP it is noted that Park Lane (section 362.2.3) could be widened with an improved surface for pedestrians and cyclists, utilising bollards and barriers if needed. As well as this it is indicated about the potential to increase lighting along the route.

#### **Equestrian Facilities**

- 4.19 There was no equestrian use while attending the site visit, though there was equestrian infrastructure in place along Park Lane with signage provided as shown in **Photographs 30** and **31** for routes heading east of Park Lane. Further to this, equestrian use is unlikely for the proposed use, therefore the infrastructure is deemed sufficient.

## 5. SOUTH-EASTERN ROUTES TO LOCAL FACILITIES

- 5.1 As discussed, the scope of the assessment takes into consideration the routes to the local facilities within the vicinity of the proposed development, with this section focusing on those to the south-east. This includes heading south-east of Dunsbury Park via Woolston Road and Middle Park Way to initially access local facilities including the One Stop, The Swallow Pub, Dunsbury Way Family shopper before reaching Leigh Park centre. The route assessed is shown in **Figure 8**.

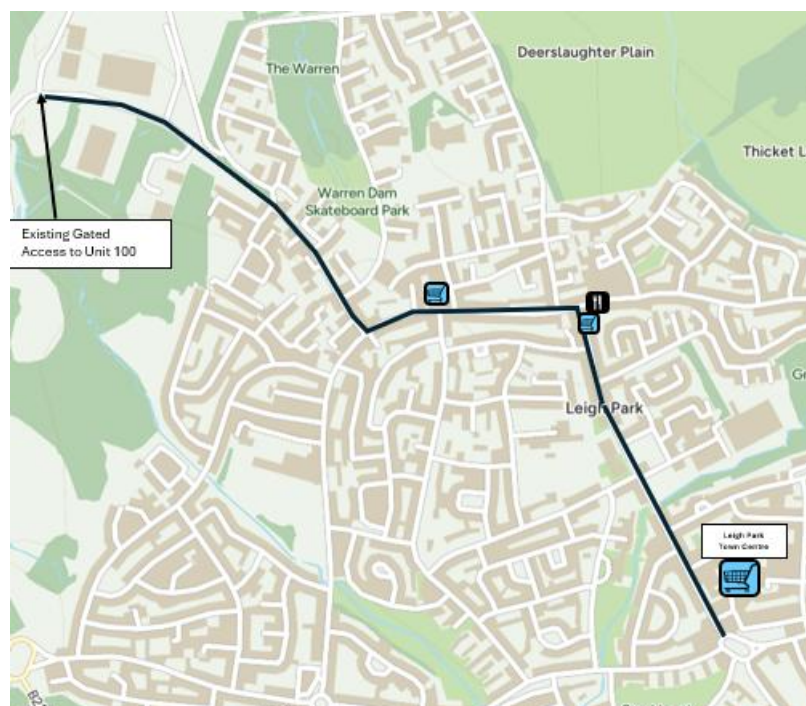


**Figure 8:** Route to facilities to the east of Dunsbury Park

### Woolston Road

- 5.2 From the information provided in **Section 3** the conditions on Fitzwygram Way have been discussed and the footways and crossings points are suitable. Pedestrians would need to cross from the northern footway on Fitzwygram Way to the footway on Woolston Road which runs in a northwestern-southeastern alignment.
- 5.3 Footways are provided along both sides of the carriageway on Woolston Road which are of sufficient width (**Photograph 39**) measuring approximately 1.2-1.5m wide and are separated from the carriageway by a grass verge and this is in excess of the minimum width of 1m required by Inclusive Mobility guidance. Further to this, along the southern edge of the carriageway a section of the footway is provided as shared footway/cycleway measuring c.2.5m between the grass verges (**Photograph 40**).

This should measure 3m wide to meet the requirements in HCC TG10 and LTN 1/20 for routes with under 300 cyclist flows per hour.



**Photograph 39:** Footway on Woolston Road (Heading towards Fitzwygram Way)



**Photograph 40:** Shared footway/cycleway on Woolston Road

5.4 Travelling south, the crossing of side roads is supported by dropped kerbs and tactile paving crossing points to aid safe movement to the local shops and additional bus stops. Approximately 250m south of the Woolston Road/Calshot Road/Freeley Road/Fitzwygram Way Roundabout there is an LTN1/20 compliant crossing including dropped kerb/tactile paving and a refuge island to support movements across Woolston Road (**Photograph 41**), with visibility at each junction assessed and considered appropriate. The image also shows on-road cycle markings, supporting carriageway cycling.



