Swordfish Business Park, Solent Airport, Fareham

Walking, Cycling and Horse-Riding Assessment and Review

November 2026

Fareham Borough Council

paulbasham associates

Transport Planning | Travel Planning | Civil & Structural Engineering

COMMERCIAL DEVELOPMENT
SWORDFISH BUSINESS PARK
SOLENT AIRPORT, FAREHAM

WALKING, CYCLING AND HORSE-RIDING ASSESSMENT AND REVIEW

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WALKING, CYCLING AND HORSE-RIDING ASSESSMENT AND REVIEW

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1. INTRODUCTION

1.1 This Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) has been prepared by Paul Basham Associates on behalf of Fareham Borough Council to support a planning application for development of land for employment uses and buildings within use classes E(g)(ii), E(g)(iii), B2 and B8 (up to a maximum of 56,559sq.m.), and ancillary uses at Daedalus, Fareham, and full consent for alterations and improvements to the principal point of vehicular site access off Gosport Road; realignment of existing access road, and construction of the first phase of the spine road and site access, as well as ancillary works at Solent Business Park, Solent Airport in Fareham. The indicative site location is shown in **Figure 1**.



Figure 1: Indicative Site Location

1.2 The proposed scale of the development is classified as a large scheme as defined within Table 5.1 of HCC TG19.

1.3 Paul Basham Associates have prepared a Transport Assessment (TA) and Framework Travel Plan (TP) in addition to this WCHAR. These reports detail and review the site's accessibility, trip generators, Personal Injury Accident (PIA) data, development proposals, trip generation and junction capacity assessments. Therefore, this WCHAR should be read in conjunction with those documents to provide full context to all highways aspects of this application.

1.4 The scope of the highways input required for this application has been discussed at length with Hampshire County Council (HCC) highways officers through pre-application consultations. The routes

for this WCHAR have been agreed with HCC prior to producing this report, with the routes to the following destinations reviewed:

- Stubbington centre
- Carisbrooke Road
- Spitfire Way (Faraday Business Park)
- Daedalus Drive (residential area)
- Queen Elizabeth Platinum Jubilee Park

1.5 An additional route was added to the WCHAR scope, comprising of East House Avenue and Southways, following inclusion of a secondary non-vehicle access point into the site.

1.6 The routes undertaken for this WCHAR are shown in **Figure 2.**

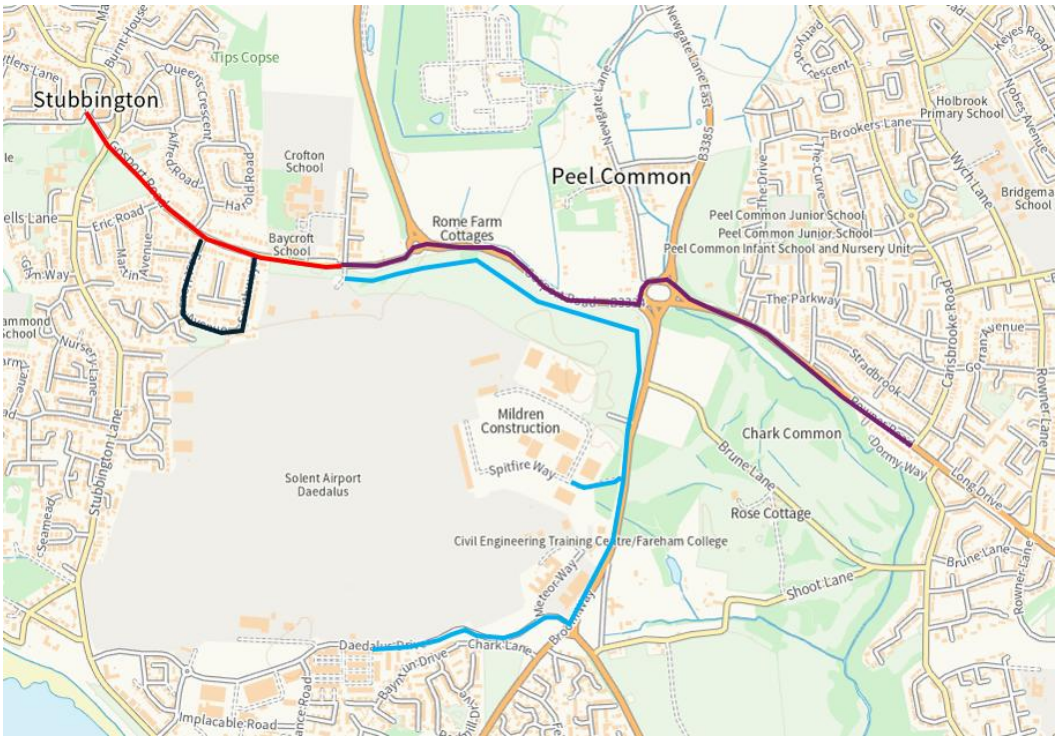


Figure 2: Routes Assessed within the WCHAR

1.7 A site visit was conducted on 6th August 2026 to ensure this WCHAR was completed in accordance with HCC's Technical Guidance Note 19 (TG19).

2. WALKING, CYCLING & HORSE-RIDING REVIEW ASSESSMENT

Review of Policies and Strategies

2.1 Various documents have been considered as part of the development proposals and this assessment, as detailed within the submitted Transport Assessment (TA) and Travel Plan (TP). However, the following documents have been considered as part of this WCHAR assessment:

- National Planning Policy Framework (NPPF)
- Department for Transport (DfT) Inclusive Mobility
- Design Manual for Roads and Bridges (DMRB) GG142
- Active Travel England Standing Advice Note (2024)
- Active Travel England Toolkit
- Healthy Streets Design Check
- HCC TG19
- HCC TG10
- Fareham Local Cycling and Walking Infrastructure Plan (LCWIP)
- Gosport Local Cycling and Walking Infrastructure Plan (LCWIP)

2.2 These documents are reference where appropriate throughout this report.

Healthy Streets

2.3 The Healthy Streets assessment has 10 key indicators which focus on people's experience and needs on all streets. These indicators have been considered along the routes within this WCHAR to understand where improvements could be made to ensure people can have a better experience along the routes, making them more likely to utilise them.

Collision Data

2.4 To establish any road safety patterns or concerns surrounding the site, Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for the most recently available five-year period (01.01.2021 – 31.12.2025). The PIA data scope and location of the accidents is shown in **Figure 3**.

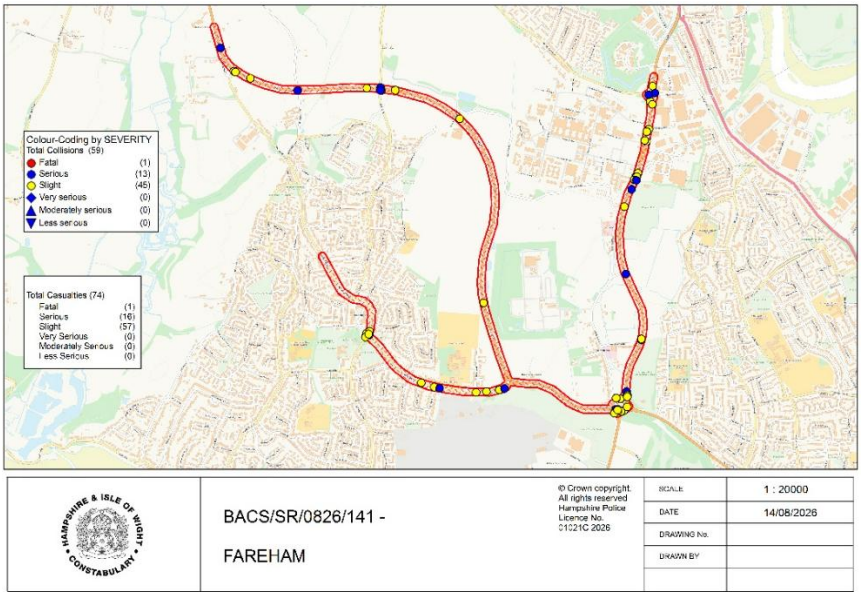


Figure 3: Personal Injury Accident Data

2.5 In total there were 59 recorded accidents over the latest 5-year period. Of these accidents 45 were classified as slight, 13 as serious and 1 as fatal.

2.6 The PIA data is reviewed in detail in the accompanying TA, nonetheless, no issues with the road layout, junction design or surface were identified and it is not anticipated that the proposed development would exacerbate any road safety concerns.

Multi-Modal Transport Services and Interchange Information

2.7 The closest bus stops to the site are in the immediate vicinity of the site access, known as 'Marks Road'. Both the east and westbound stops are provided with a flagpole, timetable and markings on the floor. The eastbound stop also comprises a sheltered area. Both stops are served by the First Bus service no.21, which operates every 90 minutes between 1000 – 1500 Monday – Friday.

2.8 An additional service is available from Stubbington Village Centre, accessible via a 15- minute walk from the site access. This service is the First bus route no.5 which operates Monday – Sunday between Gosport and Fareham. The Monday – Saturday service operates every 30 minutes, whilst the Sunday service operates hourly.

2.9 The closest train station is Fareham, a circa 20-minute cycle from the proposed site. Similarly, the station is accessible via bus service no.5 from Stubbington Village Centre, with the bus stops almost directly outside the train station.

2.10 Fareham train station provides frequent services between Portsmouth and Southampton (circa 3no. trains per hour to each destination) as well as trains to London Waterloo, London Victoria and Brighton

amongst others. The station is equipped with 266no. cycle storage spaces within a sheltered bike hub as well as 154no. car parking spaces and a taxi rank located directly outside.

Trip Generators

2.11 The site is within proximity to the surrounding residential areas of Stubbington and Hill Head, as summarised within the Transport Assessment. These areas are within a 2km walk from the site, illustrating that the proposed development is well located in relation to the existing residential areas, making walking and cycling to and from the site a realistic expectation.

2.12 Further to this, there are a range of amenities within a 500m range of the site access onto Gosport Road, as shown within **Table 1**.

