



Elmleigh Road scheme
Research report

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Key findings

Key findings

61 respondents completed the online feedback form. This is a fairly low number of responses, which needs to be taken into consideration when interpreting these findings.

Overall, respondents were supportive of all the proposals in the Elmleigh Road scheme:

- 70% agreed with the proposal to narrow the entrance to the roundabout at Elmleigh Road;
- 67% agreed with the installation of a new Tiger crossing near the railway access;
- 65% agreed with the introduction of a bi-directional segregated cycle track from the Petersfield Road crossing to the station footbridge;
- 65% agreed with a pedestrian and cycle priority crossing on Civic Centre Rd junction
- 64% agreed with changing the existing Pelican crossing to a Sparrow crossing
- 50% agreed with the closure of the eastern access to Elmleigh Road.

Cyclists were consistently the most likely users to support all proposals.

Among those who agreed with any elements of the proposed schemes (38 respondents), the most common reasons given were that the cycling and pedestrian plans were good, that safety would be improved and support for restricting HGV access to Elmleigh Road.

Of the 23 respondents who gave reasons for disagreeing with some or all of the proposals, the top reasons were that it would cause more congestion, that it was not needed and suggestions for how the plan should be modified.

48 respondents provided further comments on the proposals. The most common mentions were requests for the footbridge over the railway line to be replaced/ repaired, additions/ alterations to the proposals and fears that the scheme would benefit very few people.

Introduction

Elmleigh Road - background



Background

Hampshire County Council has received funding worth £19.6 million from the Department for Transport's (DfT) Transforming Cities Fund to deliver transport improvement schemes at eight locations within the Portsmouth City Region. These schemes will aim to improve journey times, service reliability and facilities for bus passengers and provide enhanced facilities for pedestrians and cyclists in the boroughs of Havant, Gosport and Fareham.

Hampshire County Council's Climate Change Strategy has set targets for the County to be carbon neutral by 2050 and improve its resilience to the impacts caused by a 2 degree increase in temperature. Schemes such as this aim to assist in delivering those targets by making public transport journeys more reliable, efficient and attractive to users.



The scheme

This report summarises the key feedback on a scheme located between Havant and South Downs College and the Havant railway station footbridge on Elmleigh Road. This scheme is designed to provide better access between the town centre, college, rail and bus stations, enabling access to wider travel connectivity in the region.

Proposed improvements include:

- changing the current staggered Pelican crossing facilities on Petersfield Road to a Sparrow crossing, adding the facility for cyclists to cross;
- a new bi-directional segregated cycle track adjacent to a realigned footway along the northern kerbline of Elmleigh Road;
- a new raised parallel 'Tiger' crossing facility on Elmleigh Road in the vicinity of the station access for pedestrians and cyclists;
- a pedestrian and cycle priority crossing across the Civic Centre Road junction;
- closure of the eastern access to Elmleigh Road (spur) to provide a continuous pedestrian and cycling link ;
- works to narrow the entrance to Elmleigh Road at the roundabout to discourage HGV use and reduce vehicle speeds.

Elmleigh Road – aims and method



Aims

Hampshire County Council is committed to listening to the views of local residents and stakeholders. The purpose of this engagement exercise was to inform the development of the Elmleigh Road scheme.

Specifically, it sought to understand:

- current travel habits in the area;
- potential future travel habits;
- residents' and stakeholders' views on the proposed scheme.



Method

Hampshire County Council carried out an engagement exercise through use of a feedback form (online and available in other formats). An information pack was produced, which outlined the scheme proposals in order to enable an informed response.

The feedback form was available from 06 October to 02 November 2021.

The engagement exercise was open, meaning that anyone who wanted could complete the feedback form. There were no quotas or sampling targets, in keeping with the spirit of open engagement.

Summary of survey responses

All questions in the feedback form were optional, therefore base sizes vary by question and are noted on each slide.