**Photograph 41:** Crossing Point and refuge island across Woolston Road

5.5 Approximately 50m south of the LTN1/20 crossing point cyclists travelling south are directed onto the footway, whilst cyclists heading north are directed onto the carriageway (**Photograph 42**). This location

also includes a cycle crossing point including tactile paving and dropped kerbs (without central refuge island) to support cyclist travelling off-road to or from the south, towards the Woolston Road/Middle Park Way roundabout junction.



**Photograph 42:** Road markings on Woolston Road for cyclists to rejoin the carriageway

- 5.6 The junction of Amport Court, on the western side of the Woolston Road and c. 35m north of the roundabout junction is supported with dropped kerbs, tactile paving and give way lines on the shared footway/cycleway to support off-carriageway cycle use.
- 5.7 Within HBC LCWIP it was noted that a potential segregated cycle track or stepped cycle lanes could be provided along the full extent of Woolston Road (section 362.2.5). However, within the document it was noted that this would need to be confirmed regarding land availability. Therefore, it was proposed that upgrades may be preferable of the carriageway to make it more appropriate for mixed traffic, such as traffic calming features and 20mph speed limit.

### **Middle Park Way**

- 5.8 Footways (on the eastern side) and shared footway/cycleways (on the western side) continue from Woolston Road onto Middle Park Way. Pedestrians can utilise the crossing in **Photograph 43** to cross from the south-western footway on Woolston Road to the north-eastern footway (which then continues northeast) along Middle Park Way. The crossing point is in good condition accompanied by a pedestrian refuge island with dropped kerbs and tactile paving, with suitable visibility achieved and provides a safe connection for pedestrians.



**Photograph 43:** Crossing Point across Woolston Road junction with Middle Park Way

- 5.9 Cyclists are provided with off-road provision when travelling westbound on Middle Park Way and wishing to turn north onto Woolston Road. On-road markings are also utilised, directing cyclists off the carriageway on the eastern arm of Middle Park Way, to utilise the shared footway/cycleway. Following this cyclist are directed to cross Middle Park Way on the south-western arm of the roundabout, which is supported with a refuge island, dropped kerbs, tactile paving and give way markings on the southern side of the junction. Southbound cyclists are assumed to be encouraged to either use this provision or remain on-road, particularly as there is currently no off-carriageway cycle infrastructure provided on Middle Park Way, after the roundabout junction.
- 5.10 Continuing on Middle Park Way heading northeast from Woolston Road provides pedestrians access to the One Stop, utilising the footway provided on the northeastern side of the carriageway as shown in **Photographs 44-45** The footway is of suitable width measuring c.1.5m-2m and the surfacing is in good condition. With the footway measuring at a minimum c.1.5m it is considered to be in line with the minimum width of 1.5m stated within Inclusive Mobility.
- 5.11 Middle Park Way also supports a 20mph speed limit, with speed cushions present along its length and appropriate lining included along the route. Cyclists are also directed to use the carriageway for travel along Middle Park Way.
- 5.12 The pedestrian footway on the northern side of Middle Park Way, travelling east to the One Stop Convenience Store is accompanied by dropped kerbs across junctions, with double yellow lines in place to ensure the crossing points are not obstructed. Tactile paving is absent from the Locksheath Close/Middle Park Way junction (**Photograph 46**).



**Photograph 44-45:** Middle Park Way Footway (Northern side of carriageway leading on from Woolston Road)



**Photograph 46:** Dropped kerbs across Locksheath  
Close junction on Middle Park Way

- 5.13 The pedestrian route continues along Middle Park Way with the footways in good conditions and of suitable width to reach the One Stop convenience store (**Photograph 47**) located on the corner of Middle Park Way and Swaythling Road.
- 5.14 Once at the One Stop a signalised pedestrian crossing is provided across Middle Park Way to allow pedestrians a safe place to cross Middle Park Way (**Photograph 48**).



**Photograph 47:** One Stop on Middle Park Way



**Photograph 48:** Signalised crossing point across Middle Park Way near One Stop

5.15 Pedestrians are expected to use the signalised crossing to move onto the southern footway, which runs along Middle Park Way. Pedestrians then travel east towards Dunsbury Road which is c. 30m away. This section of Middle Park Way is still 20mph and supported by speed cushions, however the footway accommodates on-footway parking (**Photograph 49**). There is also a c1.5m footway present supporting pedestrian movements, which complies with Inclusive Mobility.

