

Canmoor Developments Limited

Walking and Cycling Assessment

SLR Project No.: 425.065366.00001

16 October 2024

Revision: 04

RE: DOWNLEY ROAD, HAVANT

1.0 Introduction

SLR has been instructed by Canmoor Developments Limited to provide highways and transportation advice in relation to a planning application for a proposed industrial development on land to the east of Downley Road, Havant.

The site is situated in the northeast of Havant, a small town in the southeast corner of Hampshire. As such, it is within the jurisdiction of Havant Borough Council (HBC) and Hampshire County Council (HCC) who act as the local planning and highway authorities respectively.

At present, the site is occupied by a single building which comprises 9,933 sqm of B2 floorspace. A total of 81 car parking spaces are provided to the north of this building. The development proposals comprise the demolition of the existing building and the construction of three new buildings totalling 9,423 sqm of flexible E(g)(iii)/B2/B8 use floorspace. A total of 136 car parking spaces will be provided, of which 5% will be designated for disabled users.

This Technical Note (TN) has been prepared to support the planning application at the Site, specifically to address HBC's request to undertake a walking and cycling audit of active travel routes to key destinations in the local area. This TN should be read in conjunction with the Transport Assessment, also prepared to support the planning application at the Site.

The remainder of the report will describe the scope / routes assessed as a part of the walking and cycling audit followed by detailing how people of all abilities will make key journeys within the established assessment area that are essential to supporting car free lifestyles.

2.0 Walking and Cycling Audit

A Walking and Cycling Audit assesses the accessibility of a Site to identified key locations in the local area when travelling by walking and cycling modes of travel. It is also used as a tool to identify potential infrastructure improvements to the local area which will further enhance the connectivity of the Site in terms of walking and cycling.