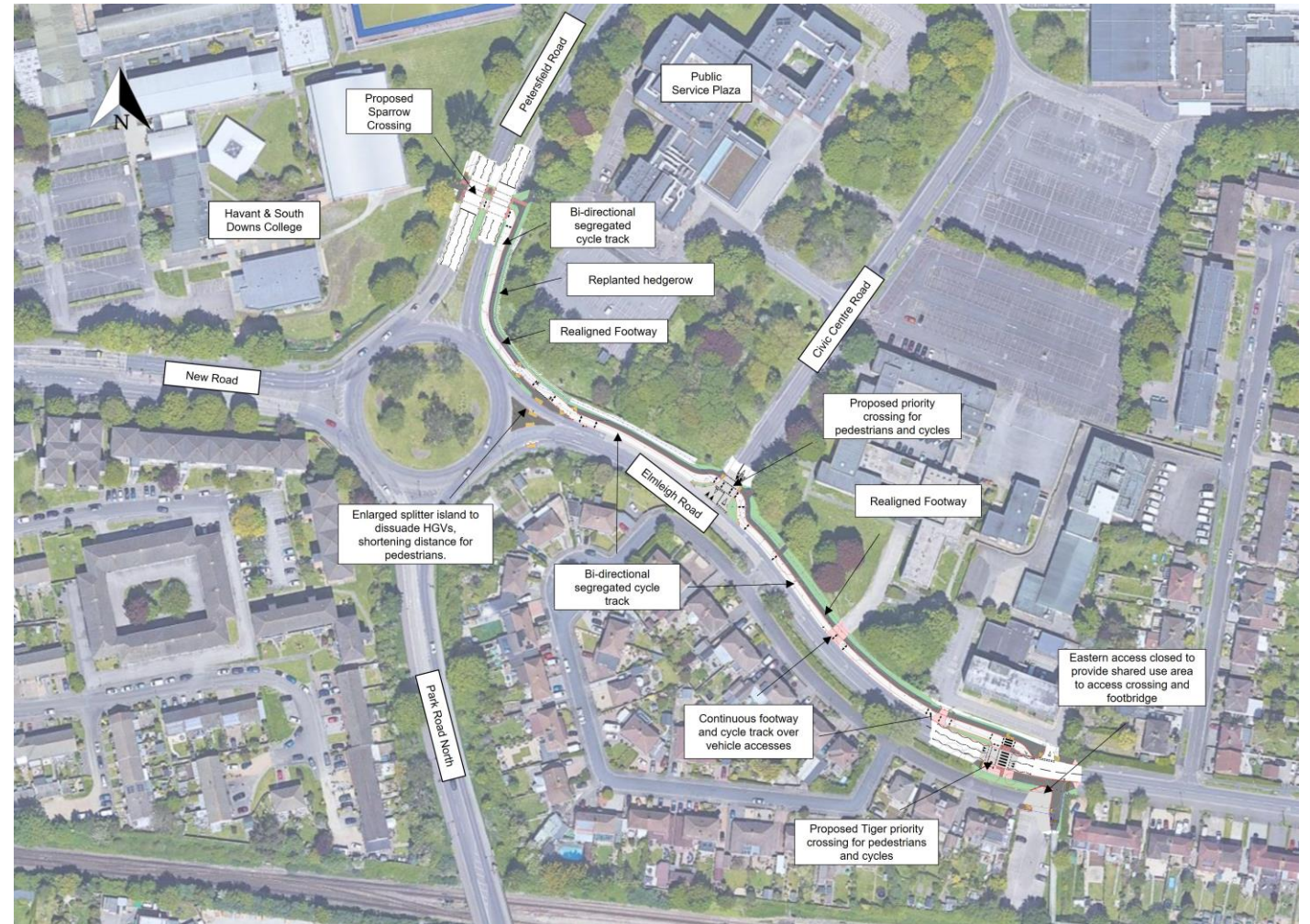
Verbatim comments have been grouped into themes for analysis. The main findings are shown in this report, and the project teams have access to the full data set.

In total, 61 responses were submitted via the feedback form, either online or on paper, all of which were from individual members of the public.

In addition, nine unstructured responses were received by email or letter and 30 social media comments were received through the County Council's Facebook page.

