

**APPENDIX D.** Walking, Cycling and Horse-Riding  
Assessment and Review

**ITB10353-015 – Summary WCHAR**

**Walking, Cycling and Horse-Riding  
Assessment Report**

**Job No:**

**ITB10353**

## CONTENTS

<b>1. Scheme Details</b> .....	<b>3</b>
1.1. SCHEME CLIENT / DEVELOPER .....	3
1.2. LEAD ASSESSOR .....	3
1.3. OTHER ASSESSMENT TEAM MEMBERS .....	3
1.4. DESIGN TEAM LEADER.....	3
1.5. SCHEME LOCATION AND DESCRIPTION OF HIGHWAY WORKS.....	4
1.6. WCHAR STUDY AREA .....	5
<b>2. WCHAR Assessment</b> .....	<b>6</b>
2.1. ASSESSMENT OF WALKING, CYCLING AND HORSE-RIDING POLICIES AND STRATEGIES.....	6
2.2. COLLISION DATA.....	7
2.3. MULTI-MODAL TRANSPORT SERVICES AND INTERCHANGE INFORMATION .....	7
2.4. TRIP GENERATORS .....	9
2.5. SITE VISITS.....	11
2.6. LIAISON WITH KEY STAKEHOLDERS .....	11
2.7. EXISTING PEDESTRIAN, CYCLIST AND EQUESTRIAN FACILITIES .....	11
2.8. WALKING, CYCLING AND HORSE-RIDING SURVEY DATA (LARGE SCHEMES ONLY).....	13
2.9. LIAISON WITH LOCAL USER GROUPS AND WIDER PUBLIC (LARGE SCHEMES ONLY).....	15
<b>3. User Opportunities</b> .....	<b>16</b>
3.1. GENERAL.....	16
3.2. STRATEGIC OPPORTUNITIES .....	16
3.3. WALKING SPECIFIC OPPORTUNITIES.....	16
3.4. CYCLING SPECIFIC OPPORTUNITIES .....	16
3.5. HORSE-RIDING SPECIFIC OPPORTUNITIES.....	17
<b>4. Walking, Cycling and Horse-Riding Assessment Team Statement</b> .....	<b>18</b>
<b>Appendix A – Non-Motorised User Audit</b> .....	<b>19</b>

## 1. Scheme Details

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## 1.5. Scheme Location and Description of Highway Works

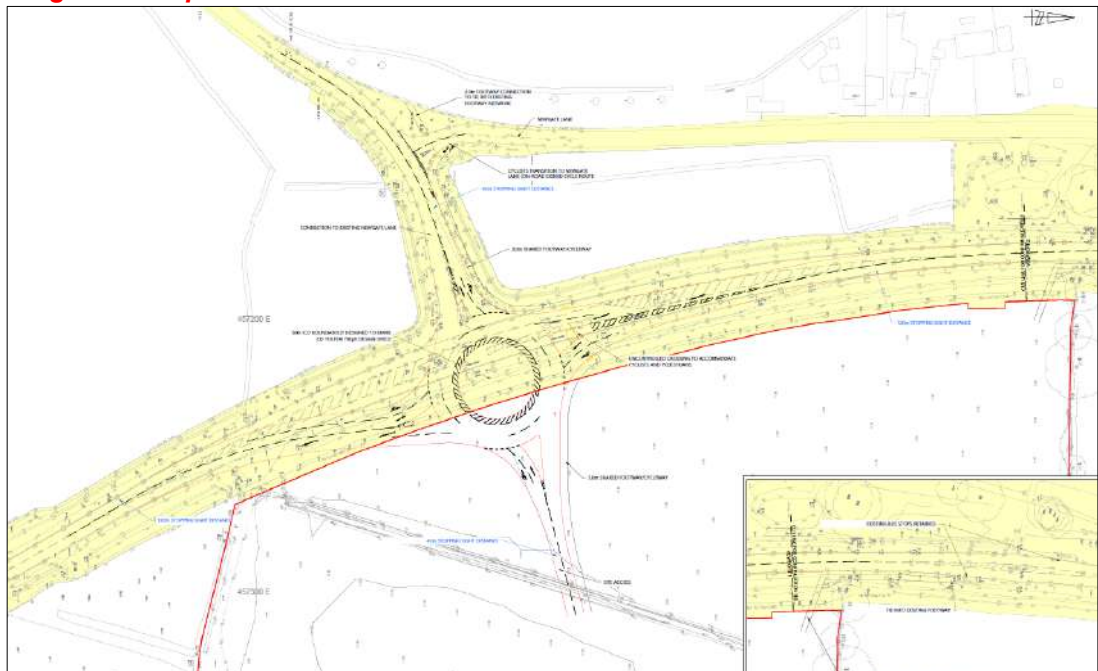
*Proposed residential development of up to 375 dwellings on land east of Newgate Lane East, Fareham. The site boundary is presented below in **Image 1.1**. The existing priority junction between Newgate Lane East / Newgate Lane will be upgraded into a four-arm roundabout junction to serve the proposed development. There will also be various pedestrian / cycle accesses to the east, west and north to improve permeability.*

**Image 1.1: Site Boundary**



*i-Transport Drawing ITB10353-GA-102 illustrates the proposed roundabout scheme and an extract of the scheme is provided below in **Image 1.2**.*

**Image 1.2: Proposed Roundabout Scheme**



The proposed development includes the following pedestrian and cycle accesses:

- Newgate Lane, via connections at the proposed site access, to local bus stops and via Woodcote Lane
- Tukes Avenue and Bridgemary via Brookers Lane, the PROW network and through the existing service road access serving the site
- Brookers Lane to the South through the consented site
- The PROW network to the north of the site, providing access to a dedicated footway and cycleway between Newgate Lane and Bridgemary

## 1.6. WCHAR Study Area

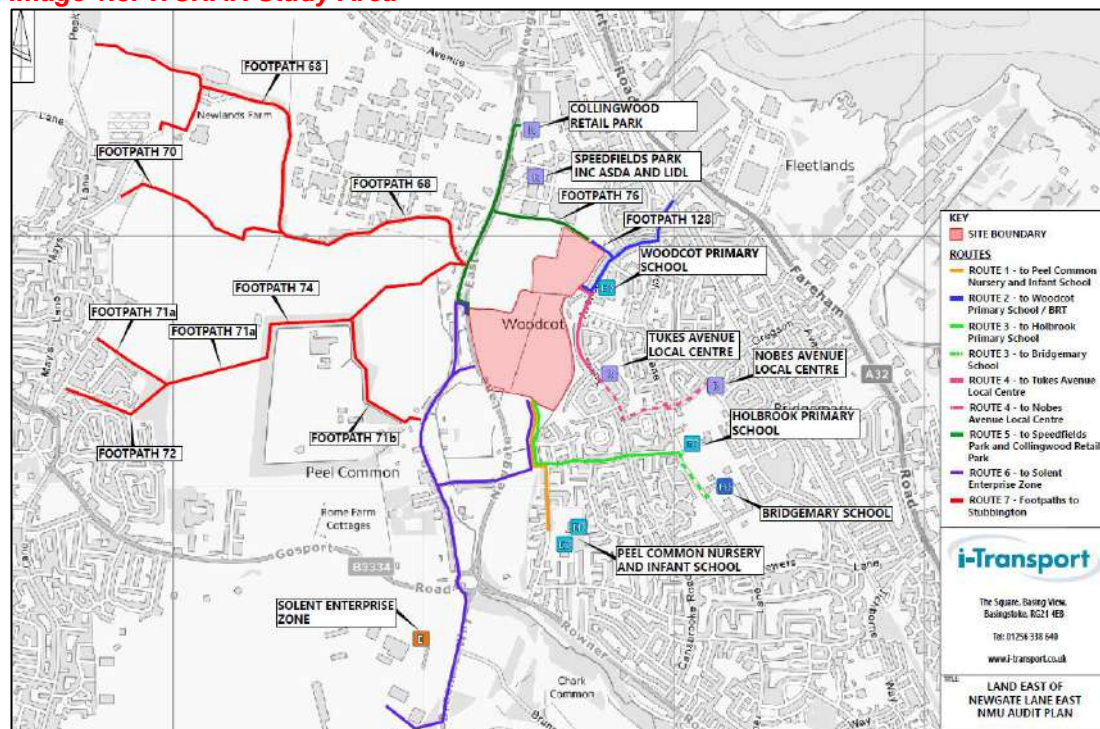
The table provided within Section 4 of the HCC's Technical Guidance Note TG19 sets out that the schemes comprising more than 50 residential units are to be considered as "Large" schemes. Therefore, as the scheme is for a residential development of up to 375 dwellings, it falls under 'Large Scheme'.

The WCHAR study area is shown in **Image 1.3** below and includes the pedestrian and cyclist routes to key and proximate local facilities and services. It considers the implications for walking and cycling in detail.

There are no horse-riding implications with no bridleways or equestrian facilities in the (urban) area of the site and no observations of users on local roads surrounding the site.

A summary of the assessment of the study area is provided in the following section whilst the detailed assessment of these routes is provided in the Non-Motorised User (NMU) audit provided at **Appendix A**.

**Image 1.3: WCHAR Study Area**



## 2. WCHAR Assessment

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

*The Manual for Streets (MfS) has been reviewed which states:*

**“Connected, or ‘permeable’, networks encourage walking and cycling, and make places easier to navigate through.” (Ref: MfS 4.2.3)**

*MfS emphasises on both internal and external permeability by stating:*

**“Internal permeability is important but the area also needs to be properly connected with adjacent street networks. A development with poor links to the surrounding area creates an enclave which encourages movement to and from it by car rather than other modes” (Ref: MfS 4.2.5).**

*In addition, MfS states:*

**“Residential areas adjacent to one another should be well connected” (Ref: MfS 4.2.7).**

*Hampshire County Council TG19 - Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) has been reviewed which states:*

**“The Assessment is the first stage of the process and should be carried out during the initial stages of planning a scheme, to investigate the existing infrastructure and identify potential opportunities to improve conditions for people walking, cycling and where appropriate, riding horses. This shall include the needs of all potential users such as people using mobility aids, prams/buggies and the range of cycles available. It is important to identify these issues at an early stage as this will help the Design Team to achieve the best possible outcome for these users.” (Ref: TG19 1.3).**

**“The second part of the process is an ongoing review of the Assessment Report throughout the design process, to ensure that all identified opportunities have been given due consideration and incorporated into the scheme where feasible. The review should also identify new opportunities for improvement that may arise during the scheme design that were not evident during the Assessment phase. All design decisions relating to the provision of walking, cycling and horse-riding facilities should be recorded in the Review Report.” (Ref: TG19 1.10)**