5.16 The route is seen to be sufficient as cyclists can cycle on-road with signage provided (**Photograph 49**). However, as aforementioned HBC LCWIP (section 362.3.1) suggested the desire to provide corridor improvements in this area such as a two-way cycle track or stepped cycle lanes, however it is noted this may require the removal of trees and existing footway parking.



**Photograph 49:** Signage to indicate cyclists can utilise the carriageway on Middle Park Way and on-footway parking

5.17 There are no side roads along the southern side of Middle Park Way, between the signalised pedestrian crossing point by the One Stop and the Dunsbury Way junction, although vehicular accesses are present.

## Dunsbury Way

- 5.18 To the south of Middle Park Way, Dunsbury Way provides a route to Leigh Park Centre which benefits from various local facilities.
- 5.19 At its junction with Middle Park Way (on the south-eastern corner) is The Swallow Pub. Crossing from the south-western side of Middle Park to the pub is supported by dropped kerbs and tactile paving provided at the junction. Behind the pub, c 50m south of the junction with Middle Park Way is the Dunsbury Way Family Shopper located at the junction with Middle Park Way (**Photograph 50 & 51**) therefore pedestrians would be expected to use the provided crossing point to access both services.



**Photographs 50:** The Swallow Pub (looking south)



**Photograph 51:** Dunsbury Way Family Shopper

- 5.20 Dunsbury Way provides a connection south from Middle Park Way, towards the centre of Leigh Park, approximate 800m south. The road supports 20mph vehicle speeds with speed cushions and signage. Cyclists are expected to travel on carriageway with signage and lining to support this. Parking is a mix of on and off-street, with some parking occurring on verges and there are footways provided on both sides of the carriageway (**Photograph 52**).



**Photograph 52:** Dunsbury Way

- 5.21 Footway widths vary but generally measure between c.1.5-2m, which is in line with the minimum width of 1.5m stated within Inclusive Mobility. Along the route, side roads are supported by dropped kerbs to aid safe pedestrian movement. The route using the eastern carriageway includes tactile paving on all crossings except Great Copse Drive.
- 5.22 A dropped kerb/tactile paving pedestrian crossing point with refuge island is also provided across Dunsbury Way approximately 500m south of the Middle Way Park junction to facilitate the safe movement between the footways (**Photograph 53**) and support access to Leigh Park shops for those who travelled along the western footway.



**Photograph 53:** Crossing point on Dunsbury Way

- 5.23 Pedestrians are then expected to travel south using the eastern footway. Side roads with High Lawn Way and Bishopstoke Road (**Photograph 54**) benefit from tactile paving and dropped kerbs whilst the footway south of the High Lawn Way junction is sign-posted as a shared footway/cycleway. This sees the footway widen from 1.5m plus verge to 2.5m plus verge. This should measure 3m wide to meet the requirements in HCC TG10 and LTN 1/20 for routes with under 300 cyclist flows per hour, however the provision does widen after the Bishopstoke Road junction.



**Photograph 54:** Crossing point on Bishopstoke Road

5.24 A toucan signalised crossing is then provided on Dunsbury Road (**Photograph 55**), just north of the turning to Park Parade where pedestrians and cyclists can access Leigh Park's shopping area, which is pedestrianised from the Basing Road junction (c. 50m east of Dunsbury Way). Off-road pedestrian and cycle provision is afforded on the northern side of Park Parade (which travels east-west between Dunsbury Park and Leigh Park's pedestrianised area as shown in (**Photograph 56**) which includes appropriate crossing of Basing Road.



**Photograph 55:** Toucan Crossing on Dunsbury Way (looking south-east)



**Photograph 56:** Park Parade (looking east)

5.25 The above roads provide a safe route for pedestrians to access facilities, with visibility assessed at each junction along the routes, and was considered appropriate.

### Equestrian Facilities

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

## 6. SOUTHWESTERN ROUTES TO LOCAL FACILITIES- ASDA SUPERCENTRE

- 6.1 Park House Farm Way and Purbrook Way provide a route towards Asda Supercentre and further amenities such as B&Q leading on from Middle Park Way and have been considered within this section, with the route undertaken shown in **Figure 9**.