Amenity	Distance from Site Access
Queen Elizabeth II Platinum Jubilee Park	30m
Marks Road Bus Stop (Westbound)	45m
Marks Road Playground	80m
Marks Road Bus Stop (Eastbound)	100m
Crofton Secondary School	220m
Baycroft School Bus Stop (Westbound)	220m
Baycroft School Bus Stop (Eastbound)	250m

Table 1: Amenities Within 500m of Site Access

Liaison with Key Stakeholders

2.13 Engagement has been undertaken with HCC throughout the pre-application process, as well as continued communication with the client to ensure that key stakeholders are informed of the application progress.

Walking, Cycling and Horse-Riding Survey Data

2.14 No recorded walking, cycling and horse-riding survey data is available, and it is not considered necessary to collect any at this time.

Liaison with Local User Groups and Wider Public

2.15 A public consultation event was advertised to local residents and businesses, prior to the submission of the planning application. The consultation event occurred on the 21st July 2026.

3. EXISTING PEDESTRIAN, CYCLIST AND EQUESTRIAN FACILITIES – ROUTE TO STUBBINGTON

3.1 Stubbington Village centre is accessible from the proposed development via:

- Gosport Road
- Stubbington Green

Pedestrian Infrastructure

3.2 The existing pedestrian infrastructure has been reviewed in line with pedestrian guidance to determine if there are any deficiencies in the infrastructure that would reduce the likelihood of pedestrians using these routes, thus making walking less attractive. The assessment is shown in **Figure 4**.

- Green – footway provision is 2m or greater with suitable crossing points
- Amber – footway provision is between 1.8m and 2m (with localised pinch points under 1.8m), potentially missing tactile paving
- Red – footway provision is under 1.5m for longer lengths than 10m or has other deficiencies

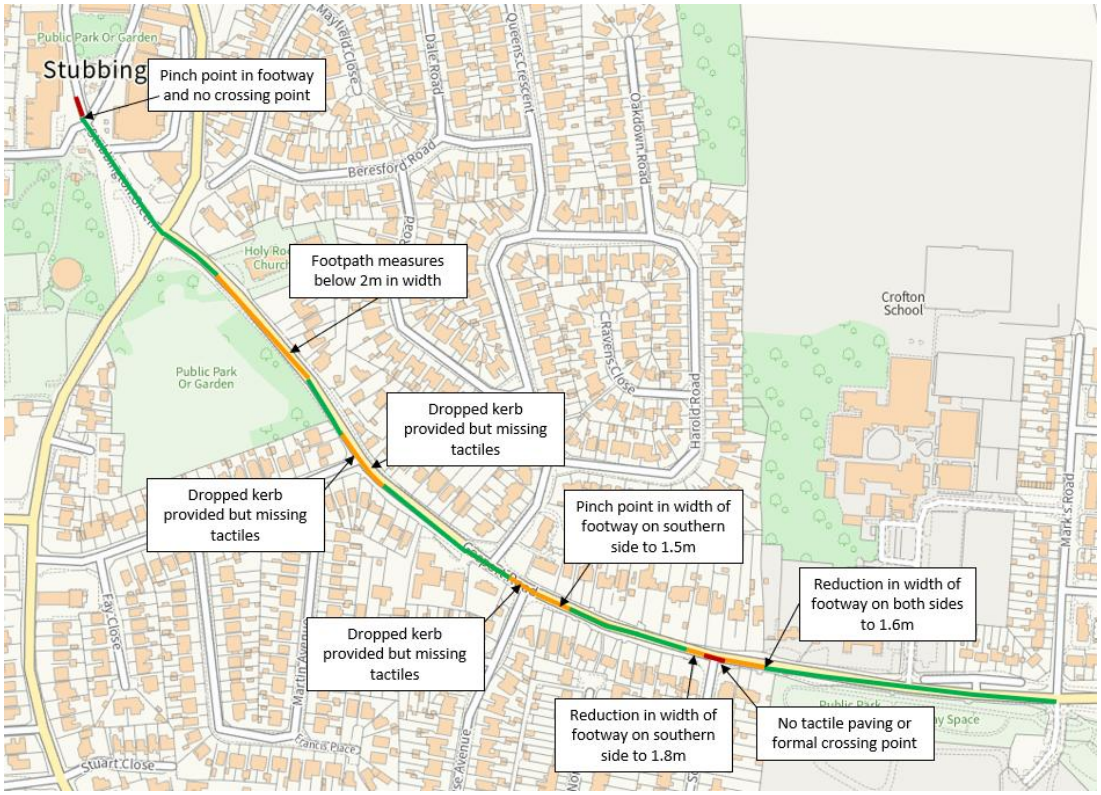


Figure 4: Route to Stubbington

Green Routes

3.3 All green routes meet or exceed the pedestrian infrastructure requirements set out in HCC TG10 and Inclusive Mobility. The infrastructure in question includes dropped kerbs and tactile paving at crossing points to support safe crossing for those with visual impairments, as well as footways measuring 2m

wide to allow for 2 wheelchairs passing. Therefore, no improvements are required or proposed along these sections.

Amber Routes

3.4 For approximately 37m along Gosport Road (5m east of the Southways/ Gosport Road junction) the footway along the northern and southern sides of the carriageway reduces to 1.6m. On the northern side, the northern carriageway is equipped with a bus layby, thereby reducing the width of the road, whilst on the southern side third party ownership (i.e. garden walls) create a pinch point. Existing conditions of this are shown within **Photograph 1**.



Photograph 1: Existing Conditions of Footway on Gosport Road

3.5 Approximately 8m west of the Southways/ Gosport Road junction, there is a small pinch point in the southern footway where the footway reduces to 1.8m, with a bollard blocking the pathway. The pinch point, paired with the bollard means that this section of the footway is not in line with Inclusive Mobility guidance. This is shown within **Photograph 2**.



Photograph 2: Reduction of Footway Width on Gosport Road

3.6 Similarly to Segment 3, there is a brief pinch point along Gosport Road, approximately 25m east of the East House Avenue/ Gosport Road junction, wherein the footway reduces in size from 2m to 1.5m on the southern side of the carriageway. It should be noted, however, that there is a grass verge measuring up to approximately 1.5m on the southern side of the footway. Existing conditions of this pinch point are shown within **Photograph 3**.



Photograph 3: Existing Conditions of Footway Pinch Point Along Gosport Road

3.7 At the junction of East House Avenue and Gosport Road, a dropped kerb is provided to facilitate pedestrian crossing, however this is not supported by tactile paving. This arrangement is not in line with Inclusive Mobility standards and is shown within **Photograph 4**.



Photograph 4: East House Avenue/ Gosport Road Crossing Point

3.8 Approximately 11m east of the Eric Road/ Gosport Road junction, a crossing point across Gosport Road is given, which is supported by dropped kerbs and a refuge island, which measures approximately 2.3m wide. The crossing point, whilst formalised, is not supported by tactile paving, thus not aligning with Inclusive Mobility or Manual for Streets guidance. Existing conditions of the crossing point are shown within **Photograph 5**, which demonstrates some repair works might be taking place to the refuge island.



Photograph 5: Crossing Point on Gosport Road

3.9 At the junction of Eric Road and Gosport Road, dropped kerbs are given to facilitate pedestrian crossing. Whilst the dropped kerbs do support pedestrian movement, these are not supported by tactile paving,

thus not aligning with Inclusive Mobility guidance. Existing conditions of this junction are shown within Photograph 6.



Photograph 6: Existing Conditions of Eric Road/ Gosport Road Junction

3.10 Approximately 80m north of the Eric Road/ Gosport Road junction, the footway on the western side separates from the carriageway and reduces in width to 1.5m. The footpath is separated from the carriageway by a grass verge that measures up to 2m in width. The width of the footpath is not in line with Inclusive Mobility guidance, which states that the minimum desired width of a footpath is 2m, as this ensures two wheelchairs can pass one another. Existing photos of the footpath are shown within Photograph 7.



Photograph 7: Existing Conditions of Footpath on Gosport Road

Red Routes

3.11 Immediately south of the junction of Southways and Gosport Road, pedestrian crossing could be achieved utilising the dropped kerbs serving the driveways on either side of the carriageway, however this is not a formalised crossing point and is not in line with Inclusive Mobility guidance. Existing conditions of this arrangement are shown within **Photograph 8**.



Photograph 8: Southways/ Gosport Road Junction Crossing Conditions

3.12 At the junction of Stubbington Green, located immediately west of the Co-Operative Food, a crossing point is not provided, although it is noted that this is provided approximately 25m north of the junction. In addition to this, the footway immediately north of the junction narrows to approximately 1m wide, partially due to vegetation overgrowth (which could be resolved by maintenance of the hedgerow),

making the width of the footway non-compliant with HCC's TG10 guidance. Existing conditions of the crossing point and footway are shown within **Photographs 9** and **10**.



Photograph 9: Existing Conditions of the Stubbington Green Crossing Point



Photograph 10: Existing Conditions of the Stubbington Green Footway

Cycling Infrastructure

3.13 The same assessment has been undertaken for cyclists, with the review shown in **Figure 5**.

- Green – LTN 1/20 compliant (20mph speed limit OR 3m shared use path OR compliant segregated cycleway)
- Amber – 30mph road with no dedicated cycle facilities
- Red – 40mph+ with no dedicated cycle facilities



Figure 5: Cyclist Route - Stubbington

Green Routes

3.14 All green routes meet or exceed the cycling infrastructure requirements set out in HCC TG10 and LTN 1/20. Therefore, no improvements are required or proposed along these sections.

Amber Routes

3.15 Along this route, the footway generally varies between 1.6m and 2m, with restrictions on widening due to private ownership alongside the footway (**Photograph 11**). As such, there is little to no opportunity to provide widening and the implementation of a segregated cycleway and cyclists cycle on the carriageway. However, as this portion of Gosport Road is subject to a 30mph speed limit, it can be said that this is an acceptable arrangement and has not led to material accident history.



Photograph 11: Footway Variation on Gosport Road

Equestrian Infrastructure

3.16 No equestrian infrastructure was observed along this route and as such, no further comment is offered.

4. EXISTING PEDESTRIAN, CYCLIST AND EQUESTRIAN FACILITIES – SOUTHWAYS AND EAST HOUSE AVENUE

4.1 The opportunity to implement a pedestrian footway connection to Southways via Phase 2 of the site has been identified through the planning process and as such, as assessment of Southways and East House Avenue's existing conditions has been undertaken to aid in any potential future discussions.