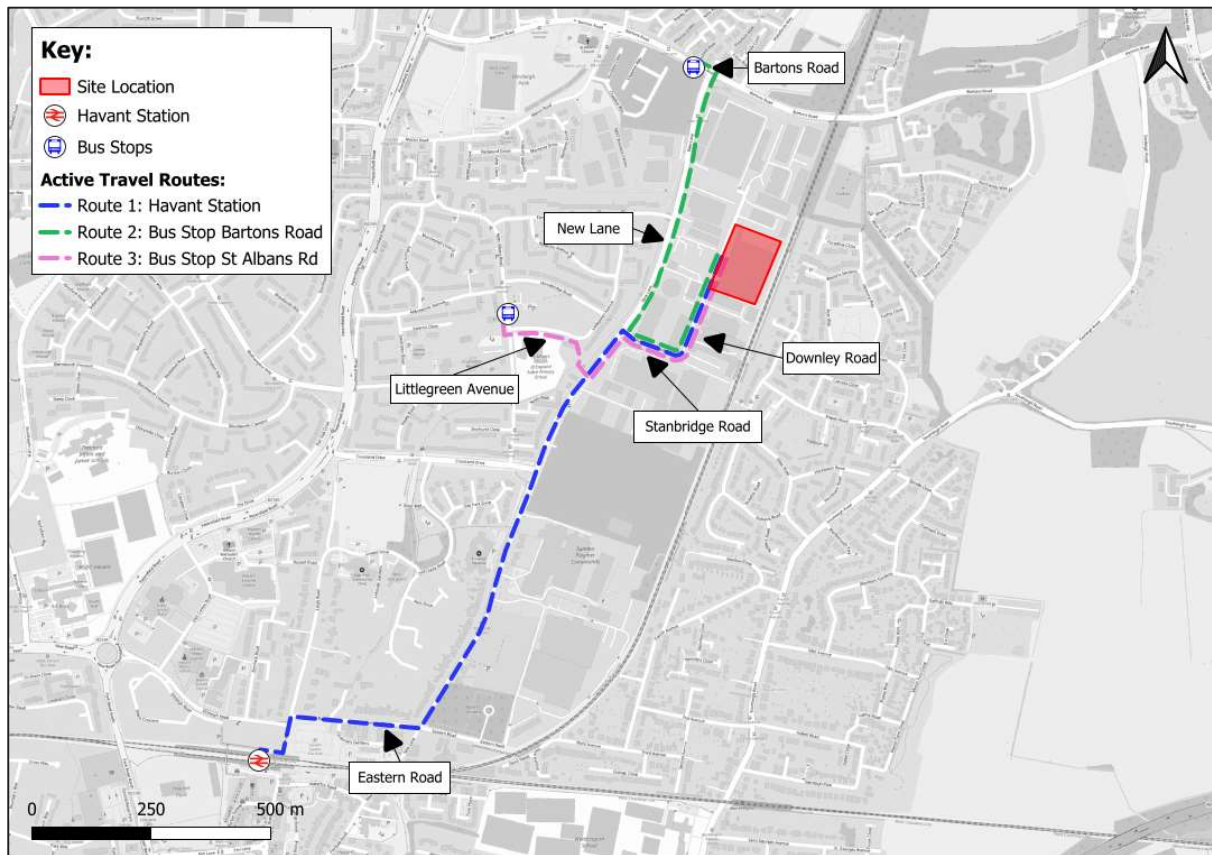
Assessment Scope

Three key active travel destinations, and the associated routes to each destination, were agreed with HBC prior to the undertaking of the Walking and Cycling Audit. The key active travel destinations are as follows:

- Havant Railway Station
- Bus Stop Bartons Road
- Bus Stop St Albans Road

The key routes and their proximity to the Site are illustrated below in **Figure 1**.

Figure 1: Active Travel Routes



A Site Visit was undertaken on the 17th of September 2024, where each of the routes was surveyed to understand their suitability to be undertaken by active travel modes and uncover any potential areas for improvement along each of the outlined routes.

A summary of each route along with any potential areas for improvement that were identified is provided below. Maps of the identified routes are also attached at **Appendix A** which include photographs at different points along the routes. It is noteworthy that all photographs were taken from the perspective of walking from the key destination to the Site. Overall it was noted that the quality of existing footway was of good width and quality without significant defaults.

Route 1: Havant Railway Station

Havant Railway Stations is approximately 1.7km (23-minute walk) south of the Site. To access the station pedestrians / cyclists would travel south along Downley Road, west along Stanbridge Road, south along New Lane, west along Eastern Road before routing south



along Leigh Road. Photos taken along this route is illustrated within figures 1-4 of **Appendix A**.

Downley Road and Stanbridge Road are the access roads to the industrial estate which the site falls within. Both roads are well lit and footways are allocated on both sides of the carriageway.

It is noted that the parking restrictions along each road is limited to single yellow lines. As such, there were occasional (two at the time of the Site visit) instances of on-street parking. It is important to note that this did not appear to be as a result of a lack of off-street parking at any unit, rather vehicles were parked on-street briefly when visiting the units within the estate. This assumption is based off the fact that the first vehicles was unoccupied but with its hazard lights on while the driver of the second vehicle was visiting the reception of the unit it was parked adjacent to. Therefore, it was assumed that both vehicles were briefly visiting the estate.

A crossing point is present directly adjacent to the alleyway connecting New Lane to Littlegreen Avenue, thus facilitating a safe and suitable place for active travellers to cross New Lane. This New Lane – Littlegreen Avenue connection is discussed within Route 3.

The majority of this route follows New Lane, at approximately 950m (13-minute walk). Active travel infrastructure is very good along New Lane as continued, uninterrupted cycleways are in place in both the northbound and southbound direction. Furthermore, it was highlighted that New Lane is largely lined with trees and is subject to a grass verge which separates pedestrians and vehicular traffic along the majority of the route. This makes New Lane an attractive option for both pedestrians and cyclists.

On the approach to the station itself, the existing provision of infrastructure was highlighted as conducive to active travel modes. A shared pedestrian / cyclists zebra crossing is in place on Leigh Road between Eastern Road and Elmleigh Road. This crossing is situated on the desire line for pedestrian's / cyclists routing to the station from the Site, therefore offering a suitably located and safe crossing point.

Additionally, the signage / wayfinding was identified as highly suitable for active travellers. Instead of simply showing street names on road name signs, both the road name and a key road which can be accessed from that road is displayed on the sign. For example, the sign on Eastern Road states 'Eastern Road, which leads to New Lane' rather than just the individual road name. This signage can be seen within the route map photos shown at **Appendix A**. It was noted, however, that this high-quality level of signage is only in place in the vicinity of Havant Station and Town Centre and does not continue to be in place throughout the route, particularly on the approach to the site.

Potential Improvement

The potential area for improvement identified along Route 1 was a lack of visibility at the New Lane / Eastern Road crossing, specifically for those routing from the Site towards the station (along New Lane) across Eastern Road at the junction intersection.