*In addition, TG19 states:*

**“The Design Manual for Roads and Bridges General Principles document GG 142 sets out the procedure for undertaking a Walking, Cycling and Horse-Riding Assessment and Review.” (Ref: TG19 2.1)**

*Hampshire Local Transport Plan 2011-2031 has been reviewed which states:*

**“Policy Objective 12: Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.” (Ref: LTP 2011-2031 pg.20)**

*Fareham Core Strategy 2011 DPD has been reviewed which states:*

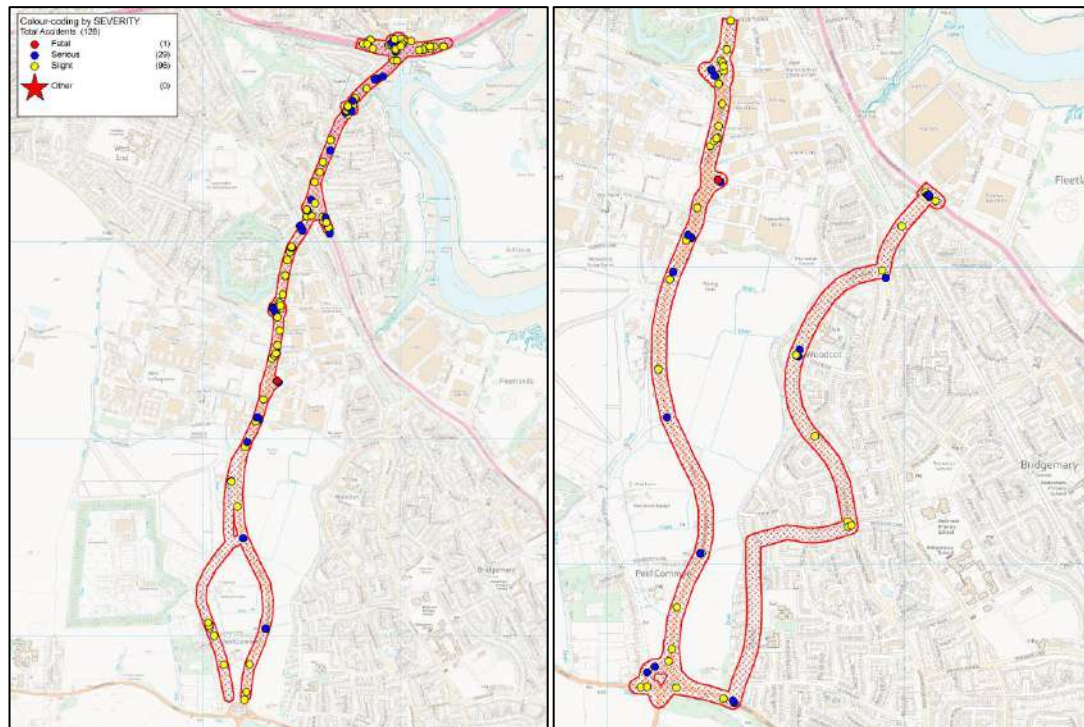
**“Policy CS5 Transport Strategy and Infrastructure: The Council will permit development which is designed and implemented to prioritise and encourage safe and reliable journeys by walking, cycling and public transport.” (Ref: Core Strategy 2011, pg. 37)**

## 2.2. Collision data

Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for the most recently available five-year period between 01/05/2016 and 30/04/2021. The study area includes the site access and the key roads surrounding the site and leading to Quay Street Roundabout.

**Image 2.1** below provides the location and severity of the accidents recorded within the study area during the five years period. Slight injury accidents are represented in yellow and serious injury accidents are represented in blue and fatal accidents in red.

**Image 2.1: PIA Plans**



In total, there were 155 collisions resulting injury recorded within the extensive study area over the last five years. Of the collisions, 116 were recorded as 'slight' in terms of severity and 38 as 'severe'. One fatal accident was recorded.

Just one PIA was recorded to have occurred at the existing junction between Newgate Lane East / Newgate Lane which is to be upgraded into a roundabout. This involved collision between a car and a motorcycle in which the car travelling east along Newgate Lane turned right onto Newgate Lane East and collided with the motorcycle travelling north on the Newgate Lane East.

Whilst there are various accidents that involved vulnerable road users, including pedestrians and cyclists, a detailed analysis of the records do not identify any patterns or trends in accidents in the area local to the site involving NMUs.

Full details of the PIA analysis are set out in the Transport Assessment that this WCHAR forms part of.

## 2.3. Multi-modal transport services and interchange information

There are northbound and southbound bus stops on the B3385 Newgate Lane East, approximately 280m north of the proposed roundabout. Both of the bus stops are sheltered and have bus timetables. Quick recognition (QR) codes are also provided at these bus stops that can be scanned using a smartphone to access a live departure screen. There is also a



*pedestrian crossing facility with dropped kerbs and tactile paving along with refuge island to help support safe pedestrian movements across Newgate Lane East for northbound services. **Image 2.2** below illustrates the northbound bus stop and the crossing facility.*

**Image 2.2: Northbound Bus Stop on the B3385 Newgate Lane East**



*There are currently no existing footways from the site leading to these bus stops. However, as part of the development proposals, a pedestrian link to these will be provided from the northwest corner of the site. This will ensure the bus services are within easy reach of future residents of the site. The bus stops are served by “Route 21” operated by First Portsmouth, Fareham & Gosport. These run between Fareham and Hill Head providing a two-hourly service between 08:58 and 17:00 Mondays to Friday and between 08:21 to 17:39 on Saturdays.*

*Furthermore, the bus stops on Henry Cort Way which can be accessed within 450m (5-min walk) from the site via Tukes Avenue which provides access to frequent Eclipse bus network services E1 and E2 (BRT) linking key towns Fareham and Gospor including Fareham Rail station. These operate every 10-15 minutes Mondays to Fridays, every 12-15 minutes on Saturdays and every 25 minutes on Sundays. Bus stops in both directions are provided with sheltered seating and RTI displays.*

*Further bus stops are available on Tukes Avenue to the east of the site (at various locations) providing access to Services 9 and 9A which operate half-hourly services between Fareham and Gosport.*

**Image 2.3: Henry Cort Way BRT**



*Sheltered cycle parking facility is also available adjacent to the bus stops.*

**Image 2.4: Cycle Parking**

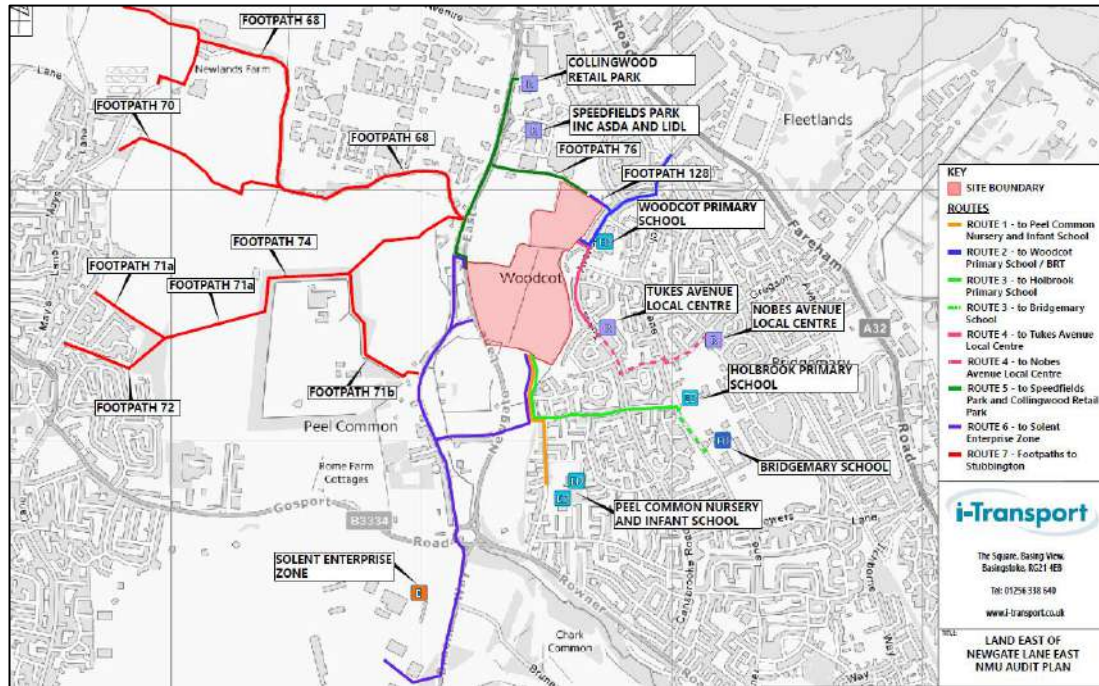


*Fareham Railway Station is located circa 3.5km from the centre of the site and provides the opportunity to travel to destinations including London Victoria, Southampton Central, Cardiff Central and Brighton. The station has a new cycle hub that includes 266 sheltered cycle parking spaces, 24 hour access, full CCTV coverage and maintenance tools.*

## **2.4. Trip generators**

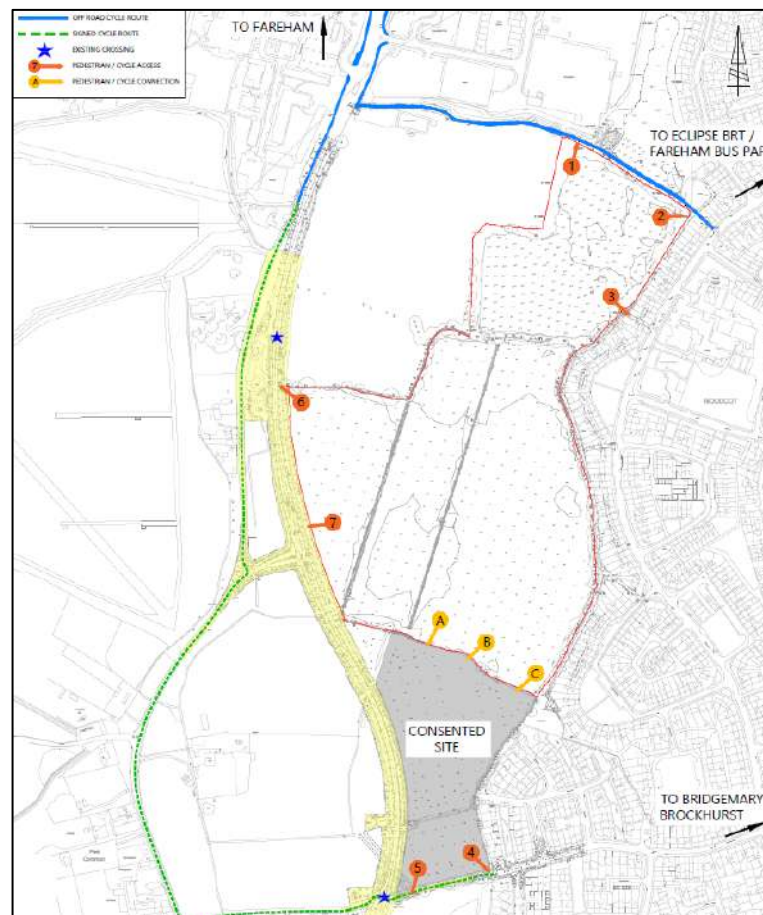
*The primary local trip generators include schools, retail parks, leisure facilities and employment units in the area. Full details of these are presented in the Transport Assessment for the scheme and on Figure T2. A network of largely street lit footways provides continuous and safe walking route to these destinations whilst cycle facilities are also available at some routes. The trip generators and the routes to these are illustrated in Figure 2.5. The routes are fully assessed as part of NMU audit provided at Appendix A.*

**Image 2.5: Trip Generators**



The proposed development will have several pedestrian / cyclist access points. These are discussed below and the potential location of these is illustrated in **Image 2.6**.