4.2 East House Avenue and Southways are currently accessed from the site via Gosport Road, however as Gosport Road has already been assessed in the previous chapter, this route assesses Southways and East House Avenue only.

Pedestrian Infrastructure

4.3 The existing pedestrian infrastructure has been reviewed in line with pedestrian guidance to determine if there are any deficiencies in the infrastructure that would reduce the likelihood of pedestrians using these routes, thus making walking less attractive. The assessment is shown in **Figure 6**.

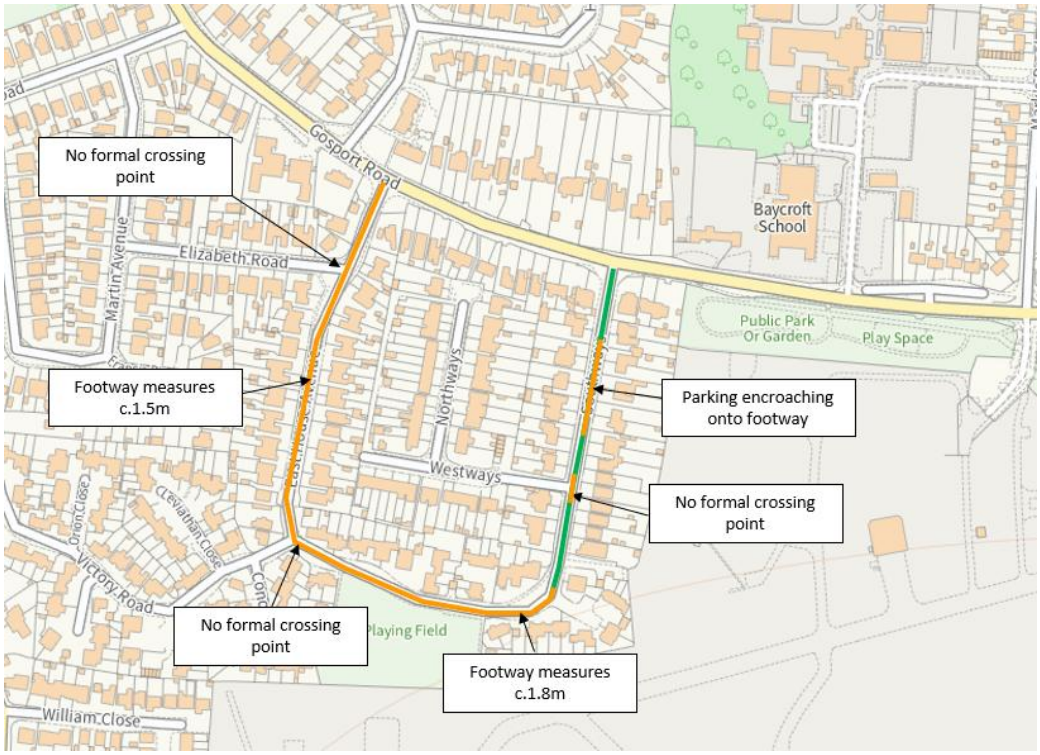


Figure 6: Route along Southways and East House Avenue

Green Routes

4.4 All green routes meet or exceed the pedestrian infrastructure requirements set out in HCC TG10 and Inclusive Mobility. As aforementioned, the infrastructure in question includes dropped kerbs and tactile paving at crossing points to support safe crossing for those with visual impairments, as well as footways

measuring 2m wide to allow for 2 wheelchairs passing. Therefore, no improvements are required or proposed along these sections.

Amber Routes

4.5 Gosport Road connects to Southways via T-junction, with pedestrian access continuing via the 2m wide footway. This footway continues in a north-south orientation, although it is noted that the 2m wide footway has instances of encroachment via parked vehicles (**Photograph 12**). This means that not all types of pedestrians are able to utilise the footway, which is not in line with Inclusive Mobility.



Photograph 12: Footway Encroachment on Southways

4.6 At the Southways/ Westways access, no formal or informal crossing points are given, thus not complying with Inclusive Mobility guidance. A similar arrangement is seen 70m south of the Southways/ Westways junction; it is noted here that a dropped kerb arrangement is present, however on the site visit a vehicle had parked along the dropped kerb. Existing conditions of these crossing arrangements are shown in **Photographs 13** and **14**, respectively.



Photograph 13: Crossing Point on Westways



Photograph 14: Crossing Point on Southways

4.7 Southways connects to East House Avenue after the vehicular access on Southways shown within **Photograph 14**. At this point (c.260m south of the Southways/ Gosport Road junction), East House Avenue's carriageway is flanked by footways (**Photographs 15** and **16**) on either side of the carriageway, measuring approximately 1.8m wide, which is outside of the preferred 2m measurement detailed within HCC's TG10 guidance.



Photograph 15: Existing Footway Provision on East House Avenue



Photograph 16: Existing Footway Provision on East House Avenue

4.8 At the junction of East House Avenue and Victory Road, an informal crossing point is given via dropped kerbs. However, this arrangement is not supported by tactile paving, with footway widths measuring 1.8m wide, as shown within **Photograph 17**. As aforementioned, this crossing arrangement is not in line with Inclusive Mobility Guidance, or HCC's TG10 note.



Photograph 17: Crossing on East House Avenue/ Victory Road

4.9 For approximately 215m north of the Victory Road/ East House Avenue junction on either side of the carriageway, the footway is separated from the carriageway via a grass verge measuring approximately

1.5m in width, as shown within **Photograph 18**. Along this portion of the route, the footways reduce in width to approximately 1.5m, which is below the standard accepted width of 2m wide detailed within HCC's guidance. As shown within **Photograph 19**, the footway widens to 3m in some areas, although this is to accommodate driveways for residential dwellings.



Photograph 18: Existing Conditions of Footway on East House Avenue



Photograph 19: Footway Widening at Driveways on East House Avenue

4.10 At the junction of East House Avenue and Elizabeth Road, an informal crossing point is given via dropped kerbs. However, this arrangement is not supported by tactile paving, as shown within **Photograph 20**. As aforementioned, this crossing arrangement is not in line with Inclusive Mobility Guidance, or HCC's TG10 note.



Photograph 20: Crossing Point on Elizabeth Road

Cycling Infrastructure

4.11 The same assessment has been undertaken for cyclists, with the review shown in **Figure 7**.

- Green – LTN 1/20 compliant (20mph speed limit OR 3m shared use path OR compliant segregated cycleway)
- Amber – 30mph road with no dedicated cycle facilities
- Red – 40mph+ with no dedicated cycle facilities

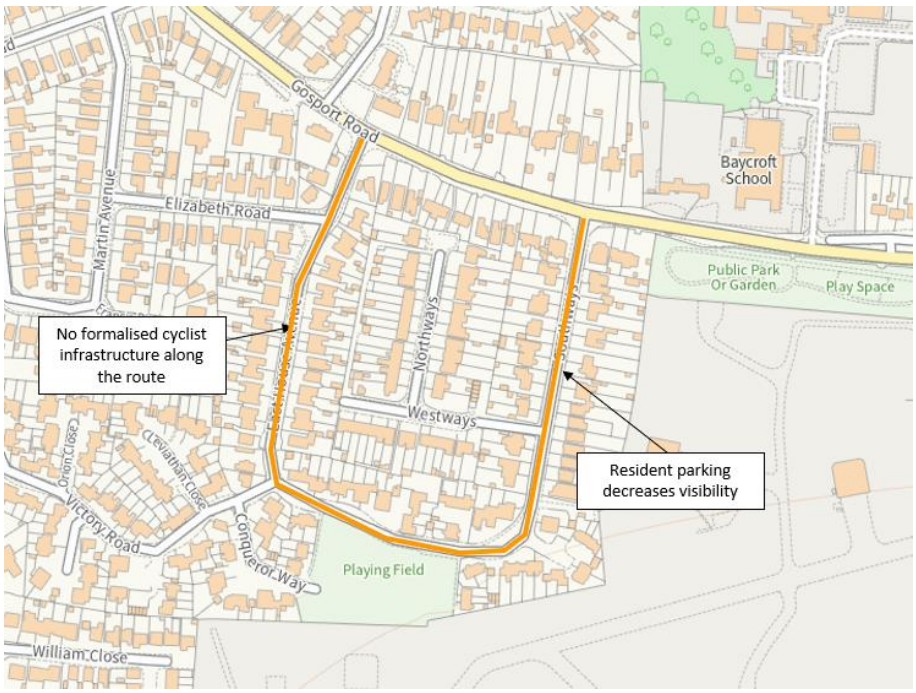


Figure 7: Cyclist Route – Southways and East House Avenue

Amber Routes

4.12 As shown within **Figure 7**, the entire route is categorised as 'Amber' for cyclists along here. Due to the residential nature of the road, there is no formalised cyclist infrastructure along the route; with the carriageway measuring 5.5m wide with residential parking often occurring along the carriageway (**Photograph 21**), there is no room for a segregated cycle route. As such, this route is not in line with LTN 1/20 guidance, however, it is acknowledged that due to the tightness of the road, there is no scope to implement any cyclist infrastructure. Whilst the route is technically subject to a 30mph speed limit, realistic speeds are expected to be lower and the route likely trafficked, and so on-street cycling is expected to be an attractive and realistic option for future users.



Photograph 21: Existing Conditions of On-Road Residential Parking

Equestrian Infrastructure

4.13 No equestrian infrastructure was observed along this route and as such, no further comment is offered.

5. EXISTING PEDESTRIAN, CYCLIST AND EQUESTRIAN FACILITIES – GOSPORT ROAD – CARISBROOKE ROAD

5.1 Carisbrooke Road is accessible from the proposed development via:

- Gosport Road
- Daedalus Way/Gosport Road Roundabout
- Peele Common Roundabout
- Rowner Road

Pedestrian Infrastructure

5.2 The existing pedestrian infrastructure has been reviewed in line with pedestrian guidance to determine if there are any deficiencies in the infrastructure that would reduce the likelihood of pedestrians using these routes, thus making walking less attractive. The assessment is shown in **Figure 8**.