This area for improvement is shown below in **Photo 1**.



Photo 1: Lack of Visibility at the New Lane / Eastern Road Intersection



Photo 1 is taken from the perspective of a pedestrian walking south from the Site along New Lane at the crossing point which must be used in order to continue westbound along Eastern Road towards the station.

The photo illustrates the lack of available visibility of vehicles north of the intersection along New Lane. This poses a potential safety issues as pedestrians are unable to see vehicles approaching the intersection from the north.

This could be improved by cutting back the existing hedge to ensure that it is flush with the pavement line. This will maximise the visibility of vehicles north of the crossing point along New Lane, most importantly vehicles which are routing southbound.

An additional area for potential improvement was identified along Route 1. As previously outlined, there is a poor provision of wayfinding on the approach to the Site, specifically along New Lane. Therefore, a potential improvement could be to increase the quality of wayfinding along New Lane to be in line with the provision that is in place in the vicinity of Havant Station and Town Centre. Given that active travellers are required to route along New Lane in order to access all three of the identified active travel destinations, this potential improvement is applicable to all three active travel routes.



Route 2: Bus Stop Bartons Road

Route 2 comprises the journey from the Site to the bus stops on Bartons Road. The Bartons Road bus stop is circa 800m north of the Site and is approximately an 11-minute walk. Photos taken along the route are displayed within Figures 5-7 within **Appendix A**. Similar to Route 1, the majority of the route is undertaken on New Lane, albeit in the northbound direction. After routing northbound along New Lane for 800m, active travellers route between 50m and 100m westbound along St Albans Road depending on which bus stop is the final destination.

As aforementioned, the existing situation on New Lane regarding the provision of active travel infrastructure is of high quality. This is as a result of the use of a grass verge to separate the footway and vehicle carriageway and the continued, uninterrupted cycleway present in both the northbound and southbound direction.

Dropped kerbs and tactile paving are in place on Bartons Road adjacent to the bus stop providing a crossing point that is both suitably located and designed which allows pedestrians to access both the eastbound and westbound bus stop on Bartons Road.

Potential Improvement

The identified potential improvement along this route is to improve the existing bus stop infrastructure. This is applicable to both the eastbound and westbound stop.

As opposed level of infrastructure provided at Stop St Albans Road (discussed below in Route 3), the bus stop infrastructure provided at Stop Bartons Road is limited to a flag post and notice board. The existing bus stop infrastructure is shown below in **Photo 2**.



Photo 2: Bus Stop Bartons Road



Photo 2 shows the existing bus infrastructure at Bartons Road. A potential improvement could be to improve the bus stop to provide a shelter, seating and live journey time updates. This improvement would make both the route and destination itself more attractive to active travellers.

It is significant to note that the viability of this improvement is subject to the land ownership at each stop and the level of space which is needed to make the improvements. An initial review of the existing highway layout suggests that there is sufficient space to make this improvement.

Route 3: Bus Stop St Albans Road

Route 3 comprises the journey from the Site to the bus stops at St Albans Road. The stop is located circa 700m (9-minutes) west of the Site. The route mirrors Route 1 before existing New Lane after approximately 100m to route along the alleyway connecting New Lane and Littlegreen Avenue. Active travellers route west along Littlegreen Avenue for approximately 150m before turning north at the St Albans Road / Littlegreen Avenue simple priority



junction. Photos which were taken along this route during the Site visit are shown within Figures 8-11 of **Appendix A**.

Ample street lighting is present along the alleyway itself therefore mitigating the possibility of active travellers feeling unsafe along the alleyway at night. It is noted that there is no cycling infrastructure in place along Littlegreen Avenue although this is not uncommon for a low traffic, residential side road.

Both bus stops along St Albans Road were facilitated with seating (a place to stop a rest), a shelter and live journey time updates, therefore contributing to the attractiveness of the route and the use of public transport as a mode of travel to and from the Site.

Potential Improvement

One identified area for improvement was the lack tactile paving at the crossing point on Littlegreen Avenue, located adjacent to the Littlegreen Avenue / St Albans Road intersection. This is shown below in **Photo 3**.

Photo 3: Littlegreen Avenue Crossing Point



Photo 3 shows that although there are dropped kerbs at the crossing, no tactile paving is present. This may inhibit those with visual impairments for undertaking this route.

This could be improved through the addition of tactile paving at the crossing point, thus making the route more accessible to those from all walks of life.