**Image 2.6: Pedestrian / Cyclist Access Options**



- **B3385 Newgate Lane East**

*The proposed main access to the site will be provided on the B3385 Newgate Lane East. The proposals will include new footway/cycleway which will connect to the existing footway and on road cycleway on the old Newgate Lane.*

*A pedestrian link will also be provided to the bus stops on the B3385 Newgate Lane East from the site towards the northwest corner of the site.*

- **Brookers Lane**

*Pedestrian / cyclist access on to Brookers Lane will be provided through the consented Brookers Lane development to the south. Pedestrian/cyclist connection will also be provided onto the development. This will lead to the well-established network of pedestrian footways within the residential settlement of Bridgemary and to Brookers Lane leading to Woodcot Lane for travel south towards Stubbington and the Solent EZ.*

- **Tukes Avenue**

*Pedestrian/cyclist links from the eastern boundary of the site leading to Tukes Avenue to the east towards Bridgemary will be provided. This is ensured that the local centres and facilities within Bridgemary can be easily accessed on foot or by cycle from the site.*

- **Public Right of Ways**

*Pedestrian / cyclist connection will also be provided to designated traffic-free foot/cycle path along the northern boundary of the site. The footpaths to the west of the site leading towards Stubbington can be accessed using links onto Newgate Lane East.*

## **2.5. Site Visits**

*Two site visits to assess walking and cycling infrastructure in the area were carried out on 20 October 2021 during the morning peak hour and remaining morning and on the January 2022. The walking and cycling routes the subject of the Audit (Image 1.3) in the vicinity of the site were assessed and photographed.*

## **2.6. Liaison with key stakeholders**

*Pre-application consultation conducted with HCC Highways Development Planning team with regards to proposed development in December 2021. HCC identified a requirement to ensure the scheme is well connected to the local area to promote sustainable transport modes of travel and requested the completion of the WCHAR.*

## **2.7. Existing pedestrian, cyclist and equestrian facilities**

*The existing pedestrian/cyclist facilities within the WCHAR study area are summarised below and discussed in detailed within NMU audit provided in **Appendix A**. There are no existing equestrian facilities within the WCHAR study.*

### Newgate Lane East

*There is no footway / cycleway provision on the site frontage along Newgate Lane East in either direction. The HCC delivered NGL scheme did not provide routes along this corridor, instead utilising Newgate Lane to the west as an NMU corridor.*

*However, there are bus stops available both north and south of the site frontage and crossings with dropped kerb, refuge island and tactile paving. As part of the proposed development site, a new pedestrian / cyclist crossing facility will be provided across Newgate Lane East at the proposed site access roundabout and pedestrian link will from the site to the bus stops to the northwest will also be provided.*

### Newgate Lane

*There is a continuous footway (1.5-2.0m) on the western side of Newgate Lane between Peel Common Roundabout and just to the south of HMS Collingwood. The provision continues to the north as shared footway / cycleway and extends on both sides of Newgate Lane from HMS Collingwood access junction north towards Fareham centre.*

*There is a toucan crossing across Newgate Lane at its junction with HMS Collingwood access. There are additional uncontrolled crossing points at the route to the north with dropped kerbs and tactile paving. Some of the crossing points are provided with refuge islands to further enhance pedestrian provision along this route.*

*Peel Common Roundabout to the south incorporates signal controlled crossing facilities available on all arms.*

#### Tukes Avenue

*Tukes Avenue has continuous footway provision on both sides of the carriageway. The provision is a hard (tarmac) surface (1.5-2.0m wide) and is street lit.*

*Crossing facilities in the form of dropped kerb crossings and dropped kerb crossings with tactile paving are provided across majority of the minor arms junctions which facilitate safe pedestrian movements towards Woodcot Primary School and Tukes Avenue Local Centre.*

#### The Drive

*The Drive has continuous lit footway provision on both sides of the carriageway separated by grass verges. Dropped kerb crossings are provided across all of the minor arms. The crossings can be provided with tactile paving to further enhance the pedestrian facility. Peel Common Nursery/Infant School and Junior School can be accessed through this route.*

#### Brookers Lane

*Existing lit footways are provided on either side of Brookers Lane along its entire length. Dropped kerb crossings are provided across all of the junctions along the route, whilst some of the crossings are provided with tactile paving.*

*To the south of the Site, Brookers Lane forms a designated shared footway / cycleway, connecting to Woodcot Lane and beyond to Newgate Lane, with a refuge island crossing provided of Newgate Lane East.*

#### Wych Lane

*Brookers Lane connects the development site through Brookers Lane development to Wych Lane to the east providing access to Bridgemary School and Holbrook Primary School. Street lit footways are available along Wych Lane with dropped kerb crossings with tactile paving at most of the junctions along the route. Wide raised crossings with tactile paving are provided across Wych Lane which offers a safe crossing point towards Holbrook School and Bridgemary School.*

*A short section of shared footway / cycleway is available on the eastern side of the carriageway from Bridgemary School to the south.*

#### A32 Fareham Road

*There are footways available on both sides of the carriageway with dropped kerb and dropped kerb with tactile paving crossing across all of the minor arms. Signal controlled and uncontrolled crossing points are provided at several locations to facilitate pedestrians crossing the A32 Fareham Road.*

*Designated cycle lanes are provided along the A32 Fareham Road on both sides of the carriageway which extend circa 670m north of Wych Lane. To the south of Wych Lane, designated cycle lanes are provided on both sides of the A32 Fareham Road which extend circa 3.0 km south to the A32 Fareham Road / Brockhurst Road roundabout.*

#### Public Rights of Ways

*There is a network of footpaths (1a, 76, 128 and 129) along the northern boundary of the site linking Newgate Lane to the west and Tukes Avenue to the east. The development will provide connection to this footpath network. To the north, Footpath 76 is provided as a traffic free pedestrian and cycle route.*

*There are further footpaths (68, 70, 71a, 71b, 72 and 74) to the west of the site leading to Stubbington. These are located across Newgate Lane East and Newgate Lane.*

National Cycle Network (NCN) Route 224

National Cycle Network (NCN) Route 224 is located to the east of the site and routes north to south through Bridgemary using Henry Court Way shared with Eclipse BRT. NCN 224 provides a mix of trafficked and traffic free routes through Bridgemary towards Gosport to the south-east via NCN Route 2 and Fareham to the north via NCN route 236.

**2.8. Walking, cycling and horse-riding survey data** (Large schemes only)

No recorded walking and horse-riding survey data is available.

Site observations identified:

- No pedestrian usage of Newgate Lane East
- No cycle usage of Newgate Lane East
- No incidences of pedestrians crossing Newgate Lane East at the location of the proposed site access or bus stops.
- Regular walking usage of Old Newgate Lane, north south between Fareham and Stubbington
- Regular pedestrian use of Brookers Lane with some 30 crossing movements in peak hours recorded
- Regular cycle use of Newgate Lane, with cyclists travelling on road
- Regular pedestrian movements as expected with some cyclists in the remainder of the network

To understand the existing cyclist demand along Newgate Lane, cyclist count data for 2020 and 2021 (latest available) was obtained from HCC based on the permanent counter located on Newgate Lane to the north of Collingwood Retail Park access. A summary of the observed cyclist counts along Newgate Lane is provided in **Table 2.1**. Cycle use is regular but relatively light.

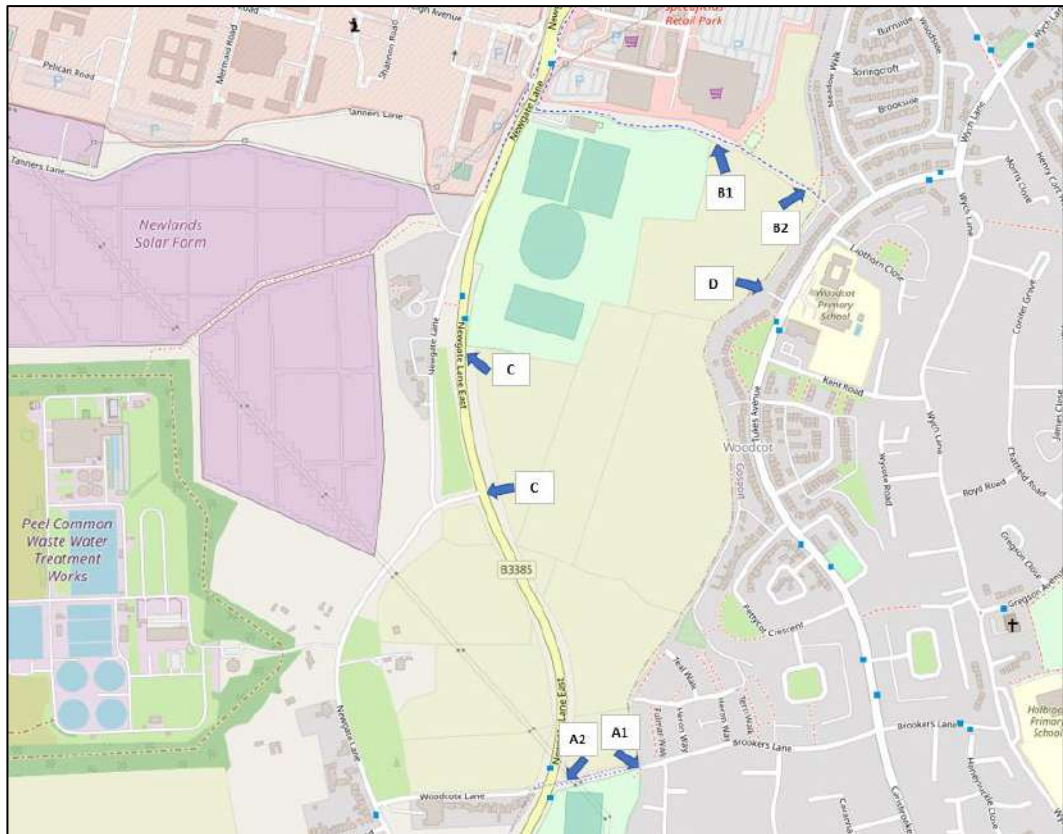
**Table 2.1: 2020 and 2021 Newgate Lane Cyclist Count**

Link / Direction		AM Peak		PM Peak		Daily	
		Weekday Average	7-Day Average	Weekday Average	7-Day Average	Weekday Average	7-Day Average
2020							
Northbound Cycleway	NB	8	8	15	12	124	113
	SB	11	9	8	7	103	94
Southbound Cycleway	NB	4	3	4	3	39	34
	SB	4	3	7	5	52	47
2021							
Northbound Cycleway	NB	8	7	12	10	112	101
	SB	9	7	9	8	100	90
Southbound Cycleway	NB	6	4	3	3	39	34
	SB	3	3	8	6	49	44

Assessment has been carried out to consider the likely future demand for walking and cycling from the site to key facilities and services. This considers the following routes:

- Route A1: Brookers Lane / Route A2: Woodcot Lane via Brookers Lane;
- Route B1: PROW (Western End) / Route B2: PROW (Eastern End);
- Route C: Newgate Lane East; and
- Route D: Tukes Avenue.