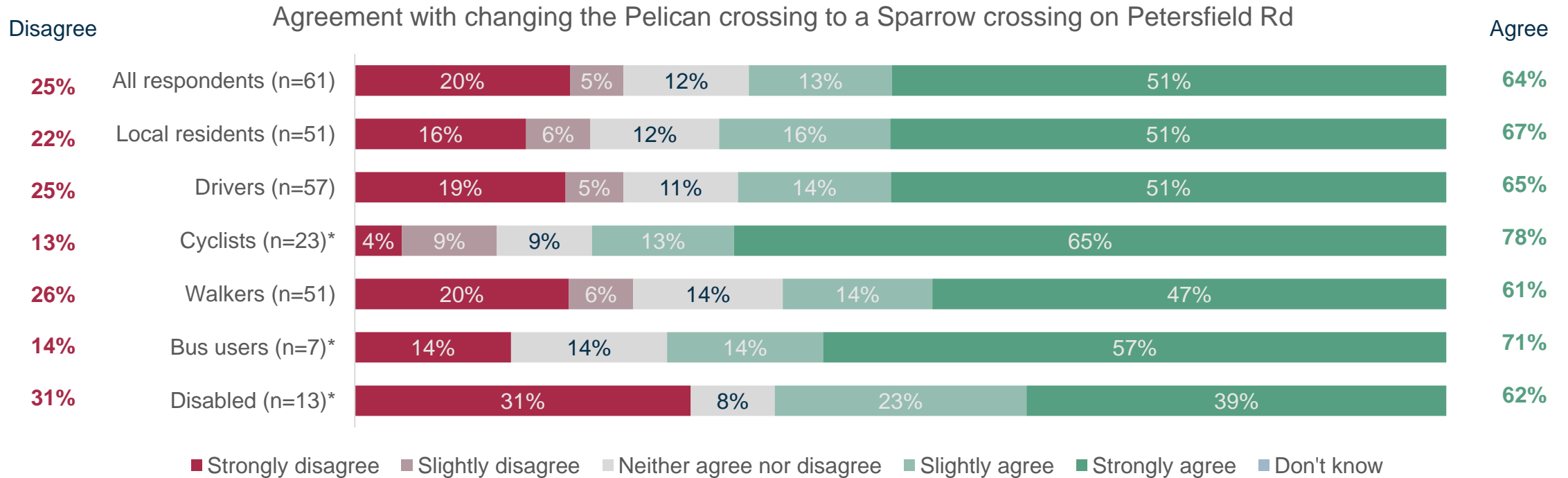
Detailed findings

Proposed scheme design



Agreement with Sparrow crossing on Petersfield Road – by sub-groups

64% of respondents agreed with the proposal to change the Pelican crossing on Petersfield Road to a Sparrow crossing, with cyclists most likely to agree (78%).

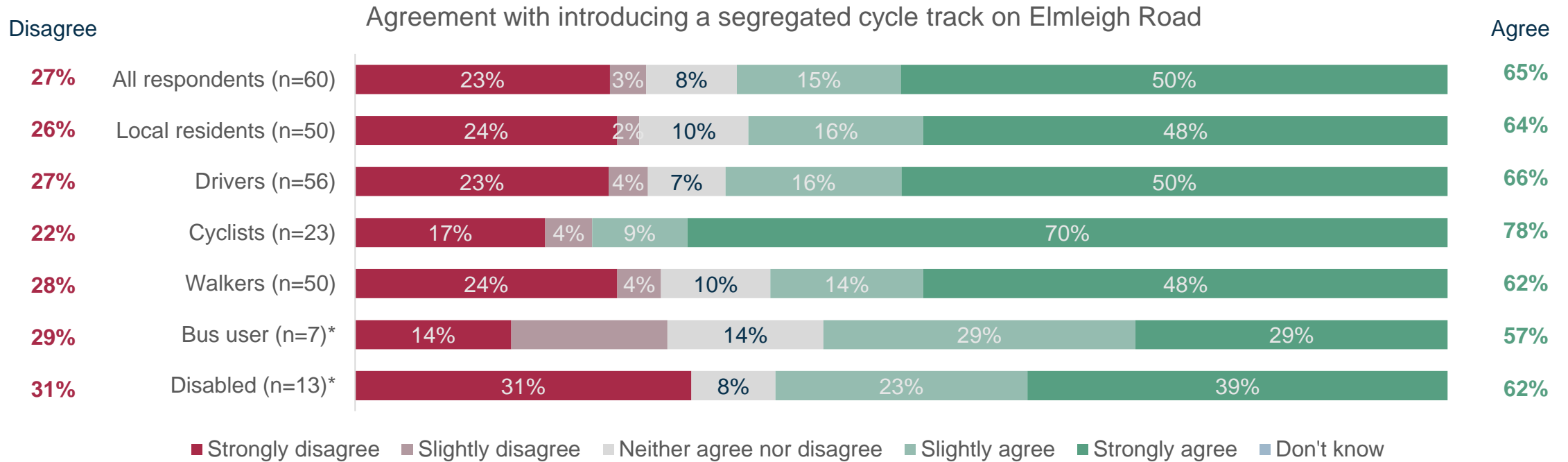


* Caution: low/ very low base

To what extent do you agree or disagree with the following proposals? An upgrade from the current staggered Pelican crossing facilities on Petersfield Road, to a Sparrow crossing, adding the facility for cyclists to cross Petersfield Road adjacent to the college

Agreement with bi-directional segregated cycle track – by sub-groups

Two thirds (65%) of all respondents agreed with the introduction of a new cycle track from Petersfield Road crossing facility to the railway station footbridge, with cyclists being the most supportive (78%).