3.0 Summary and Conclusions

This TN has summarised the findings of a walking and cycling audit for three identified routes to key destinations agreed with the HBC.

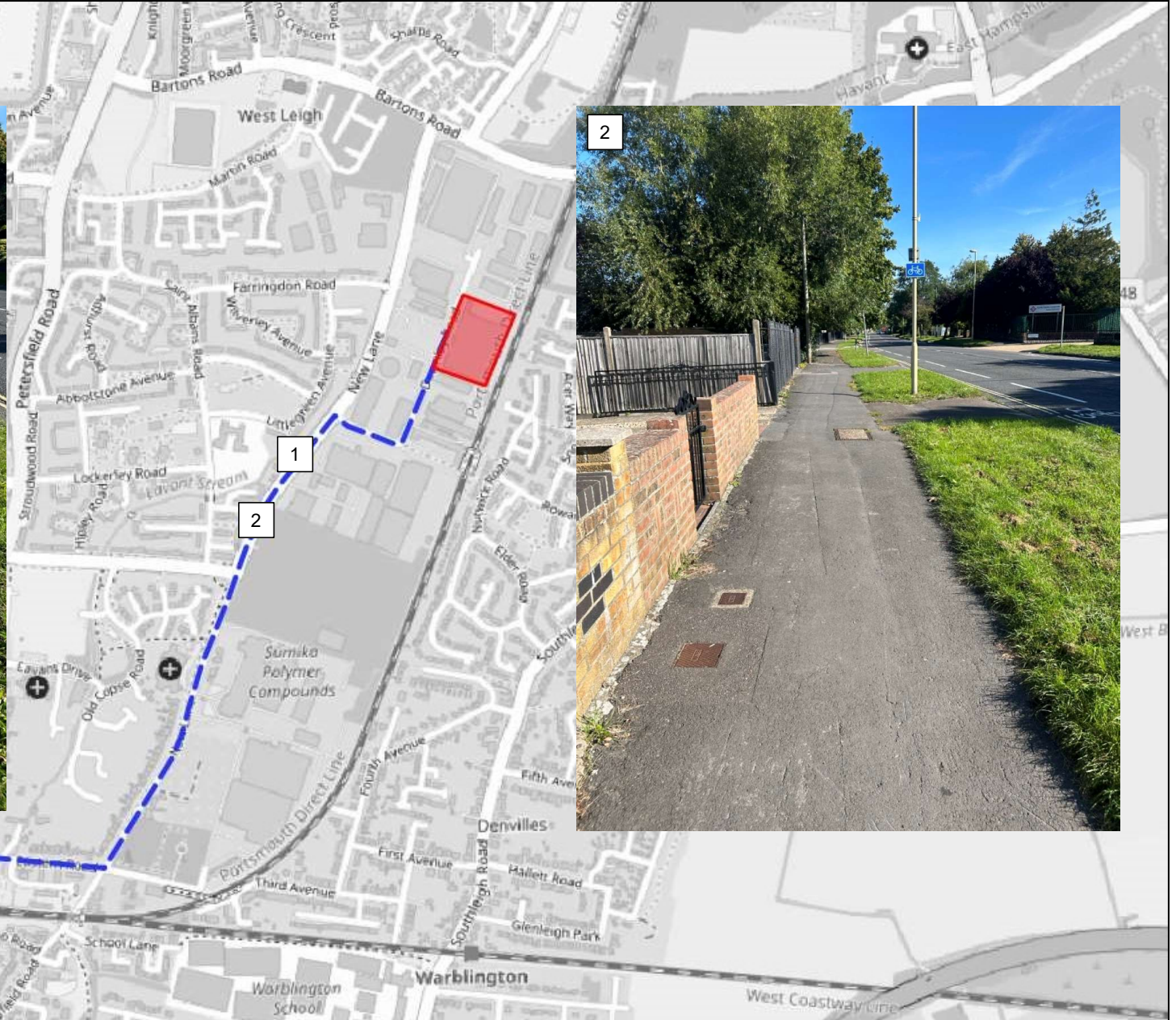
A potential improvement has been suggested at each route which could make the route more attractive to active travellers. The potential improvement suggested along each route is summarised below:

- **Route 1** – Improve the visibility at the New Lane / Eastern Road crossing by trimming back the existing hedge in line with the footway line.
- **Route 2** – Improve the level of infrastructure at Bus Stop Bartons Road to add shelter, seating and live journey time updates.
- **Route 3** – Add tactile paving at the crossing point on Littlegreen Avenue in order to increase the accessibility of Bus Stop St Albans Road to those from all walks of life, particularly those with visual impairments.
- **All Three Routes** – Improve the provision of wayfinding along New Lane to be in line with the wayfinding present in the vicinity of Havant Station and Town Centre.