**Potential Walking and Cycling Routes:**



Source: Open Street Map

	Route A1	Route A2	Route B1	Route B2	Route C	Route D	Total Trips
	Brookers Lane	Woodcot Lane	PROW (West End)	PROW (East End)	Newgate Lane East	Tukes Avenue	
Walking Trips	204	52	44	109	35	291	735
Cycle Trips	7	3	4	8	4	17	42
Total Trips	211	54	48	117	39	307	777
% Trips	27%	7%	6%	15%	5%	40%	100%

*Considered across the day, the following demand profile is expected.*

	Route A1	Route A2	Route B1	Route B2	Route C	Route D	Total Trips
	Brookers Lane	Woodcot Lane	PROW (West End)	PROW (East End)	Newgate Lane East	Tukes Avenue	
07:00	9	2	2	5	2	14	34
08:00	27	7	6	15	5	39	99
09:00	16	4	4	9	3	23	59
10:00	15	4	3	8	3	22	55
11:00	13	3	3	7	2	19	47
12:00	13	3	3	7	2	19	47
13:00	10	3	2	6	2	15	38
14:00	17	4	4	9	3	25	62
15:00	28	7	6	16	5	41	103
16:00	19	5	4	11	4	28	71
17:00	22	6	5	12	4	32	81
18:00	20	5	5	11	4	29	74
Total	211	54	48	117	39	307	776

**2.9. Liaison with local user groups and wider public** (Large schemes only)

*At this stage, no consultation has been carried out with the public or key stakeholders. The planning application will be subject to formal statutory consultation which will enable residents, local stakeholders and businesses to comment on the scheme proposals.*



### 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

*There is an opportunity to provide footway / cycleway across the proposed roundabout with appropriate crossing facility including dropped kerbs, tactile paving and refuge island. T*

*To ensure the scheme is well connected to the local area and to promote sustainable transport modes of travel, opportunities to provide pedestrian and cyclist links to the east and south are identified.*

*Improvements to the existing route networks are identified to enhance the attractiveness and safety of opportunities for walking and cycling.*

*There are opportunities to provide improved connectivity in the urban areas and between the PROW network by creating good connections through the site.*

#### 3.2. Strategic Opportunities

*There are opportunities to provide pedestrian and cyclist links on to Newgate Lane East to the west, Tukes Avenue to the east, footpath / cyclepath to the north and Brookers Lane to the south through the Brookers Development site. Delivering a connected development area will provide wider opportunities to connect the local area.*

#### 3.3. Walking Specific Opportunities

*There is an opportunity to provide walking facility at the proposed roundabout with appropriate crossing facility including dropped kerbs and tactile paving. As shown in Pedestrian / cyclist access plan (**Image 2.6**), there are opportunities to provide access links at several locations along the site boundary to improve site's permeability with the surrounding area. Pedestrian link to the existing bus stops on Newgate Lane East can also be provided.*

*There are further opportunities such as to provide dropped kerbs and resurfacing etc, to improve the available walking routes as set out in the further detailed NMU audit that is provided as **Appendix A**.*

#### 3.4. Cycling Specific Opportunities

*There is an opportunity to provide cycle facility at the proposed roundabout with appropriate dropped kerbs and tactile paving. This cycleway will connect with the on-carriageway cycle route on the old Newgate Lane which heads north towards Fareham town centre.*

*As shown in Pedestrian / cyclist access plan (**Image 2.6**), there are opportunities to provide access links at several locations along the site boundary to improve site's permeability with the surrounding area.*

### **3.5. Horse-Riding Specific Opportunities**

*There are no horse-riding specific opportunities within the WCHAR study area.*

## 4. Walking, Cycling and Horse-Riding Assessment Team Statement

### Lead Assessor

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:	Tim Wall
Title/Position:	Partner
Organisation:	i-Transport LLP
Signature:	
Date:	07/01/2022

### 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.

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:	N/A
Title/Position:	N/A
Organisation:	N/A
Signature:	N/A
Date:	N/A

## **Appendix A – Non-Motorised User Audit**

# Technical Note

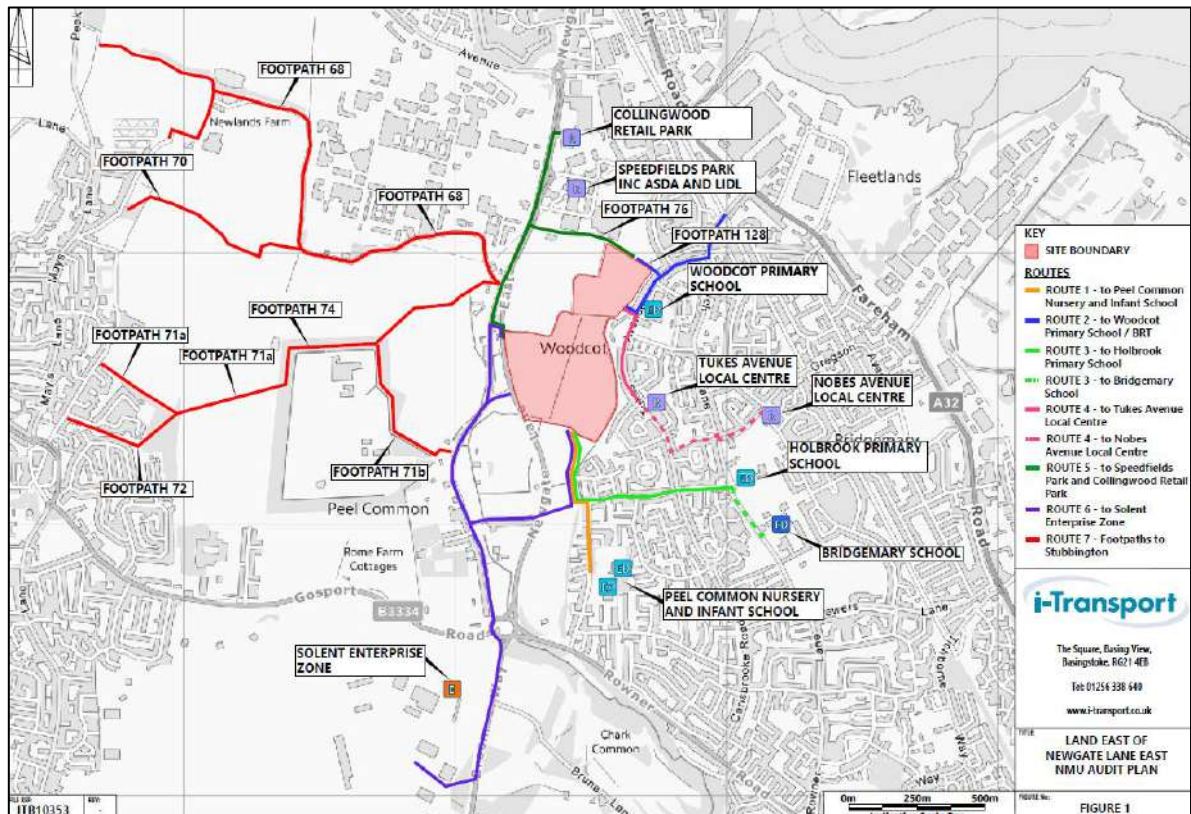
Project No: ITB13747  
 Project Title: Land East of Newgate Lane East, Fareham  
 Title: Non-Motorised User Audit  
 Ref: TW/PL/ITB10353-009a  
 Date: 24 January 2022

## SECTION 1 Introduction

1.1.1 This Technical Note (TN) has been prepared by i-Transport LLP in relation to a potential residential development site on land to the east of Newgate Lane East, Fareham. It presents a walking and cycling audit of the routes to the main destinations located near the site, also considering public transport facilities and horse-riding opportunities.

1.1.2 A total of seven walking and cycling routes to and from the site were included in the Audit. The destinations are shown in **Figure 1 (Image 1)**.

**Image 1: Location of Audited Routes (Extract of Figure 1)**



Source: i-Transport

1.1.3 These routes include:

- Route 1 – To Peel Common Nursery and Infant School;
- Route 2 – To Woodcot Primary School / BRT ;
- Route 3 – To Holbrook Primary School and Bridgemary School;
- Route 4 – To Tukes Avenue and Nobes Avenue Local Centres;
- Route 5 – To Speedfields Park and Collingwood Retail Park;
- Route 6 – To Solent Enterprise Zone; and
- Route 7 – Footpaths to Stubbington.

1.1.4 The audit is based on various site visits undertaken in October 2021 and January 2022.

1.1.5 The audit has been undertaken with reference to the five core principles, common to both pedestrians and cyclists, identified within the Department for Transport's (DfT) Local Transport Note (LTN) 1/04 'Policy, Planning and Design for Walking and Cycling' (2004), and the Chartered Institute of Highways and Transportation (CIHT) 'Designing for Walking' (March 2015) guidance. These principles are:

- **Convenience** – Networks should allow people to go where they want, as directly and with as little delays as possible, and with appropriate signage;
- **Accessibility** – Pedestrian and cycling routes should form a network linking trip origins and key destinations including public transport access points. There should be proper provision for crossing busy roads and other barriers. The needs of people with various types and degrees of disability should be taken into account;
- **Safety** – Infrastructure must be safe and be perceived to be safe. Maintenance plays an important part – surface defects should not be allowed to develop to the extent that they become a hazard and vegetation should be regularly cut back to preserve available width and sight lines;
- **Comfort** – Infrastructure should meet design standards for width, gradient, and surface quality etc., and cater for all types of user, including children and disabled people as appropriate. Dropped kerbs are particularly beneficially to users of wheelchairs, pushchairs and cycles, and tactile paving needs to be provided to assist visually impaired people; and
- **Attractiveness** – The walking and cycling environment should be attractive, interesting and free from litter, dog mess and broken glass.