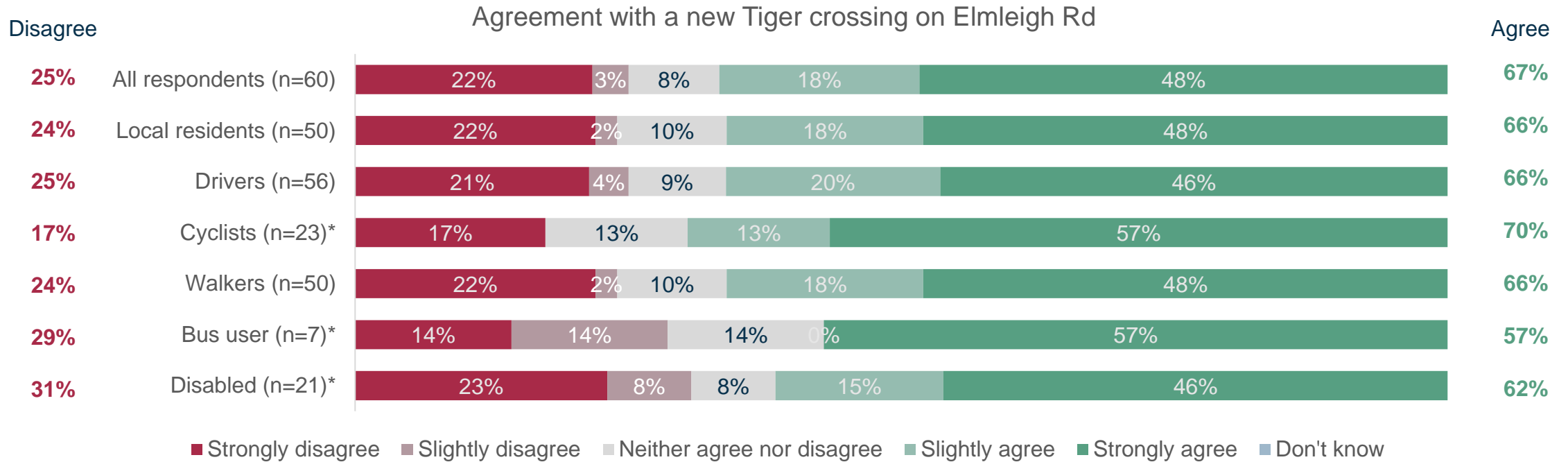


To what extent do you agree or disagree with the following proposals? A new bi-directional segregated cycle track adjacent to a realigned improved footway running from Petersfield Road crossing facility to the rail station footbridge along the northern side of Elmleigh Road

* Caution: low/ very low base

Agreement with Tiger crossing facility on Elmleigh Road – by sub-groups

Two thirds (67%) of respondents agreed with the introduction of a Tiger crossing near the railway access, with agreement being similar across all sub-groups.

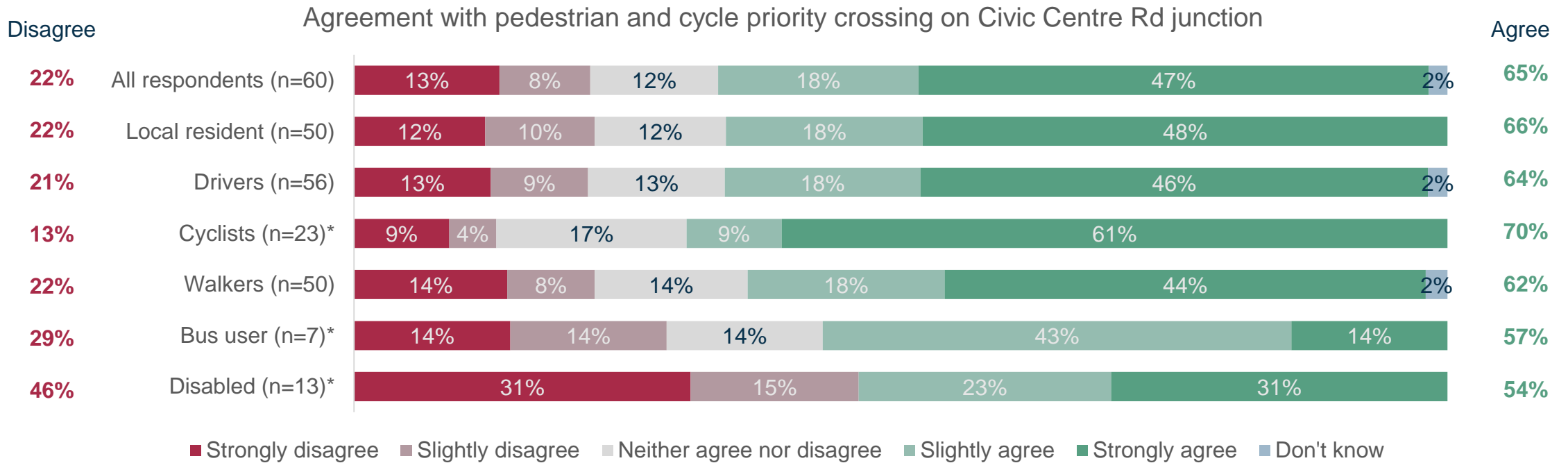


* Caution: low/ very low base

To what extent do you agree or disagree with the following proposals? A new raised parallel Tiger crossing facility on Elmleigh Road in the vicinity of the station access, providing a safe and convenient crossing for pedestrians and cyclists between the footbridge and the new footway and cycling facility

Agreement with pedestrian and cycle crossing priority across Civic Centre Road junction – by sub-groups

Two thirds (65%) of respondents agreed with the introduction of a priority crossing across Civic Centre Road, with cyclists being the most likely to agree (70%).