Appendix A Route Maps and Site Visit Photos





Key:

— Route

10 Location of Google Street View photo

Downley Road Havant

Canmoor Developments Limited

Route 1 – Havant Station



DRAWN:

BW

CHECKED:

KL

DATE:

18/09/2024

SCALES:

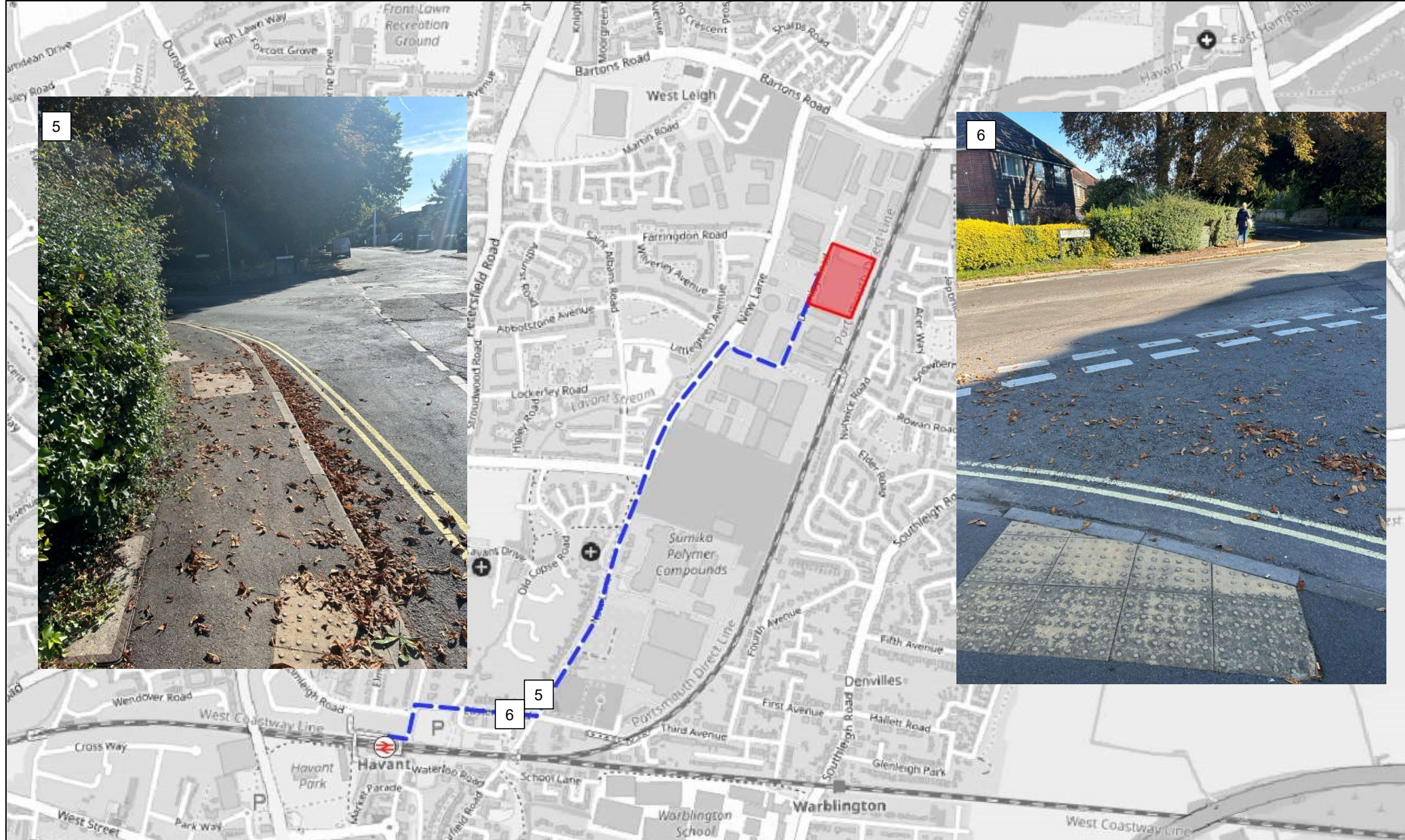