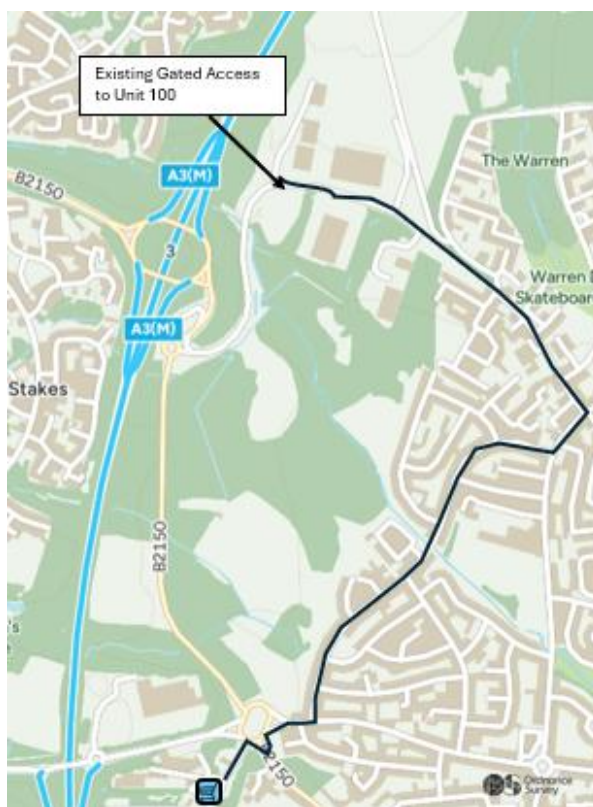


**Figure 9:** Route to facilities to the southwest of Dunsbury Park

- 6.2 From the information provided in **Section 3** the conditions on Fitzwygram Way have been discussed and the footways and crossings points are suitable. **Section 5** then provided details of Woolston Road and the Woolston Road/Middle Park Way roundabout junction. This section therefore commences travelling south-west of the Middle Park Way roundabout junction.

### Middle Park Way

- 6.3 To the west of the junction Middle Park Way supports 30mph vehicle. Cyclists and pedestrians benefit from a shared footway/cycleway along the northern side of the carriageway, which enables access to Park House Farm Way approximately 120m south of the Woolston Road/Middle Park Way roundabout junction.

- 6.4 The north-western footway/cycleway measures approximately 2.5m wide. There is a bus stop shortly after the roundabout junction however the shared provision reduces to c. 1.5m wide for the length of the bus stop (which is supported by a shelter), as shown in **Photograph 57**, meaning the provision is less than 3 metres, which is below LTN1/20 and TG10 guidance for shared use.



**Photograph 57:** Middle Park Way (looking west)

- 6.5 The shared footway/cycleway then continues west and weaves to the rear of an area of on-footway car parking before reaching the junction with Park House Farm Way. This junction is supported with dropped kerbs and tactile paving; however, this is also the end of the shared footway/cycleway, with cyclists now required to move onto the carriageway to use Park House Farm Way.

### **Park House Farm Way**

- 6.6 Park House Farm Way provides access to various facilities including a local convenience store and Asda supercentre. This route has been assessed as it is likely that staff of the development may also utilise this route to access these amenities.
- 6.7 Park House Farm Way measures approximately 6m wide and has a 30mph speed limit. 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. Footways are provided on both sides of the carriageway which are of a sufficient width measuring at least c.1.5m in width which is in line with the Inclusive Mobility guidance.

- 6.8 It is noted the footway connection from Middle Park Way to Park House Farm Way, along the northern side of the junction, uses a footway that crosses diagonally over a grassed area in front of houses, on the corner (**Photograph 58**), as the footway terminates along the northern side of Park House Farm for a distance of approximately 25m to allow for on-street parking. This footway measures at least 1m wide which is the absolute minimum accepted by Inclusive Mobility guidance. No corduroy paving is provided on this route, however corduroy paving is provided on the northern footway (where the footway terminates for on-street parking) and southern footway of Park House Farm Way, after the junction with Middle Park Way, confirming the end of the shared footway/cycle way from Middle Park Way.



**Photograph 58:** Footway between Middle Park Way and Park House Farm Way.

- 6.9 The footways provide a continuous route for pedestrians towards Purbrook Way (approximately 1km south-west of the Middle Park Way/Park House Farm Way junction) with pedestrian expected to use the north-western footway. Existing conditions along Park House Farm Way are shown in **Photographs 59 and 60**.



**Photograph 59:** Crossing point on Park House Farm Way heading towards Purbrook Way (western side of the carriageway across Quarely Road)



**Photograph 60:** Footway on Park House Farm Way heading towards Purbrook Way (eastern side of the carriageway)

- 6.10 Along the route dropped kerbs accompanied by tactile paving are provided across junctions to aid movement as shown in **Photographs 61** and **62**. The only exception to this on the western side of the carriageway is at Sparsholt Close/Park House Farm Way junction where the northern side of the junction is missing a dropped kerb.