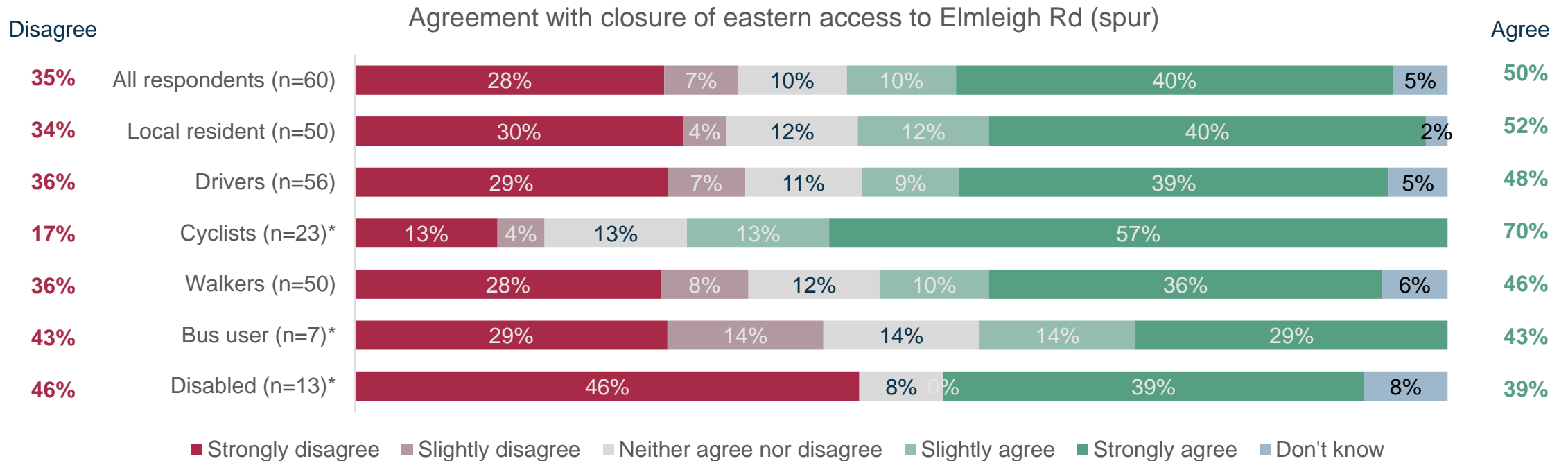


* Caution: low/ very low base

To what extent do you agree or disagree with the following proposals? A pedestrian and cycle priority crossing across the Civic Centre Road junction to provide a continuous route

Agreement with closure of eastern access to Elmleigh Road (spur) – by sub-groups

Agreement with the proposal to close eastern access to Elmleigh Road was lower than for the other proposals with 50% supporting this and 35% disagreeing. Agreement dipped just below half amongst drivers (48%), walkers (46%) and bus users (43%) and almost half (46%) of those with disabilities disagreed with the proposal.