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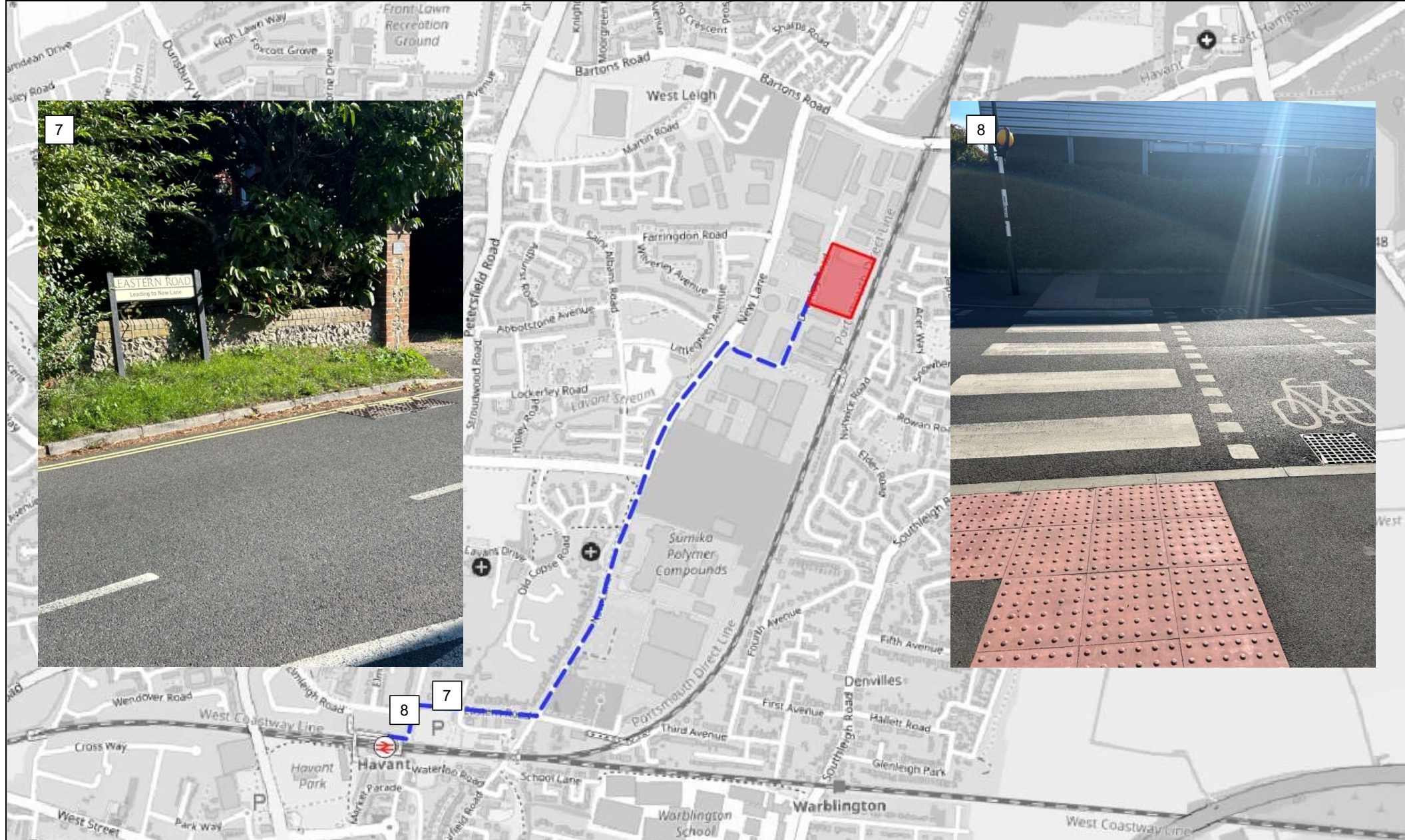
Figure 1



Key:  Route	Downley Road Havant	Canmoor Developments Limited
 Location of Google Street View photo	Route 1 – Havant Station	
DRAWN: BW	CHECKED: KL	DATE: 18/09/2024
SCALES: NTS	DRAWING REFERENCE: Figure 2	