1.1.6 LTN1/20 provides the Governments latest design guidance for cycling infrastructure. This identifies five core principles relevant to cycling routes, which closely reflect those identified above, comprising **Coherent, Direct, Safe, Comfortable and Attractive.**

- 1.1.7 A concept Masterplan for the development site demonstrating the potential pedestrian and cycle access points and integration to the local area is presented in **Appendix A**.
- 1.1.8 It should be noted that a range of improvement measures to a number of these routes are already agreed as part of the consented Brookers Lane Development (19/00516/OUT) to the south.
- 1.1.9 The Audit then considers the potential for further and additional measures to improve the pedestrian and cycle environment and to ensure active travel modes are prioritised and promoted in relation to the development of the site.

## SECTION 2      Route Audit

### 2.1      Route 1 – To Peel Common Nursery and Infant School

2.1.1      The Peel Common Nursery and Infant School is located around 900m south of the centre of the site and will be a key destination of potential future residents at the site. Whilst not the catchment schools, in reality residents of the development will have a choice of schools to access. **Table 2.1** presents the results of the Pedestrian and Cycle Audit for Route 1.

**Table 2.1: Audit of Route 1 – To Peel Common Nursery and Infant School**

Route 1: To Peel Common Nursery and Infant School	
Description of Route	<ol style="list-style-type: none"> <li>1. Leave the site and travel south through Brookers Lane Development, east on Brookers Lane and along The Drive using the footways on either side of the carriageway;</li> <li>2. Continue south along the footways parallel (either side) with The Drive towards Peel Common Nursery and Infant School.</li> </ol> <p>Distance from the site: c900m</p>
Convenience	<p>The proposed development will provide three points of pedestrian and cycle connection to the Brookers Lane development to the south which provides access to the existing footway on Brookers Lane and access to Woodcot Lane.</p> <p>A dropped kerb crossing with tactile paving is provided across The Drive, at the junction with Brookers Lane, which offers a safe crossing location to the footways located on the eastern side of The Drive (<b>Image 2</b>).</p> <p>Continuous, well-maintained footways are provided on each side of The Drive which route south towards Peel Common Nursery and Infant School. There is scope for this to be provided as a widened arrangement on the western side of The Drive to improve convenience.</p> <p>Along The Drive, dropped kerb crossings are provided across all of the minor arms (<b>Image 3</b>) whilst a dropped kerb crossing is provided across The Drive adjacent to the school (<b>Image 4</b>).</p> <p>Brookers Lane and The Drive are residential streets in nature and experience low traffic speeds and flows. On this basis, this route is suitable for on-carriageway cycling and provides a direct route towards Peel Common Nursery and Infant School for staff and parents cycling with children.</p>



Route 1: To Peel Common Nursery and Infant School	
Accessibility	<p>Good quality footways are provided on both sides of the carriageway which are generally 1.5m to 2.0m wide along Brookers Lane and The Drive. A dropped kerb crossing with tactile paving is provided across The Drive, at the junction with Brookers Lane, whilst dropped kerb crossings are provided across all of the minor arms along The Drive. A further dropped kerb crossing is provided across The Drive adjacent to the school.</p> <p>There is an absence of tactile paving at some side road junctions which make navigation by visually impaired people more difficult (Guillemot Gardens / Kittiwake Close / Avocet Walk / Bramble Way / Peel Common School)</p>
Safety	<p>The footways run parallel to The Drive, with footways provided on each side separated from the carriageway by a grass verge. There is scope to provide a widened footway on the western side of the Drive to enhance safety. Street lighting is provided along the entire length of the route and the route is residential in nature which offers natural surveillance for pedestrians.</p> <p>The speed limit is 30mph along the entire route, therefore, the slow traffic environment makes the routes suitable for on-road cycling.</p>
Comfort	<p>The footways along the route are hard surfaced and generally between 1.5m and 2.0m, allowing for comfortable use by pedestrians. The footways on either side of The Drive are separated from the carriageway by a grass verge which increases the distance between pedestrians and moving vehicles. There is scope to provide a widened footway on the western side of the Drive to enhance comfort. Dropped kerb crossings are provided across all of the minor arms along The Drive, however no tactile paving is present at various side road junctions (<b>Image 3</b>).</p> <p>The low traffic volume and speed environment allows the route to be comfortable for on-road cycling.</p>
Attractiveness	<p>Peel Common Nursery and Infant School can be accessed within easy walking distance from the site along this route. Furthermore, the footways are provided on either side of the Drive with appropriate crossings and are separated from the carriageway by a grass verge and street lit. The 30mph speed limit along the route provides a low speed traffic environment for pedestrians and cyclists.</p> <p>In summary, it is considered that this route is attractive for both pedestrians and cyclists.</p>

**Image 2: Brookers Lane / The Drive Dropped Kerb Crossing with Tactile Paving**



Source: i-Transport

**Image 3: Dropped Kerb Crossing Across Kittiwake Close along The Drive**



Source: i-Transport

**Image 4: Dropped Kerb Crossing Adjacent to Peel Common Infant School**



Source: i-Transport

**2.1.2** In summary, Route 1 generally meets the five core principles identified. The route is accessible with continuous wide, street-lit footways provided along the entire route. Dropped kerb crossings are provided across most junctions, with further provision provided across The Drive adjacent to the school. A feeling of safety is provided through the street lighting and the residential nature of the route, which provides natural surveillance for pedestrians. The footways provided along the route are smooth and hard surfaced which makes the routes comfortable for pedestrians and the slow speed traffic environment makes the route comfortable for on-road cycling. The footways along the Drive are also separated from the carriageway by a grass verge which are well maintained and therefore makes the route attractive for all users.

**2.1.3** There is potential to enhance the route by providing tactile paving at crossings where it is missing and by widening the western footway (these were recommendations of the Brookers Lane scheme).

### **Route 1 – Recommendations**

**2.1.4** To further improve the route, tactile paving could be provided across all of the minor arms along the Drive which would aid safe pedestrian movements for the visually impaired.

- a** The Drive / Guillemot Gardens – Addition of tactile paving to existing crossing
- b** The Drive / Kittiwake Close – Addition of tactile paving to existing crossing

- c The Drive / Avocet Walk – Addition of tactile paving to existing crossing
- d The Drive / Bramble Way – Addition of tactile paving to existing crossing
- e Addition of tactile paving on crossing to Peel Common School
- f Widening of footway on western side of The Drive to provide improved walking / cycling

**2.2 Route 2 – To Woodcot Primary School / BRT**

2.2.1 Woodcot Primary School in Tukes Avenue is a key destination for potential future residents of the site which is located to the east of the site as well as the BRT to the northeast of site in Henry Cort Way which provides frequent and direct public transport connection between Fareham and Gosport. The route future residents of the proposed site will use to access Woodcot Primary School and the BRT is described in **Table 2.2**.

**Table 2.2: Audit of Route 2 – To Woodcot Primary School and BRT**

Route 2: To Woodcot Primary School / BRT	
Description of Route	<ol style="list-style-type: none"> <li>1. A number of pedestrian access points are identified to be provided along the site’s northern and eastern boundary as shown in the concept Masterplan. Residents can leave the site from any one of these and head east towards Tukes Avenue, either using the PROW Footpath 76 (which is a footway / cycleway) or the service road.</li> <li>2. Woodcot Primary School is located to the east of Tukes Avenue. For BRT, route north along Tukes Avenue and Wych Lane along a continuous footway on Tukes Avenue and Whych Lane.</li> </ol> <p>Distance from the site: c500m</p>
Convenience	<p>The proposed development will provide pedestrian access points to the footpath 76/128 (<b>Image 5</b>) running along the site’s northern boundary and along the site’s eastern boundary (<b>Image 6</b>). This provides a traffic free segregated and hard bound footway / cycleway, allowing pedestrian and cycle movement between the site and Tukes Avenue and Newgate Lane.</p> <p>The footways on Tukes Avenue and Wych Lane can be accessed easily within a short distance from these access points. Wide well-lit footways are available on both sides along majority of the length. Footway is only available on western edge of Wych Lane as it approaches Henry Cort Way.</p> <p>Tukes Avenue and Wych Lane residential in nature and experience low vehicle speeds and volumes, and therefore offer a direct on-road cycling route.</p>
Accessibility	<p>The footways along both sides of the route are circa 1.5m to 2.0m wide. Dropped kerb crossings are provided across all of the minor arms along Tukes Avenue (<b>Image 7</b>) and Wych Lane. Some of the pedestrian crossings across Tukes Avenue are provided with dropped kerbs and tactile paving (<b>Image 8</b>), but these are absent at Laphorn Close, Meadow Walk and Morris Close. The improvement of these facilities will offer safe crossing point for pedestrians and those with visibility impairments accessing the school and the BRT network.</p>

Route 2: To Woodcot Primary School / BRT	
Safety	<p>The footways located on either side of these roads are street lit and are also overlooked by residential houses offering natural surveillance for pedestrians. Dropped kerb crossings are provided across all of the minor arms offering safe for pedestrians crossing points. As this route is residential in nature, along with build outs (<b>Image 8</b>) at various locations, slow vehicle speeds are experienced which makes it safe for on-carriageway cycling.</p> <p>The designated footway / cycleway on PROW 76 does not benefit from natural surveillance, but the route is well lit and is regularly used.</p> <p>The service road connecting Tukes Avenue to the site travels to the rear of properties and lacks surveillance and lighting. The surface is irregular.</p>
Comfort	<p>The footways along the entire road are hard surfaced, street lit and around 1.5m to 2.0m wide which offers a comfortable pedestrian route. The dropped kerb crossings allow pedestrians to cross the carriageway comfortably, but this could be improved by providing tactile paving at all crossing points.</p>
Attractiveness	<p>The route is attractive for pedestrians and cyclists to use with wide street lit footways provided along the entire route, and with part of the route forming a dedicated cycleway. The slow speed environment also makes this route attractive for on-carriageway cycling.</p>

**Image 5: Public Footpath and Cyclepath Along the Site’s Northern Boundary**



Source: i-Transport

**Image 6: Potential Pedestrian Access Along the Site's Eastern Boundary**



Source: i-Transport

**Image 7: Dropped Kerb Crossing Across Meadow Walk Along Tukes Avenue**



Source: i-Transport

**Image 8: Traffic Calming Build Out Along Tukes Avenue**



Source: i-Transport

- 2.2.2** In summary, Route 2 generally meets the five core principles identified. The route is accessible with continuous wide, street lit footways provided along the entire route. Dropped kerb crossings are provided across all of the minor arms, with dropped kerb crossing with tactile paving provided within the vicinity of the Woodcot Primary School. The northern PROW forms a dedicated and well maintained footway / cycleway. A feeling of safety is provided through the street lighting and the residential nature of the route, which provides natural surveillance for pedestrians. The footways provided along the route are smooth and hard surfaced which makes the routes comfortable for pedestrians and the slow speed traffic environment makes the route comfortable and attractive for on-road cycling.
- 2.2.3** There is a lack of lighting on the service road access and absence of tactile paving at various side road crossings presents some safety / convenience limitations.