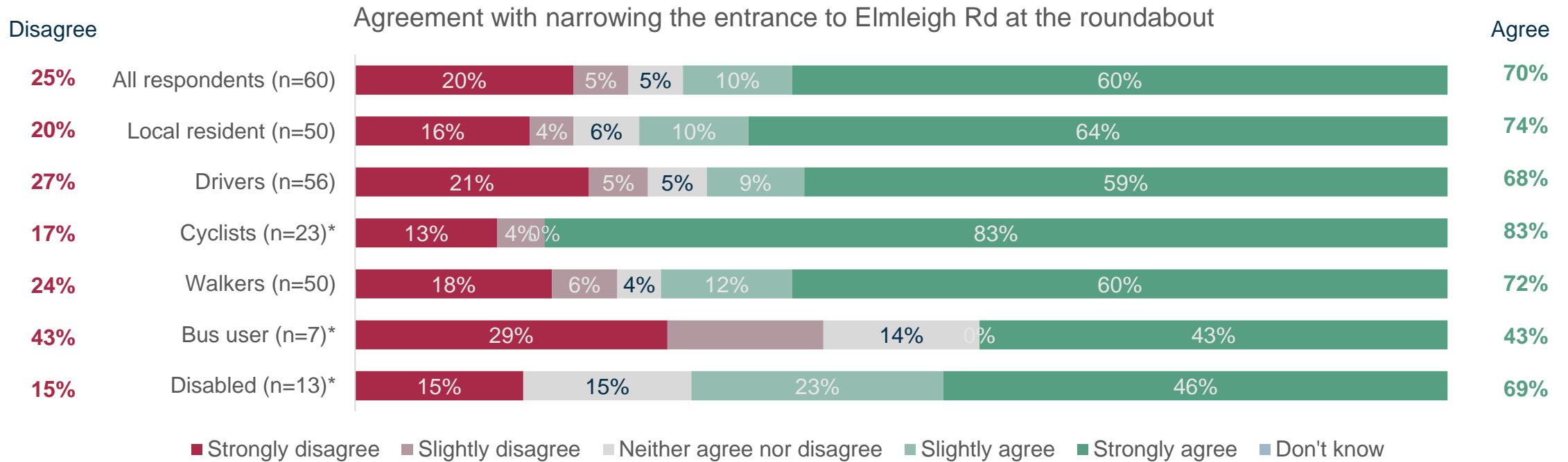


* Caution: low/ very low base

To what extent do you agree or disagree with the following proposals? Closure of the eastern access to Elmleigh Road (spur) to provide continuous walking and cycling facilities allowing uninterrupted access to the crossing and segregated cycle route and footway

Agreement with narrowing entrance to Elmleigh Road at the roundabout – by sub-groups

70% of respondents agreed with the narrowing of the entrance to the roundabout, with cyclists (83%) and local residents (74%) being the most supportive.



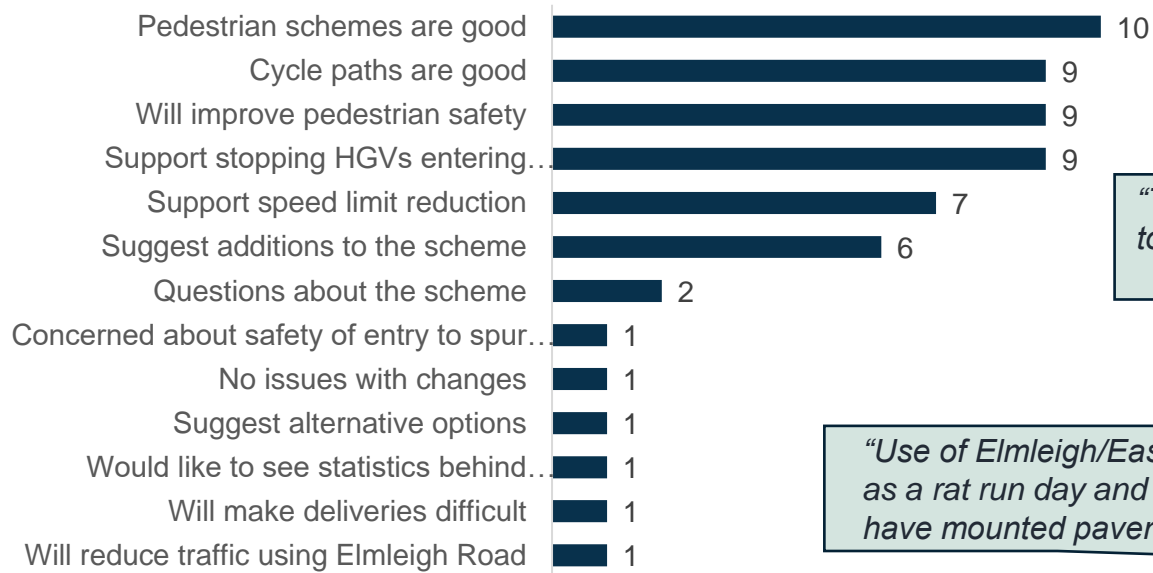
* Caution: low/ very low base

To what extent do you agree or disagree with the following proposals? Works to narrow the entrance to Elmleigh Road at the roundabout to discourage its use by HGVs, to reduce vehicle speeds, and to shorten the crossing distance to make it easier for pedestrians to cross

Reasons for agreement

The most frequent reasons for agreeing with the scheme were that the pedestrian schemes (10 respondents) and cycle paths (9 respondents) are good, they will improve pedestrian safety (9 comments) and that preventing HGVs from entering Elmleigh Road was a positive thing (9).

Reasons for agreeing with the proposals (n=38)



“This will Provide a safer route for Pedestrians & Cyclists as cars can travel too fast down Elmleigh Road. Elmleigh Road is also not suitable for HGV’s as very restrictive to them to turn down other Roads,” (Car & van user, walker, local resident)

“These look like great plans to expand the cycle network and make it easier to cross the road. This will also repair the road which is in a poor condition.” (Walker, local resident)

“Use of Elmleigh/Eastern Rd by HGV drivers has become unbearably more frequent. It’s used as a rat run day and night. We have witnessed far too many near misses where large vehicles have mounted pavements that children use going to and from school.” (Walker, local resident)