Key: Route 10 Location of Google Street View photo	Downley Road Havant				Canmoor Developments Limited	
	Route 1 – Havant Station					
	DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING REFERENCE:	
BW	KL	18/09/2024	NTS	Figure 3		



Key:

— Route

10 Location of Google Street View photo

Downley Road Havant

Canmoor Developments Limited

Route 1 – Havant Station



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DATE:

18/09/2024

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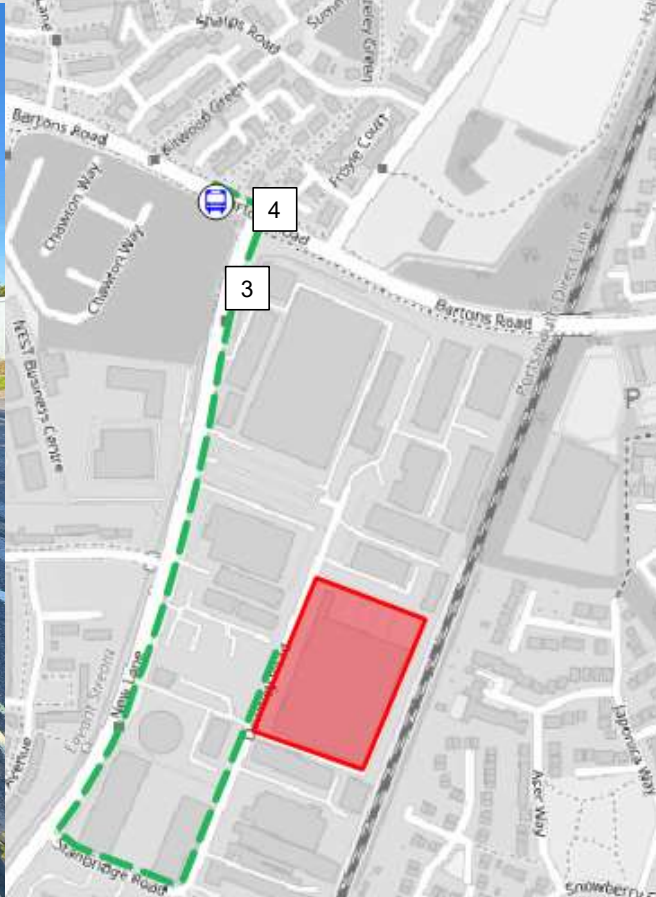
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DRAWING REFERENCE:

Figure 4



Key:	Downley Road Havant			Canmoor Developments Limited	
 Route  Location of Google Street View photo	Route 2 – Stop Barton's Road				
	DRAWN: BW	CHECKED: KL	DATE: 18/09/2024	SCALES: NTS	DRAWING REFERENCE: Figure 5



Key:

— — — Route

10

Location of Google Street View photo

Downley Road Havant

Canmoor Developments Limited

Route 2 – Stop Barton's Road



DRAWN:

BW

CHECKED:

KL

DATE:

18/09/2024

SCALES:

NTS

DRAWING REFERENCE:

Figure 6



Key:

— Route

10

Location of Google Street View photo

Downley Road Havant

Canmoor Developments Limited

Route 2 – Stop Barton's Road



DRAWN:

BW

CHECKED:

KL

DATE:

18/09/2024

SCALES:

NTS

DRAWING REFERENCE:

Figure 7



Key: Route 10 Location of Google Street View photo	Downley Road Havant				Canmoor Developments Limited		
	Route 3 – Stop St Albans Road						
	DRAWN: BW		CHECKED: KL		DATE: 18/09/2024		SCALES: NTS
DRAWING REFERENCE: Figure 8							



Key: Route 10 Location of Google Street View photo	Downley Road Havant				Canmoor Developments Limited	
	Route 3 – Stop St Albans Road					
	DRAWN: BW		CHECKED: KL		DATE: 18/09/2024	SCALES: NTS



Key:  Route  Location of Google Street View photo	Downley Road Havant		Canmoor Developments Limited	
	Route 3 – Stop St Albans Road			
	DRAWN: BW	CHECKED: KL	DATE: 18/09/2024	SCALES: NTS DRAWING REFERENCE: Figure 10



Key:

— Route

10 Location of Google Street View photo

Downley Road Havant

Canmoor Developments Limited

Route 3 – Stop St Albans Road



DRAWN:

BW

CHECKED:

KL

DATE:

18/09/2024

SCALES:

NTS

DRAWING REFERENCE:

Figure 11



Making Sustainability Happen