**Photograph 61:** Crossing point on Park House Farm Way across Ramsdale Avenue (looking north)



**Photograph 62:** Crossing point on Park House Farm Way across the Learning Centre entrance (looking north)

- 6.11 At its southern extent Park House Farm Way connects with Purbrook Way via a priority junction, support with a pedestrian refuge island and dropped kerbs. Tactile paving is not provided at this junction. Pedestrians travelling from Dunsbury Park are expected to use the north-western footway along Park House Farm Way and therefore would not need to use the crossing at the Purbrook Way junction.

### **Purbrook Way**

- 6.12 To access Asda supercentre pedestrians, continue west on Purbrook Way with in a 30mph road with footways provided on both sides of the carriageway.
- 6.13 Immediately to the west of the Purbrook Way/Park House Farm Way junction is an unsignalised pedestrian crossing with dropped kerbs supporting north/south movements on Purbrook Way (**Photograph 63**).



**Photograph 63:** Crossing point on Purbrook Way near Park House Farm Way

- 6.14 Along the northern side of Purbrook Way (to the west of the junction) is a shared use footway/cycleway that is part of a wider network of routes around the roundabout with Hulbert Road (B2150), approximately 80m west of the Park House Farm Way junction.
- 6.15 Shortly before the roundabout is a signalised toucan crossing which provides a connection to the refuge island on the eastern Purbrook Way arm of the junction (**Photograph 64**). A shared footway/cycleway that measures over 3m wide (in compliance with LTN1/20) is then provided, with associated crossing points both across the roundabout to access onward connections on the northern side of Purbrook Way to Waterlooville, and to the south of the roundabout on the B2150 Hulbert Road (southern arm). The southern Hulbert Road arm is supported with a toucan crossing enabling east/west movements. Pedestrians and cyclists then continue west to the Larchwood Avenue arm of the roundabout where they can continue south-east on Larchwood Avenue using the continuous footway/cycleway, south into Asda (**Photograph 65**).



**Photograph 64:** Signalised crossing across the B2150



**Photograph 65:** Footway along access road to Asda Supercentre

### Equestrian Facilities

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

## 7. ROUTE TO BEDHAMPTON TRAIN STATION - CYCLE ONLY

- 7.1 As aforementioned, the closest train station is Bedhampton Train Station located approximately a 9-minute cycle from Dunsbury Park and 3.7km southeast of Unit 100. This station provides rail connections to a number of locations that are further afield including onto Havant Train Station, Portsmouth and Chichester.
- 7.2 There are a number of routes which can be utilised to access Bedhampton Train Station, however the route which utilises Woolston Road, Middle Park Way/Park Lane, B2150 (Hulbert Road) and Bedhampton Road has been assessed. The route is shown in **Figure 10**.

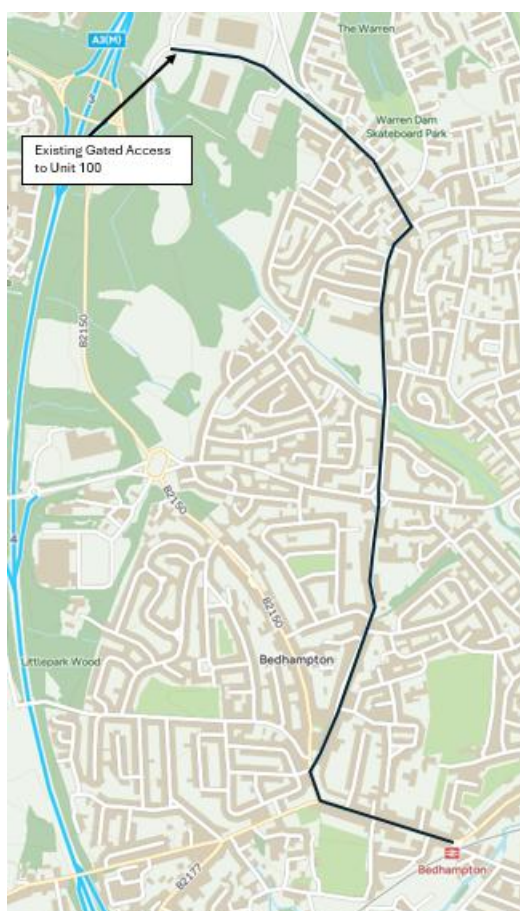


**Figure 10:** Route to Bedhampton Train Station

- 7.3 The routes along Woolston Road and Middle Park Way have been detailed in **Sections 5 and 6**. Due to the distance required for travel this route has been considered for cycle travel only.