### Route 2 – Recommendations

- 2.2.4 To further improve this route, tactile paving could be provided across all of the minor arms along Tukes Avenue and Wych Lane which would aid safe pedestrian movements for the visually impaired.
- 2.2.5 The following improvement opportunities are identified:
- a Tukes Avenue / Laphorn Close – Addition of tactile paving to existing crossing
  - b Tukes Avenue / Meadow Walk – Addition of tactile paving to existing crossing
  - c Tukes Avenue / Morris Close – Addition of tactile paving to existing crossing
  - d Improvement to the Service Road access to provide lighting and improved surfacing.

## 2.3 Route 3 – To Holbrook Primary School and Bridgemary School

2.3.1 Holbrook Primary School and Bridgemary School are key destinations for potential future residents of the site which is located to the southeast of the site. The route future residents of the proposed site will use to access these schools is described in **Table 2.3**.

**Table 2.3: Audit of Route 3 – To Holbrook Primary School and Bridgemary School**

Route 3: to Holbrook Primary School and Bridgemary School	
Description of Route	<ol style="list-style-type: none"> <li>1. Leave the site and travel south through Brookers Lane Development and route east along Brookers Lane using the footways on either side of the carriageway. Alternatively leave the site to the east towards Tukes Avenue and route south using the footways on Tukes Avenue;</li> <li>2. Continue east along Brookers Lane from its crossroad junction with Tukes Avenue and Carisbrooke Road;</li> <li>3. Cross Wych Lane towards Holbrook Primary School or head south along Wych Lane towards Bridgemary School.</li> </ol> <p>Distance from the site: c1km to 1.2km</p>
Convenience	<p>Existing footways are provided on either side of Brookers Lane along its entire length to Wych Lane which offers a direct route towards both schools. Dropped kerb crossings are provided across all of the junctions along the route, whilst some of the crossings are provided with tactile paving (<b>Image 9</b>), these are absent from some side road junctions. A wide dropped kerb crossing with tactile paving is provided across Wych Lane which offers a safe crossing point towards Holbrook School (<b>Image 10</b>). On the northern side of Brookers Lane opposite the Curve, the northern footway does not align to the footway east of the junction.</p> <p>Footways are provided on either side of Wych Lane to the south of Brookers Lane. This section of Wych Lane experiences slow traffic speeds and is therefore suitable for on-carriageway cycling, however a shared pedestrian / cycle way commences on the eastern side of the carriageway adjacent to Bridgemary School (<b>Image 11</b>). Opposite Totland Road, a wide dropped kerb crossing with tactile paving (<b>Image 12</b>) is provided across Wych Lane which offers a safe crossing point for all users towards Bridgemary School.</p>

Route 3: to Holbrook Primary School and Bridgemary School	
Accessibility	<p>The footways along Brookers Lane are circa 1.5m to 2.0m wide which continue on both sides of the carriageway towards Wych Lane. To the north of the Brookers Lane / Wych Lane junction a dropped kerb crossing with tactile paving is provided across Wych Lane to aid safe pedestrian movements towards Holbrook Primary School. There are a number of side roads where tactile pavements at crossings are absent, impacting the visually impaired (Heron Way / The Curve / Ventnor Road).</p> <p>To the south of Brookers Lane, footways are provided on either side of Wych Lane and route to Bridgemary School. Opposite Totland Road, a dropped kerb crossing with tactile paving is provided across Wych Lane which offers a safe crossing point for all users towards Bridgemary School.</p>
Safety	<p>The route is street lit along its entire length and is residential in nature which offers natural surveillance for pedestrians. The dropped kerb crossings provided along the route offer safe pedestrian crossing locations. The route also experiences low traffic speeds which makes it suitable for on-carriageway cycling, whilst a shared pedestrian / cycleway is provided along the school frontage. Traffic calming in the form of raised tables and speed cushions are provided along Wych Lane to control traffic speeds.</p>
Comfort	<p>The footways along the entire route are hard surfaced, street lit and vary in width between 1.5m and 2.0m. The dropped kerb crossings along Brookers Lane allows provides comfortable crossing locations for most users, however the route could improve by providing tactile paving at all of the dropped kerb crossings.</p>
Attractiveness	<p>The wide street lit footways and the provision of dropped kerb crossings makes this route attractive for pedestrians. The slow speed environment also makes the route attractive for cyclists to ride on the carriageway. Additionally, there is a provision of shared pedestrian /cycle way along some section of Wych Lane.</p>

**Image 9: Dropped Kerb Crossing with Tactile Paving Along Brookers Lane**



Source: i-Transport

**Image 10: Dropped Kerb Crossing with Tactile Paving on Wych Lane at Holbrook School**



Source: i-Transport

**Image 11: Shared Pedestrian / Cycle way Along Bridgemary School Frontage**



Source: i-Transport

**Image 12: Dropped Kerb Crossing with Tactile Paving on Wych Lane at Bridgemary School**



Source: i-Transport

2.3.2 In summary, Route 3 generally meets the five core principles identified. The route is accessible with continuous wide, street lit footways provided along the entire route. Dropped kerb crossings are provided across all of the minor arms with dropped kerb crossings with tactile paving provided adjacent to both Holbrook Primary School and Bridgemary School.

2.3.3 A feeling of safety is offered through the street lighting and the natural surveillance provided for pedestrians by the residential and commercial nature of the route. The footways along the route are smooth and hard surfaced which makes the routes comfortable for pedestrians and the slow speed traffic environment makes the route comfortable for on-road cycling.

### **Route 3 – Recommendation**

2.3.4 To further improve this route the following recommendations are made:

- Tactile paving could be provided at all of the dropped kerb crossings that currently do not provide this (Heron Way / The Curve / Ventnor Road).
- The footway at the crossing opposite The Curve should be realigned to provide a direct and continuous route for pedestrians travelling the northern side of Brookers Lane.
- New crossing provisions should be made at the Brookers Lane / Tukes Avenue / Carisbrooke Road junction

## 2.4 Route 4 – To Tukes Avenue and Nobes Avenue Local Centres

2.4.1 The Tukes Avenue Local Centre and Nobes Avenue Local Centre provide a number of smaller retail uses which potential future residents could use on a day to day basis. The route future residents of the proposed site will use to access these local centres is described in **Table 2.4**.

**Table 2.4: Audit of Route 4 – To Tukes Avenue and Nobes Avenue Local Centres**

Route 4: To Tukes Avenue and Nobes Avenue Local Centres	
Description of Route	<ol style="list-style-type: none"> <li>1. Leave the site to the east towards Tukes Avenue from the service road access or PROW 76;</li> <li>2. Route south along Tukes Avenue using the footway on either side of the carriageway towards the Tukes Avenue Local Centre;</li> <li>3. For the Nobes Avenue Local Centre, route further south along Tukes Avenue and route east using the unnamed road just south of Pettycot Crescent towards the Wych Lane / Gregson Avenue junction. Route east along Gregson Avenue towards the Nobes Avenue Local Centre.</li> </ol> <p>Distance from the site: c500m to 1km</p>
Convenience	<p>The footways on Tukes Avenue can be accessed easily within a short distance from the site’s eastern boundary. The connection to Tukes Avenue is either by the Service Road access or Brookers Lane.</p> <p>Wide well-lit footways are available on both sides of Tukes Avenue leading to the Tukes Avenue Local Centre. Pedestrian crossings across all of the minor arms along Tukes Avenue are provided with dropped kerbs as a minimum, whereas crossings across Tukes Avenue are provided with dropped kerbs and tactile paving along with build outs to aid pedestrians (<b>Image 13</b>).</p> <p>To the south of Pettycot Crescent, there is an access road with pedestrian footway linking Tukes Avenue with Wych Lane. Pedestrian crossings with dropped kerb and tactile paving with refuge islands are provided across on all three arms of the Wych Lane / Gregson Avenue mini roundabout (<b>Image 14</b>). There is a pedestrian crossing with dropped kerb and tactile paving across Nobes Avenue leading to the Nobes Avenue Local Centre.</p>
Accessibility	<p>The footways along the entire route vary between 1.5m and 2.0m in width. Dropped kerb crossings are provided across most of the junctions along the route, with dropped kerb crossings with tactile paving provided across all three arms of the Wych Lane / Gregson Avenue mini-roundabout and across Nobes Avenue which offer safe crossing locations for pedestrians. There is an absence of crossings at Osborne Crescent, Pettycot Crescent (and the service road opposite) and Nesbit Close.</p>

Route 4: To Tukes Avenue and Nobes Avenue Local Centres	
Safety	<p>The service road connecting the site to Tukes avenue is not well overlooked or street lit until Tukes Avenue.</p> <p>Continuous lit footways with dropped kerb crossing points across all junctions are provided along the entire route offering safe locations for pedestrians to cross the carriageways. The residential nature of the route provides natural surveillance for pedestrians. Despite of lack of dedicated cycle lanes/paths, the slow speed traffic environment along the route provides safe conditions for on-road cycling.</p> <p>Ponding was observed at the crossing on Whych Lane south of Gregson Avenue which inhibits safe use of the crossing in times of inclement weather.</p>
Comfort	<p>The footways along the entire route are hard surfaced and street lit which offers a comfortable pedestrian route. At the dropped kerb crossing with tactile paving on the southern arm of the mini-roundabout, ponding has been observed on the eastern side of Wych Lane (<b>Image 15</b>). Whilst this only occurs during inclement conditions, this will reduce the desirability of the crossing. The slow speed traffic environment makes it comfortable for on-road cycling.</p> <p>Ponding on footways was observed (<b>Image 16</b>), although this only occurs during inclement conditions.</p>
Attractiveness	<p>The wide street lit footways and the provision of dropped kerb crossings makes this route attractive for pedestrians. The slow speed environment also makes the route attractive for cyclists to ride on the carriageway.</p>



**Image 13: Crossing Facilities Adjacent to the Tukes Avenue Local Centre**



Source: i-Transport

**Image 14: Dropped Kerb with Tactile Paving Crossing Across Gregson Avenue**



Source: i-Transport

**Image 15: Ponding Across Pedestrian Crossing on Wych Lane**



Source: i-Transport

**Image 16: Ponding on Footway**



Source: i-Transport

2.4.2 In summary, Route 4 generally meets the five core principles identified. The route is accessible with continuous wide, street lit footways provided along the entire route. Dropped kerb crossings are provided across most of the minor arms along the pedestrian desire lines and dropped kerb crossings with tactile paving and refuge islands are provided across all arms of the Wych Lane / Gregson Avenue mini-roundabout, albeit the southern arm observed maintenance issues.

