

Havant & South Downs College Havant College Campus New Teaching Building Walking and Cycling Assessment

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	Structural Engineering
	Civil Engineering
	CDM Consultants
	Sustainability and BREEAM
	Traffic and Transport
	Flood Risk Assessments
	Highway Engineering
	Event Engineering

Issue and Amendment Record:

Revision	Comment/Amendment	Prepared	Reviewed	Approved	Date
0	First Draft	JH			16.04.24

1.0 Introduction

- 1.1 This Walking and Cycling Assessment has been written by Scott White and Hookins at the request of Peter Marsh Consulting and on behalf of Havant and South Downs College (HSDC). It relates to development at the following site:

Havant & South Downs College
Havant College Campus
New Road
Havant
Hampshire
PO9 1QL

- 1.2 The currently proposed development consists of the erection of a new 3-storey teaching building in the south-eastern corner of the existing education campus. The building will provide a total of ten teaching classrooms. Alterations to the existing site car parking facilities will be made in order to provide 8 additional car parking spaces and 14 cycle parking spaces. The existing vehicular access to the Sports Block will be retained, for emergency access purposes.
- 1.3 This brief report has been written to the scope specified by Hampshire County Council Highways following discussions with their officer in March 2024.
- 1.4 Scott White and Hookins shall not be liable for the use by any person of this report for any purpose other than that for which the same was prepared by Scott White and Hookins.

2.0 Walking and Cycling Assessment

2.1 Scope

2.1.1 The Local Highway Authority initially requested a Walking, Cycling and Equestrian Assessment and Review; following discussions this was agreed to be excessive, however it was agreed that some form of walking and cycling assessment would be necessary, with a scope as follows:

Covering a radius of 200m around the College site

Ensuring that all access points to the College site have appropriate walking and cycling connections. This includes:

New Road

Park Road North

Petersfield Road

Barncroft Way

Elmleigh Road

The assessment should also ensure that the internal arrangement of the College provides appropriate access for pedestrians and cyclists and that the proposed new cycle parking can be accessed appropriately.

2.1.2 Therefore, this brief report is set out with each access point considered in turn, followed by an overall view, and a review of the internal routes within the site. A plan showing the study area is provided at the end of the report.

2.2 New Road

2.2.1 New Road runs east to west along the southern frontage of the Havant College site. It has two lanes in each direction along the site frontage, which merge west of Barncroft Way to provide one lane in each direction.

2.2.2 There are no cycle lanes within the carriageways on New Road along the site frontage; approaching the site from the west there are markings within the margins of the carriageway indicating a cycle route but this is not marked out with lining, coloured surfacing nor is this segregated by any kerbs. Approximately 40m to the west of the junction with Barncroft Way, this on-carriageway cycle route ends and it is indicated that cyclists should use a dropped-kerb access to continue on the footway along the northern side of New Road, instead of within the carriageway.

2.2.3 On the southern side of New Road, there is signage for cyclists heading eastwards that the footway is a shared-use route for cyclists. However, there is no signage to this effect for

cyclists heading westwards towards the site from the roundabout junction between New Road, Petersfield Road, Elmleigh Road and Park Road North.

- 2.2.4 Footway widths vary significantly along different sections of New Road. Measurements are shown in the following table:

Location	Footway Width
New Road, west of roundabout, northern side	3m
New Road, west of roundabout, southern side	2.8m
New Road, west of roundabout, southern side (adjacent to bus stop)	5.4m
New Road, southern side opposite Barncroft Way junction	2.0m
New Road, northern side west of Barncroft Way junction	3m to 4.2m
New Road, northern side, east of Stockheath Lane junction	1.8m

- 2.2.5 It is unfortunate that on the northern side of New Road, between the roundabout and Barncroft Way, the bus shelter obstructs the footway, reducing the clear width from 3m to 0.9m in front of the shelter, or 1m to the rear of the shelter.
- 2.2.6 Approximately 68m west of the roundabout junction, there is a signal-controlled pedestrian crossing on New Road, which benefits from a central pedestrian refuge. The refuge within the crossing point is fitted with pedestrian guard-railing on all sides. Separate toucan crossing controls operate the eastbound and westbound carriageway signals. The central refuge has dropped kerbs and tactile paving at each edge, as do the footways on either side of New Road.
- 2.2.7 Immediately adjacent to the signal-controlled pedestrian crossing on the north side of the footway, HSDC Havant Campus benefits from a single-width pedestrian gate, which is locked apart from during peak times to allow staff and students quick access to the crossing and bus stops.

2.3 Park Road North

- 2.3.1 Park Road North (PRN) runs south from the roundabout south-east of the Havant Campus towards Havant Town Centre. On approach to the roundabout, the northbound carriageway divides into two lanes.
- 2.3.2 PRN benefits from pedestrian footways on both sides; the western footway is signed as being for shared use by cyclists and pedestrians, in both directions.
- 2.3.3 The western shared cycle path and footway on PRN has a width of at most 3m. The eastern footway on PRN has a width of approximately 2.2m.
- 2.3.4 On the approach to the roundabout, PRN benefits from an uncontrolled pedestrian crossing with dropped kerbs and tactile paving. There is a central refuge for pedestrians

and cyclists, formed within the splitter island between the southbound carriageway and the northbound carriageways.