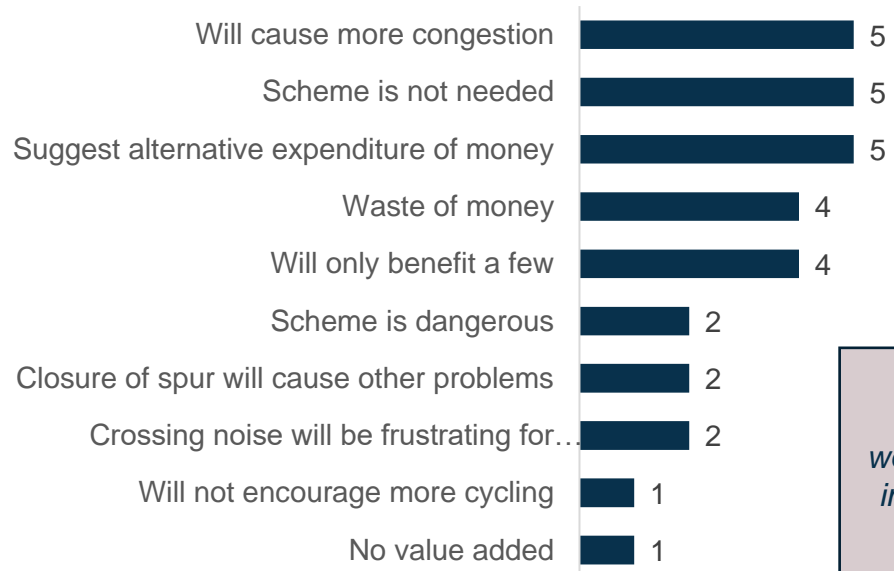
For those aspects that you agree with, please explain your reason. (Quantified verbatim question)

Counts rather than percentages due to low base

Reasons for disagreement

The most frequent reasons for disagreeing with the proposals were that it would cause more congestion, the scheme is not needed and that the money could be spent elsewhere (5 comments each).

Reasons for disagreeing with the proposals (n=23)



“Don’t see any reason for this proposal, people will find their own routes anyway. I use these roads a lot, walking and riding. Lorries which can’t get through will go around the roundabout or into Havant, making more problems. The crossings will cause more congestion.” (Car user, cyclist and walker, local resident)

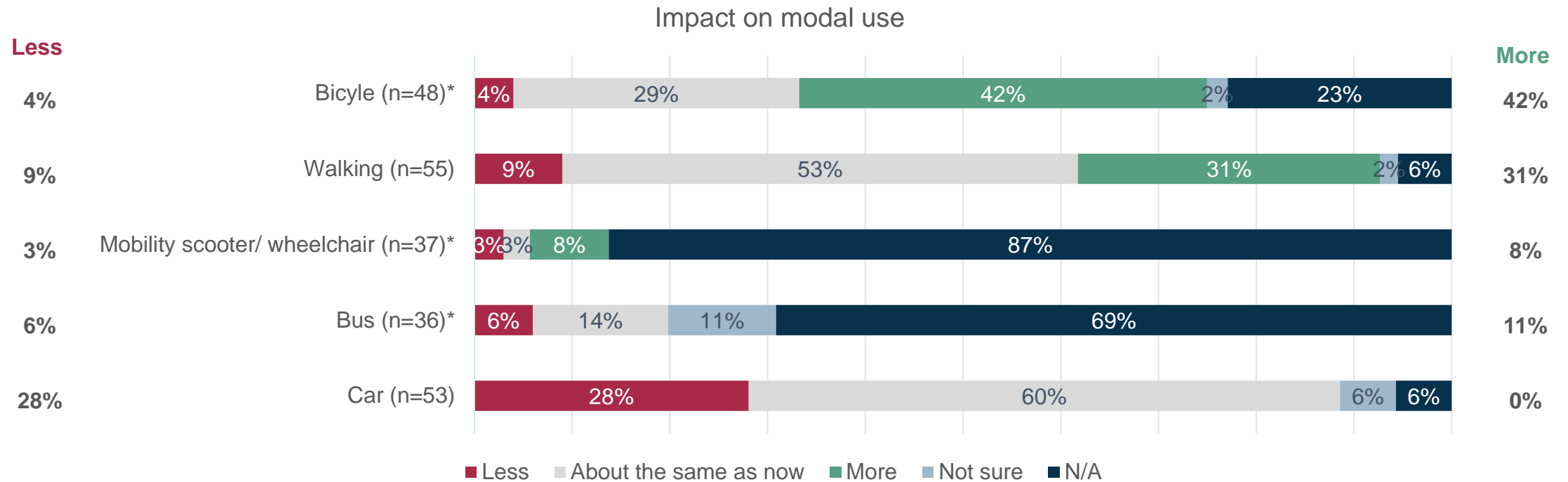
“The foot fall between the station and H&S college is significantly less than the scheme would suggest. A crossing at the junction of Elmleigh/Leigh and Eastern Road is much more important, the number of near misses with cars, pedestrians and cyclists is high. Focus on this please.” (Car user, local resident)

For those aspects that you disagree with, please explain your reason. (Quantified verbatim question)

Counts rather than percentages
due to low base

Impact of proposals on modal use

42% of respondents stated that they would be more likely to cycle and 31% to walk if the proposals were implemented. 28% of respondents would also be less likely to use their car.