2.4.3 A feeling of safety is offered through the street lighting and the natural surveillance provided for pedestrians by the residential and commercial nature of the route. The footways along the route are smooth and hard surfaced which makes the routes comfortable for pedestrians and the slow speed traffic environment makes the route comfortable for on-road cycling.

#### **Route 4 – Recommendation**

2.4.4 The potential improvements identified for Route 4 are:

- Provision of tactile paving at existing crossing points on Tukes Avenue at Osborne Crescent, Pettycot Crescent (and the service road opposite) and Nesbit Close.
- Improvement of the southern crossing of the Wych Lane / Gregson Avenue mini-roundabout to address ponding issues
- Maintenance works of footway on Tukes Avenue to address ponding issues.

**2.5 Route 5 – To Speedfields Park and Collingwood Retail Park**

2.5.1 The Speedfields Park and Collingwood Retail Park are located to the north of the site and will be key destinations of potential future residents at the site. **Table 2.5** presents the results of the Pedestrian and Cycle Audit of the routes to these destinations.

**Table 2.5: Audit of Route 5 – To Speedfields Park and Collingwood Retail Park**

<b>Route 5: To Speedfields Park and Collingwood Retail Park</b>	
Description of Route	<ol style="list-style-type: none"> <li>1. Future residents of the site can use the new proposed pedestrian access at the north-western corner of the site to join the existing footways on Newgate Lane East and route west towards the old Newgate Lane and bus stops.</li> <li>2. Route north along the old Newgate Lane using the footway provided on the western side of the carriageway and join the shared footway / cycleway provided at Newgate Lane. Alternatively, leave the site to the north (PROW 76) and join the shared footpath /cyclepath running along the site’s northern boundary and route west to join Newgate Lane.</li> <li>3. Route north along Newgate Lane East using the shared footway / cycleway provided on either side of the carriageway towards Speedfields Park and Collingwood Retail Park, both of which are on the eastern side of the road, and onwards to Fareham Town Centre.</li> </ol> <p>Distance from the site: c1km to 1.2km</p>
Convenience	<p>The proposed pedestrian access points will provide direct connections with the existing footways on Newgate Lane East and with the public footpath / cyclepath (<b>Image 17</b>) on the northern boundary of the site. The existing footways and footpaths are wide and well lit. The pedestrian crossing across Newgate Lane East is provided with dropped kerbs and tactile paving with refuge island (<b>Image 18</b>). There is a provision of signal-controlled crossing across Newgate Lane East (<b>Image 19</b>) further north just before its junction with HMS Collingwood access, whereas crossings across all of the minor arms along the route are provided with dropped kerbs and tactile paving.</p>
Accessibility	<p>The footways along the route are circa 2.0m in width whereas the shared foot / cycleways are circa 3.0m in width. Dropped kerb crossings with tactile paving are provided across all of the junctions along the route and a signal-controlled crossing is provided across Newgate Lane East (at HMS Collingwood) which offers safe crossing locations for pedestrians and cyclists.</p>

<b>Route 5: To Speedfields Park and Collingwood Retail Park</b>	
Safety	Continuous wide footways and shared foot / cycleways are provided along the entire route and are street lit. The dropped kerb crossing points across all of the junctions offer safe locations for pedestrians to cross the carriageway, whereas signalised toucan crossing is provided across Newgate Lane facilitating cyclists. Appropriate road signages and tactile hazard warning paving are provided for cyclists and pedestrians along the entire route to ensure safety.
Comfort	The footways along the entire route are hard surfaced and street lit which offer a comfortable route for all users. The provision of dedicated cycling facilities along this route makes cycling attractive to these destinations. Along the old Newgate Lane which is a designated cycle route, the low traffic volume and speed environment allows the route to be comfortable for on-road cycling. The transition between on-road / off-road and shared / segregated cycle routes are clearly marked, and sign posted.
Attractiveness	The majority of this route has been recently built and the footways and shared foot / cycleways are provided with high quality crossing facilities with dropped kerbs and tactile paving. Provisions for cyclists in the form of either shared or segregated routes are provided along most of this route. These make the route well attractive to both pedestrians and cyclists.

**Image 17: Public Footpath / Cycle Running Along the Site’s Northern Boundary**



Source: i-Transport

**Image 18: Refuge Island crossing across Newgate Lane East**



Source: i-Transport

**Image 19: Signal Controlled Crossing Across Newgate Lane (HMS Collingwood)**



Source: i-Transport

2.5.2 In summary, Route 5 generally meets the five core principles identified. The route is accessible with continuous wide, street lit footways provided along the entire route. There are dedicated cycle routes along majority of the route. Dropped kerb crossings with tactile paving are provided across all of the minor arms with signal-controlled toucan crossing across Newgate Lane East just to the south of its junction with HMS Collingwood access.

2.5.3 A feeling of safety is offered through the street lighting and wide pedestrian and cyclist routes with appropriate crossing points and signages. The footways and cycleways along the route are smooth and hard surfaced which makes the route comfortable for pedestrians and cyclists. The low volume and slow speed traffic environment make the old Newgate Lane comfortable for on-road cycling.

#### **Route 5 – Recommendation**

2.5.4 To connect to the adjoining network, two direct links from the site are proposed:

- North to PROW76 which forms the northern site boundary
- West to the Newgate Lane East bus stops by providing dedicated pedestrian connection

2.5.5 Beyond the site, the route is generally of high quality and no essential improvements measures are identified. The following recommendations are made:

- Improved wayfinding should be considered to accommodate the new connections
- More frequent / clearer markings on the footpath / cyclepath running along site's northern boundary should be considered to identify walking and cycling sides.
- Overgrowing vegetation on PROW 76 should be removed to improve the safety / accessibility of the existing footway / cycleway

## 2.6 Route 6 – To Solent Enterprise Zone

2.6.1 The Solent Enterprise Zone is located to the south of the site and will be key destination of potential future residents at the site for employment and provides a route beyond this to Lee on Solent. **Table 2.6** presents the results of the Pedestrian and Cycle Audit of route of Route 6.

**Table 2.6: Audit of Route 6 – To Solent Enterprise Zone**

Route 6: To Solent Enterprise Zone	
Description of Route	<ol style="list-style-type: none"> <li>1. Future residents of the site can use the footway / cycleway along the proposed new roundabout site access junction to head west and join the existing footway provided on the west side of the old Newgate Lane, which also forms part of the signed cycle network.</li> <li>2. Alternatively, residents can route south through Brookers Lane Development and join Brookers Lane and route west towards Old Newgate Lane via Woodcote Lane, crossing Newgate Lane East.</li> <li>3. Route south using the footway along the old Newgate Lane and Broom Way across Peel Common Roundabout towards Solent Enterprise Zone and beyond to Lee on Solent.</li> </ol> <p>Distance from the site: c2km</p>
Convenience	<p>The proposed access roundabout at Newgate Lane East will include a shared footway/cycleway and a crossing facility with dropped kerbs, tactile crossing and refuge island.</p> <p>The shared footway/cycleway will lead to the old Newgate Lane which has a lit footway on west side of the carriageway (<b>Image 20</b>). As shown in <b>Image 20</b>, the footway would benefit from regular maintenance of the hedgerow along its edge.</p> <p>A pedestrian and cyclist crossing facility with dropped kerb, tactile paving and refuge island is provided between Brookers Lane and Woodcote Lane across Newgate Lane East (<b>Image 21</b>). This takes the form of a refuge island crossing.</p> <p>To the south, Peel Common Roundabout has signal controlled crossing facilities across all arms of the junction (<b>Image 22</b>). Shared footway / cycleways are provided along the western edge of the carriageway or Broom Way leading to the Solent EZ.</p>



Route 6: To Solent Enterprise Zone	
Accessibility	<p>The majority of the footways along the route are circa 2.0m in width whereas the shared foot / cycleways are circa 3.0m in width. Dropped kerb crossings are provided across most minor arms along the old Newgate Lane (apart from Albert Road and the wastewater treatment works access) and crossings (refuge island) are provided across Newgate Lane East. Signal controlled pedestrian and cyclist crossings are provided on all arms of the Peel Common Roundabout.</p>
Safety	<p>Continuous wide footways and shared foot / cycleways are provided along majority of the route and are street lit.</p> <p>The footway on the western side of Newgate Lane should be subject to vegetation clearance to reinstate the full footway width.</p> <p>Woodcote Lane between the old Newgate Lane and Newgate Lane East lacks footway, however, it serves only a small number of residential properties and experiences low traffic, therefore, the road is safe for pedestrians and cyclists operating as a shared surface.</p> <p>The dropped kerb crossing points along the route offer safe locations for pedestrians / cyclists to cross the carriageway albeit there is potential for the existing crossing of Newgate Lane East at Brookers Lane to be upgraded, and improved crossings at Albert Road and the Water Treatment works access.</p>
Comfort	<p>The footways along the entire route are hard surfaced which offer a comfortable pedestrian route for all users. Along the old Newgate Lane which is a designated cycle route, the low traffic volume and speed environment allows the route to be comfortable for on-road cycling. To the south of Peel Common Roundabout shared footway / cycleway is provided.</p>
Attractiveness	<p>Standard 2.0m wide footways and 3.0m wide shared foot/ cycleways are available along majority of the route. The entire route is hard surfaced and is provided with dropped kerb crossings on most minor arms along the old Newgate Lane and dropped kerb crossings with tactile paving across the old Newgate Lane and Newgate Lane East. Signal controlled crossings are provided at Peel Common Roundabout. These make the route well attractive to both pedestrians and cyclists.</p>

Image 20: Footway Along the old Newgate Lane



Source: i-Transport

Image 21: Dropped Kerb Crossing with Tactile Paving Across Newgate Lane East



Source: i-Transport

**Image 22: Signal Controlled Crossing at Peel Common Roundabout**



Source: i-Transport

**2.6.2** In summary, Route 6 generally meets the five core principles identified. The route is accessible with continuous wide, street lit footways and is a designated cycle route. A shared footway / cycleway is available to the south of Peel Common Roundabout with on-road cycling designated to the north. Crossing facilities in the form of dropped kerb with tactile paving crossings (uncontrolled) and signal controlled crossing are available along the route providing safe crossing locations.