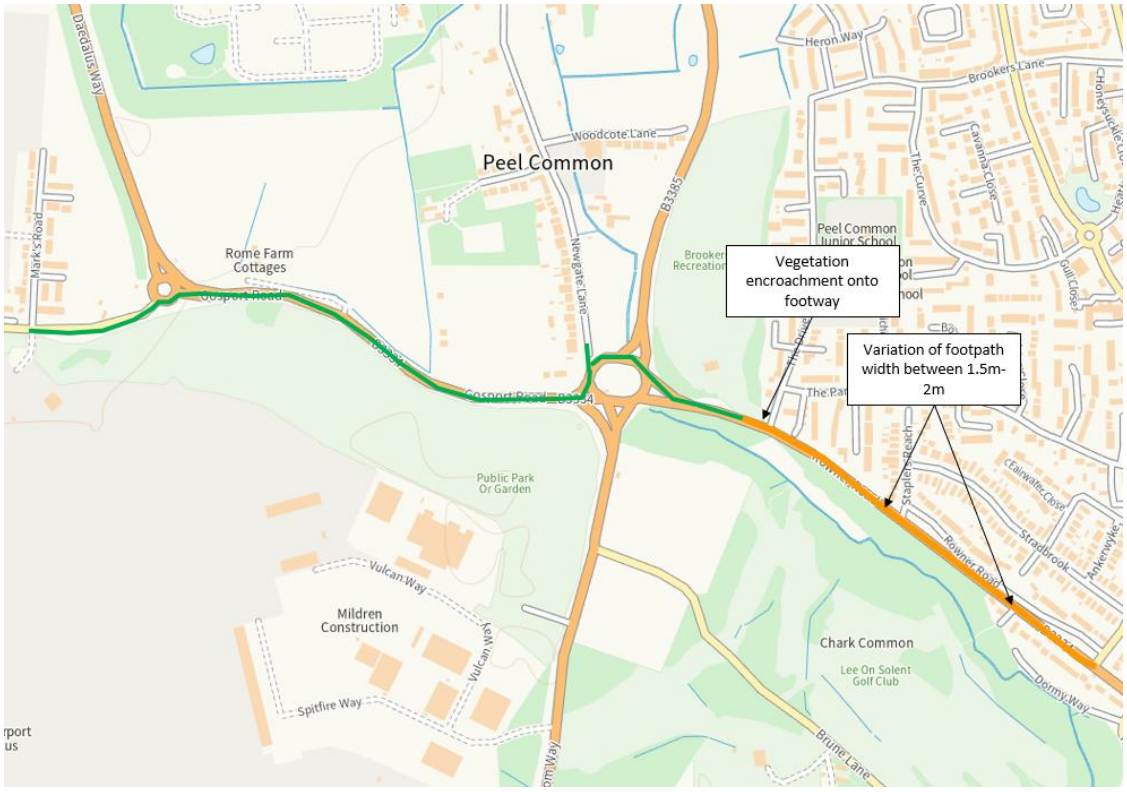


Figure 8: Route to Carisbrooke Road

Green Routes

5.3 All green routes meet or exceed the pedestrian infrastructure requirements set out in HCC TG10 and Inclusive Mobility. Therefore, no improvements are required or proposed along these sections.

Amber Routes

5.4 Approximately 150m east of the Peele Common Roundabout, there is some encroachment of vegetation onto the northern (and only) footway/cycleway along Rowner Road. Furthermore, the

footway measures approximately 1.8m wide, which is below the preferred 2m footway width set out in HCC's TG10 guidance. Existing conditions of the footway are shown in **Photographs 22** and **23**. The vegetation and variation in footway width inhibits two-way pedestrian movement, and is not in line with Inclusive Mobility guidance.



Photograph 22: Vegetation Encroachment



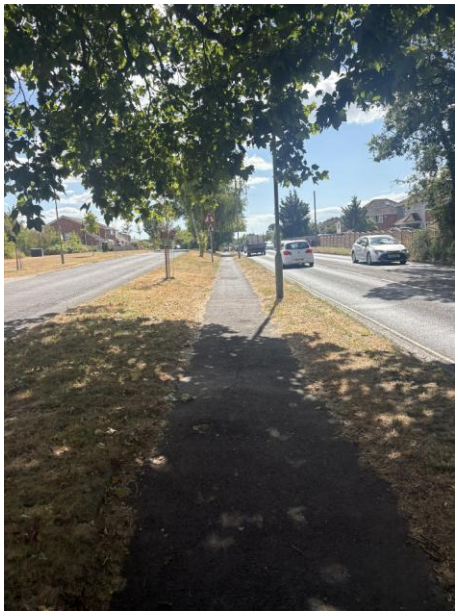
Photograph 23: Footway Variation along Rowner Road

5.5 Along much of Rowner Road, the footway varies in width between 1.8m and 2m. In the instances where the footway reduces below 2m, this is not in line with HCC's TG10 guidance. Examples of this occurrence are shown within **Photograph 24.**



Photograph 24: Footway Variation on Rowner Road

5.6 At Stapler's Reach, the cycleway and footway separate, with the cycleway dropping onto the carriageway of the residential street known as Rowner Road, whilst the footway runs parallel to the residential Rowner Road and the main B3334 Rowner Road (**Photographs 25** and **26**). Here, the footway reduces in width to approximately 1.5m wide, which is partially due to some vegetation encroachment onto the footway. This arrangement is not in line with inclusive mobility, as there is not sufficient room for two wheelchair/pushchair users to pass, however it is important to note that along this portion of the route, a grass verge is provided alongside the footway, adding a buffer zone and a potential option for widening but could impact on the root protection areas for street trees.



Photograph 25: Footway Variation on Rowner Road



Photograph 26: Footway Variation on Rowner Road

Cycling Infrastructure

5.7 The same assessment has been undertaken for cyclists, with the review shown in **Figure 9**.

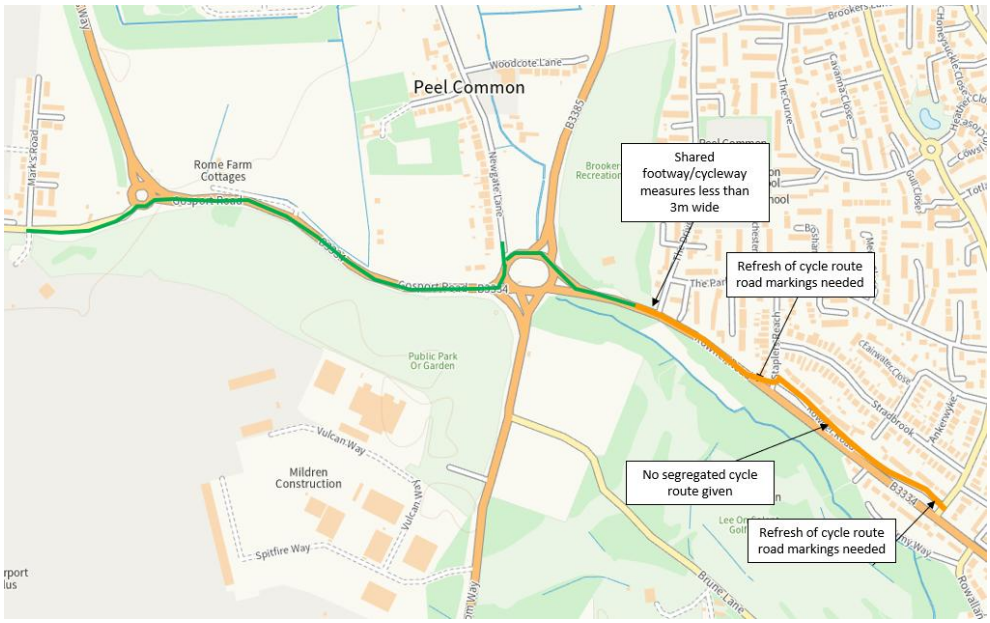


Figure 9: Cyclist Route – Carisbrooke Road

Green Routes

5.8 All green routes meet or exceed the pedestrian infrastructure requirements set out in HCC TG10 and Inclusive Mobility. Therefore, no improvements are required or proposed along these sections.

Amber Routes

5.9 As aforementioned, there is vegetation encroachment and footway/cycleway width variation approximately 150m east of the Peele Common Roundabout, with the widest point of the route along Rowner Road measuring 2m wide and the narrowest measuring approximately 1.5m (**Photograph 27**). Whilst this arrangement is broadly suitable (but not preferable) for pedestrians, a footway/cycleway measuring 2m wide at most is not LTN 1/20 or HCC TG10 compliant, as the minimum width for a shared use arrangement is 3m.



Photograph 27: Footway/ Cycleway Conditions on Rowner Road

5.10 As aforementioned, this arrangement continues to Stapler's Reach, where the cycleway and footway separate, with the cycleway dropping onto the carriageway of the residential street known as Rowner Road, whilst the footway runs parallel to the residential Rowner Road and the main B3334 Rowner Road. The conditions of the lining signalising the separation of the cycleway from the pedestrian route are somewhat illegible and need a retouch (a maintenance issue rather than redesign). Existing conditions of the cycleway marking and the cycleway along Rowner Road are shown within **Photographs 28** and **29**, respectively.



Photograph 28: Existing Conditions of the Cycleway Road Marking



Photograph 29: Existing Conditions of Rowner Road (Residential)

5.11 As shown within **Photograph 29**, there is no designated cycle path given along the northern residential section of Rowner Road. Rowner Road is subject to a 30mph speed limit, however it was observed during the site visit that due to the residential nature of the road, vehicle speeds were much slower.

5.12 At the junction of the residential Rowner Road/ Carisbrooke Road, further road markings are given to signify the route of the cycle path. Similarly to that of **Photograph 28**, the road markings here are not fully legible, as shown within **Photograph 30**.



Photograph 30: Cycle Path Road Markings

Equestrian Infrastructure

5.13 No equestrian infrastructure was observed along this route and as such, no further comment is offered.

6. EXISTING PEDESTRIAN, CYCLIST AND EQUESTRIAN FACILITIES – ROUTE TO DAEDALUS DRIVE

6.1 Daedalus Drive is accessible from the proposed development via:

- Queen Elizabeth II Platinum Jubilee Park
- Broom Way
- Spitfire Way
- Daedalus Drive

6.2 An alternative route to Daedalus Drive is available via Gosport Road, however as this route has already been assessed, with the particular portion deemed as acceptable for pedestrians and cyclists, the route via Queen Elizabeth II Platinum Jubilee Park has been assessed instead.