- 2.3.5 "Look Left" and "Look Right" markings are displayed on the carriageway adjacent to the crossing point. Bollards with high-visibility reflective coatings have been in place since at least 2015 which enhance the visibility of the crossing point, particularly at night or in bad weather.
- 2.3.6 The splitter island narrows at the crossing point, as the crossing is located approximately 8.5m to the south of the roundabout. This means that the refuge area has a width of only 2m at its narrowest point. For comparison, the footway on the eastern side of PRN adjacent to the crossing point is at least 3.7m in width, while the footway on the western side of PRN is around 3m in width.
- 2.3.7 The section of the roundabout between Elmleigh Road and PRN has a short section of on-carriageway cycling route, a length of approximately 28m. Cyclists are then directed onto the shared footway and cycle path for 12m in order to reach the uncontrolled crossing point on PRN.
- 2.4 Elmleigh Road
 - 2.4.1 Elmleigh Road runs south-east from the roundabout towards Havant Station; it is therefore an important route for rail users in particular.
 - 2.4.2 A new two-way cycling path has been installed along the north side of Elmleigh Road which represents a significant improvement in cycling accessibility along this route. The new cycleway starts approximately 43m west of the junction between Elmleigh Road and Leigh Road. "Copenhagen"-style crossings have been provided at the junction between Elm Park Road and Elmleigh Road, as well as the junction with the Havant Jobcentre building, and the Havant Justice Centre, but not at the bellmouth junction between Elmleigh Road and Civic Centre Road.
 - 2.4.3 On the south side of Elmleigh Road, the footway has widths of at least 2m along its full length. Dropped-kerb crossings are in place at junctions on this side of the street, but tactile paving is not present.
 - 2.4.4 At the western end of Elmleigh Road, the southern footway has been left as existing, with a dropped kerb and tactile paving to access the crossing. However, as part of the recent highway works, the central pedestrian refuge has been fully renovated. The crossing to the north side of Elmleigh Road has also been improved as part of the major works.
 - 2.4.5 The cycling route on the north side of the junction wraps around the edge of the roundabout towards Petersfield Road, meaning that connectivity between these routes is now much improved.

2.5 Petersfield Road

- 2.5.1 Petersfield Road runs north-east from the roundabout towards the village of Rowlands Castle; it also can be followed north-west towards Horndean where it connects to the A3(M) Motorway.
- 2.5.2 In the vicinity of the site, it is a dual carriageway in each direction, albeit the speed limit is set at 40mph. This street has also significantly benefited from the highway works discussed above in relation to Elmleigh Road. The signal-controlled pedestrian crossing has been upgraded and widened, with an enlarged pedestrian refuge. Toucan crossing controls enhance ease of use for cyclists and pedestrians.
- 2.5.3 The two-way cycle route mentioned above on Elmleigh Road continues to this improved crossing-point on the east side of Petersfield Road; dropped-kerb access and tactile paving has also been provided on all sides of the crossing for the benefit of users with vision or mobility impairments.
- 2.5.4 On the western side of Petersfield Road, an enlarged congregation area has been formed adjacent to the single pedestrian gate that leads into the eastern side of the HSDC Havant Campus. This gate is again kept locked for security apart from at peak times to allow staff and students to enter and leave the site at this location.
- 2.5.5 The footway on the western side of Petersfield Road has been slightly realigned as part of the wider highway works but remains relatively narrow, at 1.35m south of the signal-controlled crossing and along the section between New Road and Petersfield Road.
- 2.5.6 To the north of the signal-controlled crossing, the footway gains width up to 1.7m but this remains less than generous for use by two-way pedestrian traffic and any potential cyclist use. This has added relevance as there is an existing shared pedestrian and cycle route further north on Petersfield Road which runs along the north-eastern boundary of the HSDC Havant Campus site between Petersfield Road and Holybourne Road.

2.6 Barncroft Way

- 2.6.1 Barncroft Way is the route leading north from New Road to the main vehicular accesses to the HSDC Havant Campus, and as such is a significant access location for the campus in general. The route also forms one of the points of access to the Leigh Park Estate.
- 2.6.2 As identified by HCC in their commentary on the application, the footway on the western side of Barncroft Way has a width of approximately 1.7m, which is considered insufficient for pedestrian and cycle use. There is a grass verge between the footway and the carriageway along most of the western side of the street.
- 2.6.3 On the eastern side of the street, the footway is a shared route for cyclists up to the two vehicular access routes to the Havant Campus; it has been widened to enable this and has a width in excess of 3m from the junction with New Road up to the junction with Nicholson Way. North of this point, it reduces slightly to a width of circa 2.7m up to the

junction with Stockheath Lane, and then further reduces to 2m in width as the footway crosses the Hermitage Stream. North of this location, the cycling route then can be followed into parkland to the north of the site.