**2.6.3** The footways and cycleways along the route are smooth and hard surfaced which makes the route comfortable for pedestrians and cyclists. The low volume and slow speed traffic environment make the old Newgate Lane comfortable for on-road cycling.

### **Route 6 – Recommendation**

**2.6.4** The potential improvements identified for Route 6 comprise:

- Provision of tactile paving at the crossings across minor arms along the old Newgate Lane at Albert Road and the Water Treatment Works Access
- Vegetation removal along the footway on the western side of Newgate Lane
- Consideration to upgrading the refuge island crossing facility of Newgate Lane East at Brookers Lane

## 2.7 Route 7 – Footpaths to Stubbington

2.7.1 Footpaths 74 / 71a / 72 and footpaths 68 / 70 providing direct routes to Stubbington have been reviewed as part of the Audit. These are shown as Route 7 within **Figure 1**, extract provided as **Image 1**. **Table 2.7** presents the review of these routes.

**Table 2.7: Audit of Route 7 – To Solent Enterprise Zone**

<b>Route 7: Footpaths to Stubbington</b>	
Description of Route	<ol style="list-style-type: none"> <li>1. Future residents of the site can route north from pedestrian access at north-western corner of the site and cross Newgate Lane East to the west. Travel north along Newgate Lane for approximately 100m and Footpaths 68 (<b>Image 23</b>) and 74 (<b>Image 24</b>) can be accessed to the west of Newgate Lane.</li> <li>2. Alternatively, Footpath 74 can also be accessed by routing west across the proposed Newgate Lane East roundabout and southwest along Newgate Lane for 300m and using Footpath 71b.</li> <li>3. To the west, Footpath 68 links with Footpath 70 (<b>Image 25</b>) and Footpath 74 links with Footpaths 71a (<b>Image 26</b>) and 72 (<b>Image 27</b>) and route towards Stubbington.</li> </ol>
Convenience	<p>Footpaths 68 and 74 are located within a short walking distance from the site. These footpaths provide connections with further Footpaths 70, 71a and 72 to the west. These footways provide the most direct and shortest walking routes of between 2 to 3km from the development site to Stubbington.</p> <p>More frequent footpath signage would make these routes more convenient for the users and more easily navigable.</p>
Accessibility	<p>The proposed development will provide a pedestrian link to the northwest of the site and an access roundabout which will ensure that these footpaths are easily accessible from the site. To the north, there is an existing crossing facility whilst to the south, the proposed roundabout will include appropriate crossing facilities with dropped kerbs and tactile paving.</p> <p>The surfacing of the Footpath varies, with hardbound surfacing for Footpath 68 and Footpath 72, which is in reasonable condition and enables all users, whereas Footpaths 70, 74, 78 and 71A comprise unmade paths, across or adjoining agricultural fields and present difficulties for the mobility impaired. All of these paths are unlit which would limit night-time usage.</p>

Route 7: Footpaths to Stubbington	
Safety	The majority of the routes are free of traffic. Whilst it is noted footpath 68 is shared with a minor road, the volume of traffic was observed to be very low and is not considered to be a safety issue. The footpaths were lacking streetlights which may be seen an unsafe during night times, however, this is commensurate with the rural/countryside nature of these footpaths.
Comfort	Footpath 68 ( <b>Image 23</b> ) is hard surfaced which offers a comfortable pedestrian route for all users whereas Footpath 72 provides a part made surface. The remaining routes run through fields and are not hard surfaced and using these routes during wet weather/unfavourable conditions may not be comfortable.
Attractiveness	These footpaths provide direct pedestrian routes to Stubbington as well as useful leisure walking routes. Therefore, these has potential to be attractive for future residents. However, it is anticipated that some may defer from using these routes during wet weather/unfavourable conditions and at night.

**Image 23: Footpath 68**



Source: i-Transport

**Image 24: Footpath 74**



Source: i-Transport

**Image 25: Footpath 70**



Source: i-Transport

**Image 26: Footpath 71a**



Source: i-Transport

**Image 27: Footpath 72**



Source: i-Transport

- 2.7.2 In summary, the footpaths identified will be easily accessible from the development site once the proposed roundabout and pedestrian link are delivered and will provide direct walking routes to Stubbington. The existing footways leading to these footpaths are hard surfaced and lit.
- 2.7.3 The majority of the Footpaths themselves are not hard surfaced and lack lighting which will limit their utility in times of poor weather and night-time hours and presents some accessibility limitations.

#### **Route 7 – Recommendation**

- 2.7.4 It is identified that these footpaths would benefit from more frequent signages along the route



## SECTION 3 Summary

- 3.1.1 The Audit identifies that, due to the existing urban location, the existing local infrastructure generally meets the key principles common to both pedestrians and cyclists, outlined within the Department for Transport's (DfT) Local Transport Note (LTN) 1/04 Policy and LTN1/20.
- 3.1.2 Route 1 connects the site to Peel Common Nursery and Infant School and provides a safe, convenient and generally attractive connection. Footways which are separated from the carriageway by grass verge and dropped kerb crossings are provided along the entire route, and the slow speed traffic environment is suitable for on-road cycling.
- 3.1.3 Routes 2 leads to Woodcot Primary School and BRT and Route 3 leads Holbrook Primary School and Bridgemary School. These offer continuous wide, street lit footways along the entire route with appropriate crossings provided at the pedestrian desire lines. The presence of street lighting and the residential nature of the route, which provides natural surveillance, make the routes feel safe. The footways provided along the route are smooth and hard surfaced which makes the routes comfortable for pedestrians and the slow speed traffic environment makes the route comfortable and attractive for on-road cycling.
- 3.1.4 Route 4 connects the site to the local centres in Tukes Avenue and Nobes Avenue. It offers continuous wide, street lit footways provided along the entire route. Dropped kerb crossings are provided across all of the minor arms along the pedestrian desire lines and dropped kerb crossings with tactile paving and refuge islands across all minor arms at the Wych Lane/Gregson Avenue mini-roundabout.
- 3.1.5 Route 5 provides pedestrians and cyclists routes to Speedfields Park and Collingwood Retail Park. Dropped kerb crossings with tactile paving are provided across all minor arms as well as signal-controlled toucan crossing across Newgate Lane East to the south of its junction with HMS Collingwood access. Road markings, signages and tactile hazard warning paving are provided to indicate cyclists' provision. The old Newgate Lane is safe and attractive for on-road cycling due to low volume and slow traffic speed.
- 3.1.6 Route 6 provides wide and well-lit footways and crossing points along majority of the route. Woodcote Lane lacks footways but observes very low traffic volumes and speeds, making it safe for pedestrian and cyclists to travel on road. The old Newgate Lane is designed cycle route (on-road) whereas, shared footway / cycleway is available to the south of Peel Common Roundabout south towards Solent EZ and Lee on Solent.

3.1.7 There is network of Public Right of Way Footpaths available to the west of the site across Newgate Lane East and Newgate Lane within short walk from the site. These provide direct pedestrian routes to Stubbington and can also be used as enjoyable leisure walking routes. Whilst Footpath 68 is hard surfaced, the remainder of the footpaths are generally unmade and unlit, which will limit their attractiveness to some users during wet weather / unfavourable conditions.

3.1.8 Overall, these routes provide convenient, accessible, safe, comfortable and attractive options for pedestrians and cyclists to utilise and are likely to be well used by residents of the scheme.

3.1.9 A range of improvements has been identified to enhance the accessibility and attractiveness of these routes. Some of these improvements were identified as part of the consented Brookers Lane Development to the south, whilst other recommendations identify further enhancements that could be achieved.

## 3.2 Route Recommendations

3.2.1 The following enhancements are recommended, shown on the following drawings (part of the TA):

- Drawing ITB10353-GA-300 Pedestrian and Cycle Improvements – Route 1
- Drawings ITB10353-GA-301-302 Pedestrian and Cycle Improvements – Route 2
- Drawings ITB10353-GA-303-304 Pedestrian and Cycle Improvements – Route 3
- Drawings ITB10353-GA-305-307 Pedestrian and Cycle Improvements – Route 4
- Drawings ITB10353-GA-308-310 Pedestrian and Cycle Improvements – Route 5
- Drawings ITB10353-GA-311-315 Pedestrian and Cycle Improvements – Route 6

### Route 1

- The Drive / Guillemot Gardens – Addition of tactile paving to existing crossing
- The Drive / Kittiwake Close – Addition of tactile paving to existing crossing
- The Drive / Avocet Walk – Addition of tactile paving to existing crossing
- The Drive / Bramble Way – Addition of tactile paving to existing crossing
- Addition of tactile paving on crossing to Peel Common School
- Widening of footway on western side of The Drive to provide improved walking / cycling

### Route 2

- Tukes Avenue / Laphorn Close – Addition of tactile paving to existing crossing
- Tukes Avenue / Meadow Walk – Addition of tactile paving to existing crossing
- Tukes Avenue / Morris Close – Addition of tactile paving to existing crossing
- Improvement to the Service Road access to provide lighting and improved surfacing.

### Route 3

- Tactile paving could be provided at all of the dropped kerb crossings that currently do not provide this (Heron Way / The Curve / Ventnor Road).
- The footway at the crossing opposite The Curve should be realigned to provide a direct and continuous route for pedestrians travelling the northern side of Brookers Lane.
- New crossing provisions should be made at the Brookers Lane / Tukes Avenue / Carisbrooke Road junction

### Route 4

- Provision of tactile paving at existing crossing points on Tukes Avenue at Osborne Crescent, Pettycot Crescent (and the service road opposite) and Nesbit Close.
- Improvement of the southern crossing of the Wych Lane / Gregson Avenue mini-roundabout to address ponding issues
- Maintenance works of footway on Tukes Avenue to address ponding issues.

### Route 5

- Delivery of direct links from the site to the adjoining infrastructure at PROW 76 and west to the Newgate Lane East bus stops
- Improved wayfinding should be considered to accommodate the new connections
- More frequent / clearer markings on the footpath / cyclepath running along site's northern boundary should be considered to identify walking and cycling sides.
- Overgrowing vegetation on PROW 76 should be removed to improve the safety / accessibility of the existing footway / cycleway

### Route 6

- Provision of tactile paving at the crossings across minor arms along the old Newgate Lane at Albert Road and the Water Treatment Works Access
- Vegetation removal along the footway on the western side of Newgate Lane
- Consideration to upgrading the refuge island crossing facility of Newgate Lane East at Brookers Lane

### Route 7

- More frequent signages along the route