Pedestrian Infrastructure

6.3 The existing pedestrian infrastructure has been reviewed in line with pedestrian guidance to determine if there are any deficiencies in the infrastructure that would reduce the likelihood of pedestrians using these routes, thus making walking less attractive. The assessment is shown in **Figure 10**.

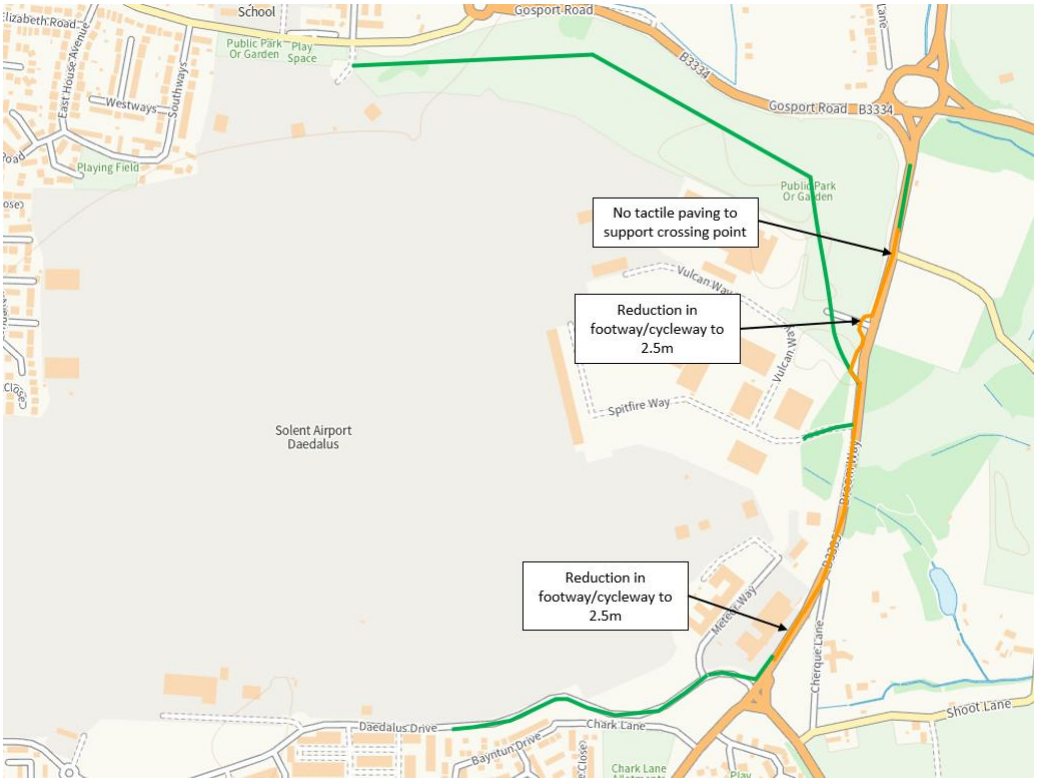


Figure 10: Route to Daedalus Drive

Green Routes

6.4 All green routes meet or exceed the pedestrian infrastructure requirements set out in HCC TG10 and Inclusive Mobility. Throughout Queen Elizabeth II Platinum Jubilee Park, there is a 3m wide footway and

cycleway, with a clear marked route, whilst on Daedalus Drive, a 3m wide footway and cycleway is present, supported where necessary by signalised pedestrian and cyclist crossing, dropped kerbs and tactile paving. Therefore, no improvements are required or proposed along these sections.

Amber Routes

6.5 Broom Way is subject to a 40mph speed limit, with a segregated footway and cycleway along the western side of the carriageway. Approximately 140m south of the Peel Common Roundabout on Broom Way, the footway/cycleway reduces to 2.5m width, continuing for 400m to the junction of Broom Way/ Spitfire Way. It is noted that a grass verge measuring approximately 1m wide segregates the footway/cycleway from the carriageway.

6.6 As detailed within LTN 1/20 guidance the desired minimum width of a shared footway and cycleway is 3m, and as such this portion of the route is not in line with LTN 1/20 standards, or HCC's TG10 note. Existing conditions of the footway are shown within **Photograph 31**.



Photograph 31: Existing Conditions of Broom Way Footway / Cycleway

6.7 Approximately 230m south of the Peele Common Roundabout, Brune Lane connects to the eastern side of Broom Way's carriageway via T-junction. As previously stated, a footway/cycleway is present along the western side of the carriageway, however no walking, wheeling or cycling provision is given along the eastern side. As such, an informal crossing point is given (**Photograph 32**), however, this is not

supported by tactile paving or a dropped kerb at the other side of the road to facilitate safe pedestrian crossing. As such, this is not in line with Inclusive Mobility guidance.



Photograph 32: Crossing Point onto Brune Lane from Broom Way

6.8 After the connection to Spitfire Way, the footway/ cycleway continues in a north-south orientation, measuring 2.5m wide for approximately 420m south, before widening to 3m south of the CEMAST bus stop. A grass verge is also present alongside the route, measuring a minimum of 1m, and ending at the bus stop. Existing conditions of the footway/ cycleway are shown within **Photographs 33** and **34**.

6.9 As aforementioned, this arrangement is not in line with LTN 1/20 guidance or HCC's TG10 guidance.



Photograph 33: Existing Conditions of the Footway / Cycleway on Broom Way



Photograph 34: Existing Conditions of the Footway / Cycleway on Broom Way

Cycling Infrastructure

6.10 The same assessment has been undertaken for cyclists, however as the footway/cycleway is present for the entire route, the comments are the same as those highlighted within the pedestrian section of the chapter. As such, no further comment is given within this section.

Equestrian Infrastructure

6.11 No equestrian infrastructure was observed along this route and as such, no further comment is offered.

7. USER OPPORTUNITIES

7.1 Opportunities to improve the existing pedestrian, cycle and equestrian facilities have been considered as part of this assessment and through the design process to ensure that such movements in and around Swordfish Business Park are as safe and convenient as possible.

Strategic Opportunities

7.2 It has been flagged within Gosport's Local Cycling and Walking Infrastructure Plan (LCWIP) that the junction of Daedalus Drive with Broom Way and Cherque Way could be reconfigured to give greater priority to cyclists. However, as the route relevant to this WCHAR has an existing signalised toucan crossing, supported by a 3m wide footway/ cycleway, no further consideration to this has been made.

7.3 Similarly, Fareham's Local Cycling and Walking Infrastructure Plan (LCWIP) has been consulted to determine if there are any potential opportunities for improvements along the routes. Within the LCWIP, several opportunities along Gosport Road were highlighted, as shown within Table 2.

Strategic Opportunity	Details
Opportunity 1: Reconfiguration of Gosport Road/ Stubbington Lane/ Stubbington Green roundabout	The LCWIP states that improvements could be made to the roundabout (i.e. the implementation of a compact roundabout) to further prioritise cyclists.
Opportunity 2: Provision of segregated cycle tracks between Gosport Road/ Stubbington Lane/ Stubbington Green roundabout and Marks Way junction.	The LCWIP highlights that there is width along Gosport Road between the Stubbington Lane/ Stubbington Green roundabout and Marks Way junction to provide segregated cycle tracks.
Opportunity 3: Improving cycle connectivity to Marks Road	A review should be undertaken at the Gosport Road/ Marks Road signalised junction to improve cycle connectivity.
Opportunity 4: Widening of existing shared facilities on Gosport Road to Peel Common roundabout	Explore the potential of widening the existing shared use path on Gosport Road to the Peel Common Roundabout and providing clear segregation
Opportunity 5: Implementing a cyclops junction at Peel Common roundabout	A review of the Peel Common roundabout should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. Investigate the potential for providing a cyclops style junction to improve east/west and north / south continuity and connectivity

Table 2: Strategic Opportunities

7.4 Opportunities 1 and 2 identify a potential reconfiguration of Gosport Road/ Stubbington Lane/ Stubbington Green roundabout, as well as segregated cycle tracks between the roundabout and the site access (Marks Way junction). With these opportunities in mind, there is scope to enter discussions on appropriate contributions towards these. These discussions would take place between the developer, PBA and HCC and any contributions identified would be proportionate to the scale of development and trips produced.

7.5 Opportunity 3 identifies the potential to improve cycle connectivity at the Gosport Road/ Marks Road junction. Further details of this are included within the TA, which should be read in conjunction with this report.

7.6 Opportunity 4 identifies potential to widen the existing shared use facilities on Gosport Road to provide segregated cycle tracks. However, as this route is LTN1/20 and HCC TG10 compliant, no further consideration has been made to this opportunity.

7.7 Similarly, Opportunity 5 identifies the potential to provide a cyclops style junction at Peel Common Roundabout to improve cyclist/pedestrian connectivity. However, as the route is LTN 1/20 compliant, no further contribution has been deemed as necessary.

Walking Specific Opportunities

7.8 The walking specific opportunities identified within this WCHAR have been detailed within **Table 3**.

Walking Opportunity	Details
Route to Stubbington	
Opportunity 6: Provision of formal crossing points along Gosport Road	Provision of a formalised crossing point with tactile paving at the junctions of Gosport Road and Southways, East House Avenue, Eric Road and at the crossing point on Gosport Road.
Opportunity 7: Widening of footpath along Gosport Road	Widening of the existing footpath within Eric Road Recreational Park along Gosport Road to 2m to ensure pedestrian connectivity.
Southways and East House Avenue	
Opportunity 8: Provision of formal crossing points along Southways and East House Avenue	Provision of a formalised crossing point with tactile paving along Southways and East House Avenue where identified as lacking within this report.
Opportunity 9: Widening of footway on East House Avenue	Widening of the existing footway on East House Avenue to 2m to ensure pedestrian connectivity.
Route to Carisbrooke Road	
Opportunity 10: Maintenance of vegetation along Rowner Road	Maintenance of vegetation along Rowner Road to ensure that the vegetation encroachment onto the footway is removed.
Opportunity 11: Widening of footway on Rowner Road	Widening of the existing footway on Rowner Road to 2m to ensure pedestrian connectivity.
Route to Daedalus Drive	
Opportunity 12: Provision of formal crossing point at Brune Lane	Provision of a formalised crossing point with tactile paving at the junction of Brune Lane and Broom Way.