2.7 Overview

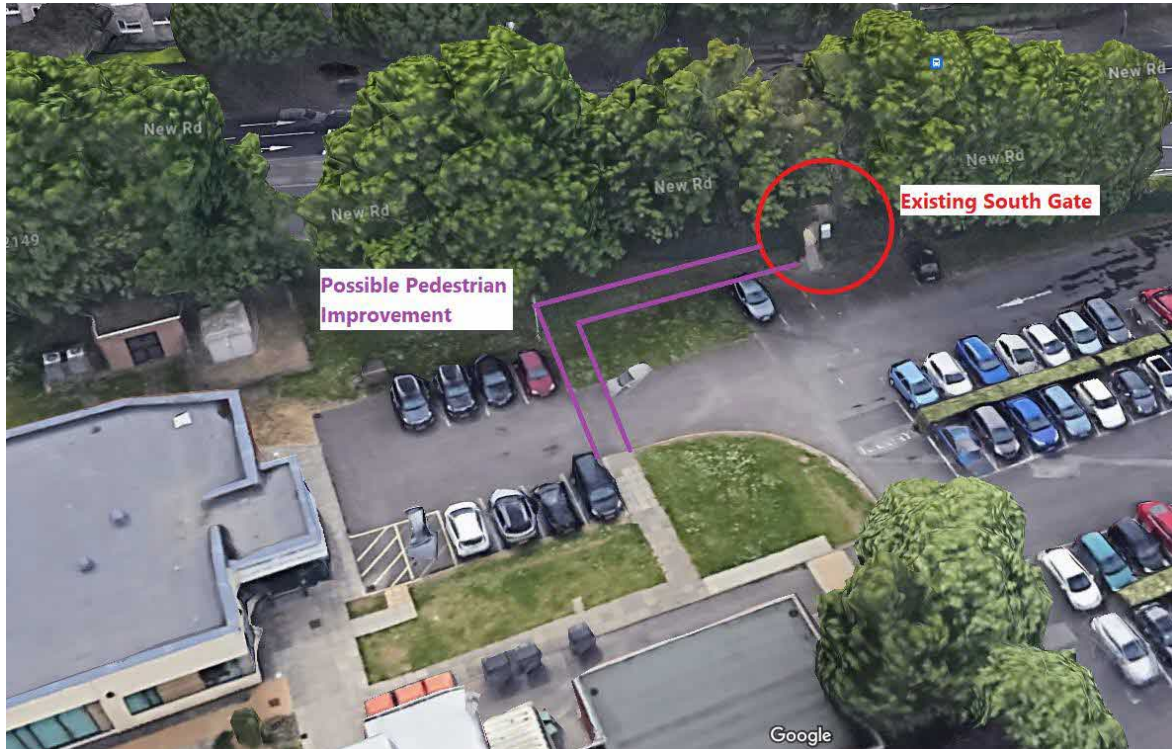
- 2.7.1 Overall, it is considered that the pedestrian and cycling infrastructure in the vicinity of the site is generally good and improving as a result of the significant infrastructure projects currently being delivered to the east of the site. However, there are some gaps in provision.
- 2.7.2 The central pedestrian and cycle refuge at the north end of Park Road North is as mentioned above, relatively narrow and could benefit from widening, but does provide the required minimum of 2m clear width.
- 2.7.3 The section of footway between the western side of Petersfield Road and the north side of New Road would benefit from widening, as this route appears to be only 1.35m in width. However, it may be argued that there are alternatives to this section of footway for most journeys passing through the local area.
- 2.7.4 The western footway on Barncroft Road should ideally be 300mm wider than it is, however this is not considered to be a main priority route for pedestrians and cyclists, in contrast to the eastern side which does provide suitable width for pedestrians and cyclists.

2.8 Internal Layout

- 2.8.1 Within the Havant Campus, there are a number of routes around and between the existing and proposed buildings. The Campus Map is again appended to this report for further inspection.
- 2.8.2 A footpath leads west from the Petersfield Road gate, linking the new pedestrian and cyclist infrastructure east of the site with the campus. This path is level and clear, running south of the Sports Hall towards the School of Business (SoB) and the courtyard between the SoB and the C-Block. This route also will lead directly to the proposed new cycle parking facilities associated with the development of the new teaching building, which will be located directly to the east of the SoB.
- 2.8.3 Another path runs north along the western side of the Sports Hall, towards the Science Labs. This route can be followed into the courtyard between the A-Block and B-Block; this courtyard is where the rest of the existing cycle parking can be found.
- 2.8.4 A footpath also runs west from the C-Block which then passes along the west side of the A-Block and B-Block. There are steps and also a ramp to the west of the A-Block which

enables access for cyclists and also for wheelchair users. This footpath also passes the main entrance to the College buildings, which is south of the A-Block.

- 2.8.5 Currently, the south gate onto New Road does not link perfectly within the site. There is an opportunity to improve this as shown in the sketch below, and this could form part of any future landscaping strategy at the Havant Campus.



- 2.8.6 Plans are currently being considered for improvements to the northern car park and access, which will include improvements to the existing pedestrian, cycle and vehicle access from Barncroft Way, and can also include improvements to the pedestrian realm within the northern car park, particularly leading to the north access to the B-Block and routes towards the Design and Photography Studio.

Study Area Plan



Havant Campus Layout