Table 3: Walking Opportunities

7.9 Out of the walking opportunities identified, there is scope to enter discussions on appropriate contributions for the routes to Stubbington, Carisbrooke Road and Daedalus Drive. As aforementioned, these discussions would take place between the developer, PBA and HCC and any contributions identified would be proportionate to the scale of development and trips produced.

7.10 As the application for the proposed development is not proposing a footway connection to Southways, there is no necessity identified to provide contributions to improve the pedestrian infrastructure. Furthermore, due to the residential nature of the route and low number of pedestrian trips, there is no immediate necessity to upgrade the conditions of the route and as such, no further consideration has been made.

Cycling Specific Opportunities

7.11 The cycling specific opportunities identified within this WCHAR have been detailed within **Table 4**.

Cycling Opportunity	Details
Southways and East House Avenue	
Opportunity 13: Provision of cyclist infrastructure on Southways and East House Avenue	Potential to provide cyclist infrastructure along this route is limited due to the constrained widths of footways and on-street parking arrangements.
Route to Carisbrooke Road	
Opportunity 14: Widening of footway/ cycleway	Widening of the existing footway/cycleway on Rowner Road to 3m to ensure cyclist connectivity.
Opportunity 15: Repainting of existing cycle route road markings	Repainting of the existing road markings on Rowner Road/ Staplers Reach
Opportunity 16: Implementation of a cycle track on Rowner Road	Implementation of road markings to indicate a cycle track on the residential portion of Rowner Road
Route to Daedalus Drive	
Opportunity 17: Widening of footway/ cycleway	Widening of the existing footway/cycleway on Broom Way to 3m to ensure cyclist connectivity.

Table 4: Cycling Opportunities

7.12 As identified within **Table 4**, the opportunity to provide cyclist infrastructure on Southways and East House Avenue is limited due to the residential nature, on street parking and constrained widths of footways. As this route would not likely be used by cyclists, no further consideration for a contribution has been made.

7.13 Where applicable, there is scope to provide a contribution towards the widening of the footway/ cycleways on Rowner Road and Broom Way, as well as repaint the existing road markings identified within the route to Carisbrooke Road (albeit this is really an ongoing maintenance issue for HCC). As aforementioned, these discussions would take place between the developer, PBA and HCC and any contributions identified would be proportionate to the scale of development and trips produced.

7.14 Opportunity 17 identifies the potential to implement a cycle track on the residential Rowner Road. Whilst this would further cyclist connectivity, due to the low trafficked, broadly residential nature of the road, the provision of a cycle track is not a necessity and as such no further consideration for a contribution has been made.

Equestrian Specific Opportunities

7.15 As no equestrian routes were identified, no further opportunities for improvement have been given.

Healthy Streets

7.16 In line with Hampshire County Council's TG19 note, a Healthy Streets assessment has been undertaken along the routes where there are proposed improvements. As such, no consideration has been made to the route comprised of Southways and East House Avenue.

Route to Stubbington

7.17 Following completion of the Healthy Streets Design checklist, which is attached within **Appendix A**, the site has the following score out of 100 (**Table 5**).

Heathy Streets Score	Existing Layout Score	Proposed Layout Score
Everyone feels welcome	37	54
Easy to cross	33	67
Shade and shelter	17	17
Places to stop and rest	13	27
Not too noisy	60	60
People choose to walk and cycle	37	54
People feel safe	41	67
Things to see and do	33	33
People feel relaxed	37	54
Clean air	58	58
Healthy Streets Score	**37**	**49**

Table 5: Healthy Streets Assessment – Route to Stubbington

7.18 As shown within **Table 5**, the improvements identified within this chapter would increase the Healthy Streets scores across many indicators, including 'Everyone feels welcome', 'Easy to cross' and 'People choose to walk and cycle'.

Route to Carisbrooke Road

7.19 Consideration on this route has been made for the segment along Rowner Road, as no proposed improvements occur on Gosport Road. Following completion of the Healthy Streets Design checklist, which is attached within **Appendix B**, the site has the following score out of 100 (**Table 6**).

Heathy Streets Score	Existing Layout Score	Proposed Layout Score
Everyone feels welcome	46	52
Easy to cross	50	50
Shade and shelter	33	33
Places to stop and rest	17	42
Not too noisy	53	53
People choose to walk and cycle	46	52
People feel safe	54	62
Things to see and do	22	22
People feel relaxed	46	52
Clean air	50	50
Healthy Streets Score	**42**	**47**

Table 6: Healthy Streets Assessment – Route to Carisbrooke Road

7.20 As shown within **Table 6**, the improvements identified within this chapter would increase the Healthy Streets scores across many indicators, including 'Everyone feels welcome', 'Places to stop and rest' and 'People feel safe'.

Route to Daedalus Drive

7.21 Consideration on this route has been made for the segment along Broom Way, as no proposed improvements occur on any other road on the route. Following completion of the Healthy Streets Design checklist, which is attached within **Appendix C**, the site has the following score out of 100 (**Table 7**).

Heathy Streets Score	Existing Layout Score	Proposed Layout Score
Everyone feels welcome	42	56
Easy to cross	33	54
Shade and shelter	67	67
Places to stop and rest	33	47
Not too noisy	53	53
People choose to walk and cycle	42	56
People feel safe	44	64
Things to see and do	33	33
People feel relaxed	42	56
Clean air	50	50
Healthy Streets Score	**44**	**54**

Table 7: Healthy Streets Assessment – Route to Daedalus Drive

7.22 As shown within **Table 7**, the improvements identified within this chapter would increase the Healthy Streets scores across many indicators, including 'Everyone feels welcome', 'Easy to cross' and 'People choose to walk and cycle'.

8. WALKING, CYCLING AND HORSE-RIDING ASSESSMENT STATEMENT

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

Walking, Cycling and Horse-Riding Assessor
Natalie May — Signed: N. May
Graduate Transport Planner
Paul Basham Associates — Date: 24.08.26

8.2 As design team leader I confirm that the assessment has been undertaken at the appropriate stage of scheme development and that the wider design team has been involved in the process. I confirm that in my professional opinion the appointed Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG142.

Walking, Cycling and Horse-Riding Assessor
Mark Smith — Signed: M. Smith
Director
Paul Basham Associates — Date: 27.08.26

Appendix A

Healthy Streets Score

Name of street

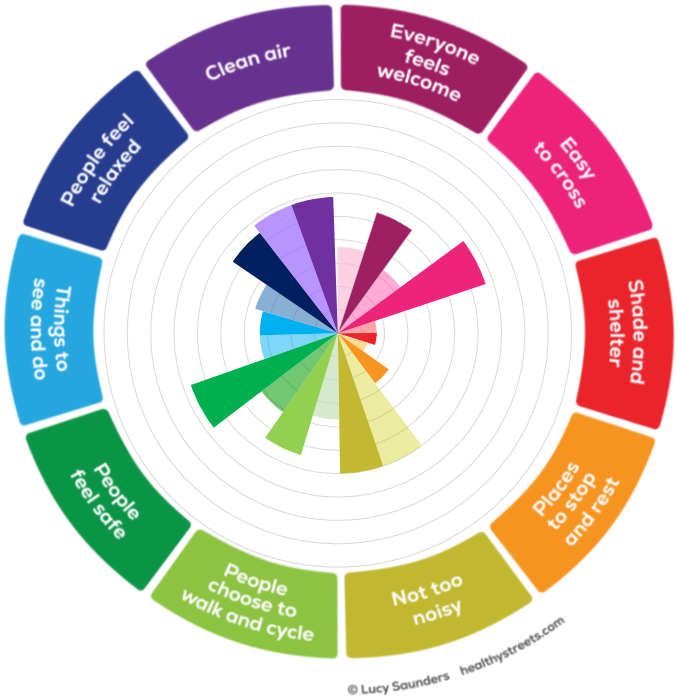
Gosport Road

Name of street at start junction

Gosport Road

Name of street at end junction

Stubbington Green



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	37	49
Everyone feels welcome	37	54
Easy to cross	33	67
Shade and shelter	17	17
Places to stop and rest	13	27
Not too noisy	60	60
People choose to walk and cycle	37	54
People feel safe	41	67
Things to see and do	33	33
People feel relaxed	37	54
Clean air	58	58

Scoring

	Metrics	Score				How to measure this?	Existing layout	Notes	Proposed layout	Notes
		3	2	1	0					
1	**Motorised vehicle speed**	When motorised traffic is travelling at its fastest the majority of vehicles are travelling below 20 mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 20-25mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 25-30mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 30 mph+	info	1		1	
2	**Volume of motorised traffic**	There are 199 or fewer vehicles in the peak hour (both directions)	There are 200-499 vehicles in the peak hour (both directions)	There are 500-999 vehicles in the peak hour (both directions)	There are more than 1000 vehicles in the peak hour (both directions)	info	1		1	
3	**Mix of vehicles**	No large vehicles use the street	The proportion of large vehicles is less than 2% of motorised traffic in the peak hour	The proportion of large vehicles is 2-5% of motorised traffic in the peak hour	The proportion of large vehicles is greater than 5% of motorised traffic in the peak hour	info	2		2	
4	**Cycle safety at junctions**	Assessing the poorest performing junction for cycle safety, 80% or more of all movements are assessed as green under the Junction Assessment Tool (LTN 1/20)	Assessing the poorest performing junction for cycle safety, 50-79% of all movements are assessed as green under the JAT	Assessing the poorest performing junction for cycle safety, there are no red scores under the JAT	A red score under the JAT has been found on one or more of the movements at any of the junctions on the street	info	1		1	
5	**Ease of crossing side roads**	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph and raised table/continuous footway at the entrance	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph but instead of a raised table at the entrance it has dropped kerbs	The weakest side road has dropped kerbs and these are on the desire line or a raised table/continuous footway	The weakest side road is missing at least 1 dropped kerb or dropped kerbs are not on the desire line	info	0		2	
6	**Ease of crossing between junctions**	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	info	1		2	
7	**Priority of crossing at junctions**	See table for scoring junctions	See table for scoring junctions	See table for scoring junctions	See table for scoring junctions	info	0		2	
8	**Navigation of crossings for people with visual impairments**	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design and correct materials	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design but incorrect materials	At the weakest crossing there is tactile paving on both sides of the crossing but it is made from the wrong materials or is an incorrect design	At the weakest crossing there is no tactile paving on at least one side of the crossing	info	0		3	
9	**Quality of the footway surface**	At the weakest point on the street there is a smooth, non-slip surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 15mm or more)	info	2		2	

10	**Space for walking**	At peak times for pedestrians and the narrowest point: There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour) OR There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 3m or more in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 2-2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 2.5-3m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 1.5-2m clear width for walking in quiet or moderate locations (flows of <1200 pedestrians an hour) OR There is 2-2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	Regardless of the peak pedestrian flow, at the narrowest point there is less than 1.5m clear width for walking	info	**1**		**2**	
11	**Quality of the carriageway surface**	At the weakest point on the street there is an even and smooth, skid resistant surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 20mm or more)	info	**2**		**2**	
12	**Space for cycling**	At the weakest point the cycle lanes and tracks provided exceed desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes exceed desirable minimum widths	At the weakest point the cycle lanes and tracks provided meet desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes meet desirable minimum widths	At the weakest point the cycle lanes and tracks provided do meet absolute minimum widths at constraints but do not meet desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes do meet absolute minimum widths but do not meet desirable minimum widths	At the weakest point the cycle lanes and tracks provided do not meet absolute minimum widths In locations where on-carriageway cycling is appropriate: at the weakest point, traffic lane does not meet absolute minimum widths or traffic lane is 3.2-3.9m wide	info	**1**		**2**	
13	**Public seating**	Assessing the full length of the street, the longest distance between public seats is less than 100m	Assessing the full length of the street, the longest distance between public seats is 100m to 199m	Assessing the full length of the street, the longest distance between public seats is 200m to 500m	Assessing the full length of the street, the longest distance between public seats is more than 500m	info	**0**		**0**	
14	**Cycle parking**	Assessing the full length of the street, cycle parking exceeds demand and has step-free access	Assessing the full length of the street, cycle parking exceeds demand	Assessing the full length of the street, cycle parking meets demand	Assessing the full length of the street, cycle parking does not meet demand	info	**0**		**0**	
15	**Trees**	Assessing the full length of the street, there are trees along the full length of both sides of the street	Assessing the full length of the street, there are trees along at least 50% of the full length of both sides of the street	Assessing the full length of the street, there are trees on this street but less than 50% of the full length of both sides of the street has tree planting	Assessing the full length of the street, there are no trees on the street	info	**1**		**1**	
16	**Green infrastructure**	Assessing the full length of the street, at least three green infrastructure features on the full length of the street	Assessing the full length of the street, two green infrastructure features on the full length of the street	Assessing the full length of the street, only 1 green infrastructure feature on the full length of the street	Assessing the full length of the street, there is no green infrastructure in the public realm	info	**2**		**2**	

17	**Lighting**	Assessing the full length of the street, street lighting provides continuous lighting of all the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on one side of the street	Assessing the full length of the street, there is no street lighting over the footways on this street	info	**3**		**3**	
18	**Reducing convenience of driving short journeys**	Assessing the street as a whole there is no through-movement for private motorised traffic at all times	Assessing the street as a whole there is no through-movement for private motorised traffic at certain times	Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic but there are parking restrictions.	Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic and there are no parking restrictions	info	**3**		**3**	
					Are there any bus services running on this street? Yes/No		**Yes**		**Yes**	
19	**Bus stops**	Assessing the weakest bus stop, there is sufficient waiting space based on peak patronage that is clear of the walking space, the bus stop has seating, rain and sun protection for 50% of peak customers, step free access (and safe crossing of any cycle paths to access the stop)	Assessing the weakest bus stop, there is sufficient waiting space based on average patronage that is clear of the walking space, the bus stop has seating, rain and sun protection for at least 4 customers, step free access (and safe crossing of any cycle paths to access the stop)	Assessing the weakest bus stop, the bus stop has seating and rain and sun protection for at least 4 customers	Assessing the weakest bus stop, the bus stop does not have seating and rain and sun protection for at least 4 customers	info	**0**		**0**	

Appendix B

Healthy Streets Score

Name of street

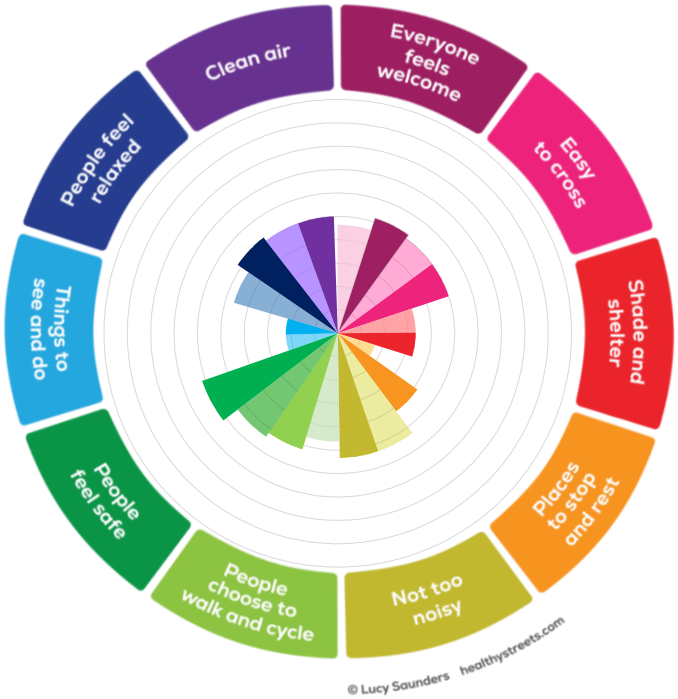
Rowner Road

Name of street at start junction

Rowner Road

Name of street at end junction

Carisbrooke Road



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	42	47
Everyone feels welcome	46	52
Easy to cross	50	50
Shade and shelter	33	33
Places to stop and rest	17	42
Not too noisy	53	53
People choose to walk and cycle	46	52
People feel safe	54	62
Things to see and do	22	22
People feel relaxed	46	52
Clean air	50	50

Scoring

	Metrics	Score				How to measure this?	Existing layout	Notes	Proposed layout	Notes
		3	2	1	0					
1	**Motorised vehicle speed**	When motorised traffic is travelling at its fastest the majority of vehicles are travelling below 20 mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 20-25mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 25-30mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 30 mph+	info	0		0	
2	**Volume of motorised traffic**	There are 199 or fewer vehicles in the peak hour (both directions)	There are 200-499 vehicles in the peak hour (both directions)	There are 500-999 vehicles in the peak hour (both directions)	There are more than 1000 vehicles in the peak hour (both directions)	info	1		1	
3	**Mix of vehicles**	No large vehicles use the street	The proportion of large vehicles is less than 2% of motorised traffic in the peak hour	The proportion of large vehicles is 2-5% of motorised traffic in the peak hour	The proportion of large vehicles is greater than 5% of motorised traffic in the peak hour	info	2		2	
4	**Cycle safety at junctions**	Assessing the poorest performing junction for cycle safety, 80% or more of all movements are assessed as green under the Junction Assessment Tool (LTN 1/20)	Assessing the poorest performing junction for cycle safety, 50-79% of all movements are assessed as green under the JAT	Assessing the poorest performing junction for cycle safety, there are no red scores under the JAT	A red score under the JAT has been found on one or more of the movements at any of the junctions on the street	info	2		2	
5	**Ease of crossing side roads**	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph and raised table/continuous footway at the entrance	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph but instead of a raised table at the entrance it has dropped kerbs	The weakest side road has dropped kerbs and these are on the desire line or a raised table/continuous footway	The weakest side road is missing at least 1 dropped kerb or dropped kerbs are not on the desire line	info	1		1	
6	**Ease of crossing between junctions**	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	info	1		1	
7	**Priority of crossing at junctions**	See table for scoring junctions	See table for scoring junctions	See table for scoring junctions	See table for scoring junctions	info	1		1	
8	**Navigation of crossings for people with visual impairments**	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design and correct materials	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design but incorrect materials	At the weakest crossing there is tactile paving on both sides of the crossing but it is made from the wrong materials or is an incorrect design	At the weakest crossing there is no tactile paving on at least one side of the crossing	info	3		3	
9	**Quality of the footway surface**	At the weakest point on the street there is a smooth, non-slip surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 15mm or more)	info	2		2	

10	**Space for walking**	At peak times for pedestrians and the narrowest point: There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour) OR There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 3m or more in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 2-2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 2.5-3m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 1.5-2m clear width for walking in quiet or moderate locations (flows of <1200 pedestrians an hour) OR There is 2-2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	Regardless of the peak pedestrian flow, at the narrowest point there is less than 1.5m clear width for walking	info	**1**		**3**	
11	**Quality of the carriageway surface**	At the weakest point on the street there is an even and smooth, skid resistant surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 20mm or more)	info	**2**		**2**	
12	**Space for cycling**	At the weakest point the cycle lanes and tracks provided exceed desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes exceed desirable minimum widths	At the weakest point the cycle lanes and tracks provided meet desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes meet desirable minimum widths	At the weakest point the cycle lanes and tracks provided do meet absolute minimum widths at constraints but do not meet desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes do meet absolute minimum widths but do not meet desirable minimum widths	At the weakest point the cycle lanes and tracks provided do not meet absolute minimum widths In locations where on-carriageway cycling is appropriate: at the weakest point, traffic lane does not meet absolute minimum widths or traffic lane is 3.2-3.9m wide	info	**1**		**2**	
13	**Public seating**	Assessing the full length of the street, the longest distance between public seats is less than 100m	Assessing the full length of the street, the longest distance between public seats is 100m to 199m	Assessing the full length of the street, the longest distance between public seats is 200m to 500m	Assessing the full length of the street, the longest distance between public seats is more than 500m	info	**0**		**0**	
14	**Cycle parking**	Assessing the full length of the street, cycle parking exceeds demand and has step-free access	Assessing the full length of the street, cycle parking exceeds demand	Assessing the full length of the street, cycle parking meets demand	Assessing the full length of the street, cycle parking does not meet demand	info	**0**		**0**	
15	**Trees**	Assessing the full length of the street, there are trees along the full length of both sides of the street	Assessing the full length of the street, there are trees along at least 50% of the full length of both sides of the street	Assessing the full length of the street, there are trees on this street but less than 50% of the full length of both sides of the street has tree planting	Assessing the full length of the street, there are no trees on the street	info	**1**		**1**	
16	**Green infrastructure**	Assessing the full length of the street, at least three green infrastructure features on the full length of the street	Assessing the full length of the street, two green infrastructure features on the full length of the street	Assessing the full length of the street, only 1 green infrastructure feature on the full length of the street	Assessing the full length of the street, there is no green infrastructure in the public realm	info	**1**		**1**	

17	**Lighting**	Assessing the full length of the street, street lighting provides continuous lighting of all the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on one side of the street	Assessing the full length of the street, there is no street lighting over the footways on this street	info	**3**		**3**	
18	**Reducing convenience of driving short journeys**	Assessing the street as a whole there is no through-movement for private motorised traffic at all times	Assessing the street as a whole there is no through-movement for private motorised traffic at certain times	Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic but there are parking restrictions.	Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic and there are no parking restrictions	info	**3**		**3**	
					Are there any bus services running on this street? Yes/No		**No**		**No**	
19	**Bus stops**	Assessing the weakest bus stop, there is sufficient waiting space based on peak patronage that is clear of the walking space, the bus stop has seating, rain and sun protection for 50% of peak customers, step free access (and safe crossing of any cycle paths to access the stop)	Assessing the weakest bus stop, there is sufficient waiting space based on average patronage that is clear of the walking space, the bus stop has seating, rain and sun protection for at least 4 customers, step free access (and safe crossing of any cycle paths to access the stop)	Assessing the weakest bus stop, the bus stop has seating and rain and sun protection for at least 4 customers	Assessing the weakest bus stop, the bus stop does not have seating and rain and sun protection for at least 4 customers	info	**0**		**0**	

Appendix C

Healthy Streets Score

Name of street

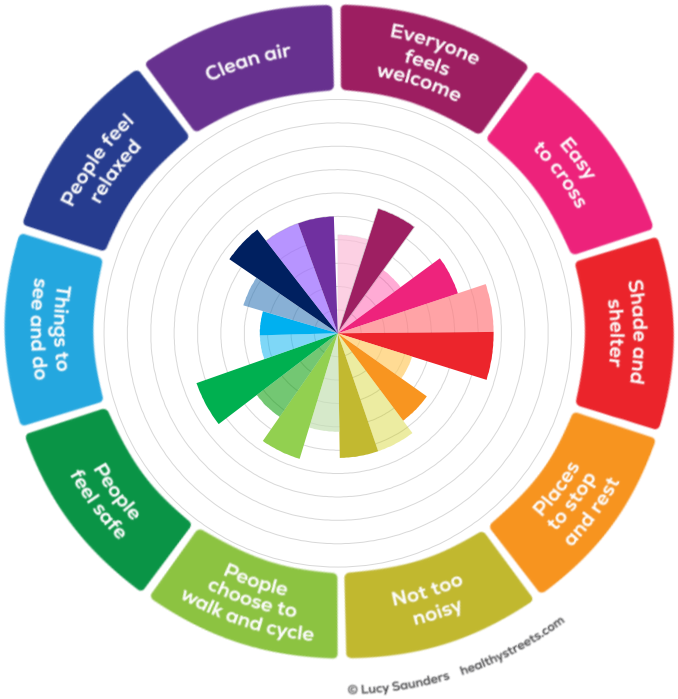
Broom Way

Name of street at start junction

Broom Way

Name of street at end junction

Daedalus Drive



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	44	54
Everyone feels welcome	42	56
Easy to cross	33	54
Shade and shelter	67	67
Places to stop and rest	33	47
Not too noisy	53	53
People choose to walk and cycle	42	56
People feel safe	44	64
Things to see and do	33	33
People feel relaxed	42	56
Clean air	50	50

Scoring

	Metrics	Score				How to measure this?	Existing layout	Notes	Proposed layout	Notes
		3	2	1	0					
1	**Motorised vehicle speed**	When motorised traffic is travelling at its fastest the majority of vehicles are travelling below 20 mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 20-25mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 25-30mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 30 mph+	info	0		0	
2	**Volume of motorised traffic**	There are 199 or fewer vehicles in the peak hour (both directions)	There are 200-499 vehicles in the peak hour (both directions)	There are 500-999 vehicles in the peak hour (both directions)	There are more than 1000 vehicles in the peak hour (both directions)	info	1		1	
3	**Mix of vehicles**	No large vehicles use the street	The proportion of large vehicles is less than 2% of motorised traffic in the peak hour	The proportion of large vehicles is 2-5% of motorised traffic in the peak hour	The proportion of large vehicles is greater than 5% of motorised traffic in the peak hour	info	2		2	
4	**Cycle safety at junctions**	Assessing the poorest performing junction for cycle safety, 80% or more of all movements are assessed as green under the Junction Assessment Tool (LTN 1/20)	Assessing the poorest performing junction for cycle safety, 50-79% of all movements are assessed as green under the JAT	Assessing the poorest performing junction for cycle safety, there are no red scores under the JAT	A red score under the JAT has been found on one or more of the movements at any of the junctions on the street	info	1		2	
5	**Ease of crossing side roads**	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph and raised table/continuous footway at the entrance	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph but instead of a raised table at the entrance it has dropped kerbs	The weakest side road has dropped kerbs and these are on the desire line or a raised table/continuous footway	The weakest side road is missing at least 1 dropped kerb or dropped kerbs are not on the desire line	info	0		2	
6	**Ease of crossing between junctions**	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	info	1		1	
7	**Priority of crossing at junctions**	See table for scoring junctions	See table for scoring junctions	See table for scoring junctions	See table for scoring junctions	info	1		1	
8	**Navigation of crossings for people with visual impairments**	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design and correct materials	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design but incorrect materials	At the weakest crossing there is tactile paving on both sides of the crossing but it is made from the wrong materials or is an incorrect design	At the weakest crossing there is no tactile paving on at least one side of the crossing	info	0		3	
9	**Quality of the footway surface**	At the weakest point on the street there is a smooth, non-slip surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 15mm or more)	info	2		2	

10	**Space for walking**	At peak times for pedestrians and the narrowest point: There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour) OR There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 3m or more in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 2-2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 2.5-3m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 1.5-2m clear width for walking in quiet or moderate locations (flows of <1200 pedestrians an hour) OR There is 2-2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	Regardless of the peak pedestrian flow, at the narrowest point there is less than 1.5m clear width for walking	info	**2**		**3**	
11	**Quality of the carriageway surface**	At the weakest point on the street there is an even and smooth, skid resistant surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 20mm or more)	info	**2**		**2**	
12	**Space for cycling**	At the weakest point the cycle lanes and tracks provided exceed desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes exceed desirable minimum widths	At the weakest point the cycle lanes and tracks provided meet desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes meet desirable minimum widths	At the weakest point the cycle lanes and tracks provided do meet absolute minimum widths at constraints but do not meet desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes do meet absolute minimum widths but do not meet desirable minimum widths	At the weakest point the cycle lanes and tracks provided do not meet absolute minimum widths In locations where on-carriageway cycling is appropriate: at the weakest point, traffic lane does not meet absolute minimum widths or traffic lane is 3.2-3.9m wide	info	**1**		**2**	
13	**Public seating**	Assessing the full length of the street, the longest distance between public seats is less than 100m	Assessing the full length of the street, the longest distance between public seats is 100m to 199m	Assessing the full length of the street, the longest distance between public seats is 200m to 500m	Assessing the full length of the street, the longest distance between public seats is more than 500m	info	**0**		**0**	
14	**Cycle parking**	Assessing the full length of the street, cycle parking exceeds demand and has step-free access	Assessing the full length of the street, cycle parking exceeds demand	Assessing the full length of the street, cycle parking meets demand	Assessing the full length of the street, cycle parking does not meet demand	info	**0**		**0**	
15	**Trees**	Assessing the full length of the street, there are trees along the full length of both sides of the street	Assessing the full length of the street, there are trees along at least 50% of the full length of both sides of the street	Assessing the full length of the street, there are trees on this street but less than 50% of the full length of both sides of the street has tree planting	Assessing the full length of the street, there are no trees on the street	info	**2**		**2**	
16	**Green infrastructure**	Assessing the full length of the street, at least three green infrastructure features on the full length of the street	Assessing the full length of the street, two green infrastructure features on the full length of the street	Assessing the full length of the street, only 1 green infrastructure feature on the full length of the street	Assessing the full length of the street, there is no green infrastructure in the public realm	info	**1**		**1**	

17	**Lighting**	Assessing the full length of the street, street lighting provides continuous lighting of all the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on one side of the street	Assessing the full length of the street, there is no street lighting over the footways on this street	info	**3**		**3**	
18	**Reducing convenience of driving short journeys**	Assessing the street as a whole there is no through-movement for private motorised traffic at all times	Assessing the street as a whole there is no through-movement for private motorised traffic at certain times	Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic but there are parking restrictions.	Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic and there are no parking restrictions	info	**3**		**3**	
					Are there any bus services running on this street? Yes/No		**Yes**		**Yes**	
19	**Bus stops**	Assessing the weakest bus stop, there is sufficient waiting space based on peak patronage that is clear of the walking space, the bus stop has seating, rain and sun protection for 50% of peak customers, step free access (and safe crossing of any cycle paths to access the stop)	Assessing the weakest bus stop, there is sufficient waiting space based on average patronage that is clear of the walking space, the bus stop has seating, rain and sun protection for at least 4 customers, step free access (and safe crossing of any cycle paths to access the stop)	Assessing the weakest bus stop, the bus stop has seating and rain and sun protection for at least 4 customers	Assessing the weakest bus stop, the bus stop does not have seating and rain and sun protection for at least 4 customers	info	**2**		**2**	