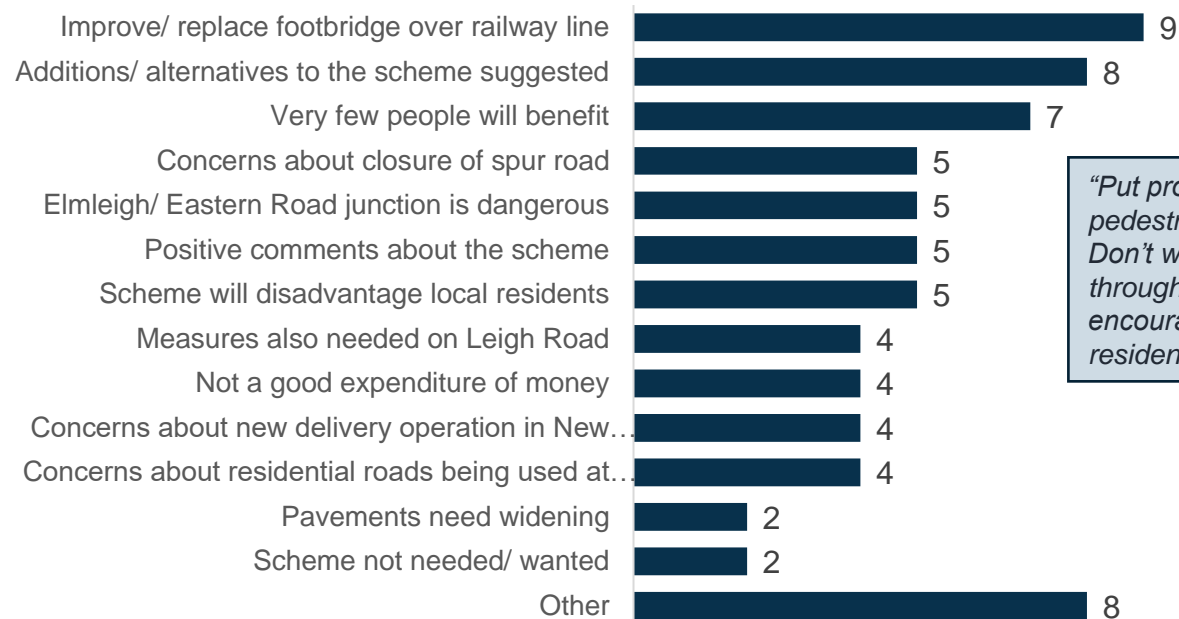
* Caution: low base

Do you think that the proposed changes would encourage you to travel more or less using the following forms of transport?

Further comments and suggestions

Respondents were invited to make any further comments. Of the 48 people who responded, nine asked for the footbridge over the railway line to be replaced/ repaired, eight suggested additions/ alterations to the proposals and seven felt that the scheme would benefit very few people.

Further comments/suggestions (n=48)



“It all seems a bit over the top - why bother to spend money on changing the crossing on Petersfield Road- its not going to make it any more used... the journey from the station to college is so short anyway... how much time will it save people? Why not replace the bridge over the station? .” (Walker and local resident)

“Put proper cycle lane in behind the pavement. Rebuild the black bridge so it is safe for pedestrians, at the moment cyclists think it is ok to ride over it despite the no cycling signs. Don't waste the money this proposal, look where it can be used better, i.e. a cycle way through Havant to Hayling, or to join the one to Farlington marshes. This scheme will not encourage any one to abandon their car and get on a bike. ” (Car user, walker and local resident)

“I've yet to see many cyclists especially students travelling along Elmleigh Road to get to Havant College. Students get off trains and buses . So what's the Point of sparrow and tiger Crossings? Improvements need to be made at the top end of Elmleigh Road so people can cross safely at the junction with Leigh Road and Eastern Road.” (Car user, walker and local resident)

Counts rather than percentages due to low base

Do you have any further comments or suggested improvements for the Elmleigh Road scheme? (Quantified verbatim question)

Unstructured responses

Comments received via other feedback routes:

There were 30 comments made about the scheme on Hampshire County Council's Facebook page. The most frequent comments were:

- objections to shutting the spur road without providing an alternative access to the car park and for walkers (seven comments);
- requests to spend the money on something else (three comments);
- a call for segregation between cars, bicycles and pedestrians (two comments);
- requests for the pavements/ roads in the area to also be resurfaced (two comments); and
- the feeling that any objections made to the proposals will be ignored (two comments).

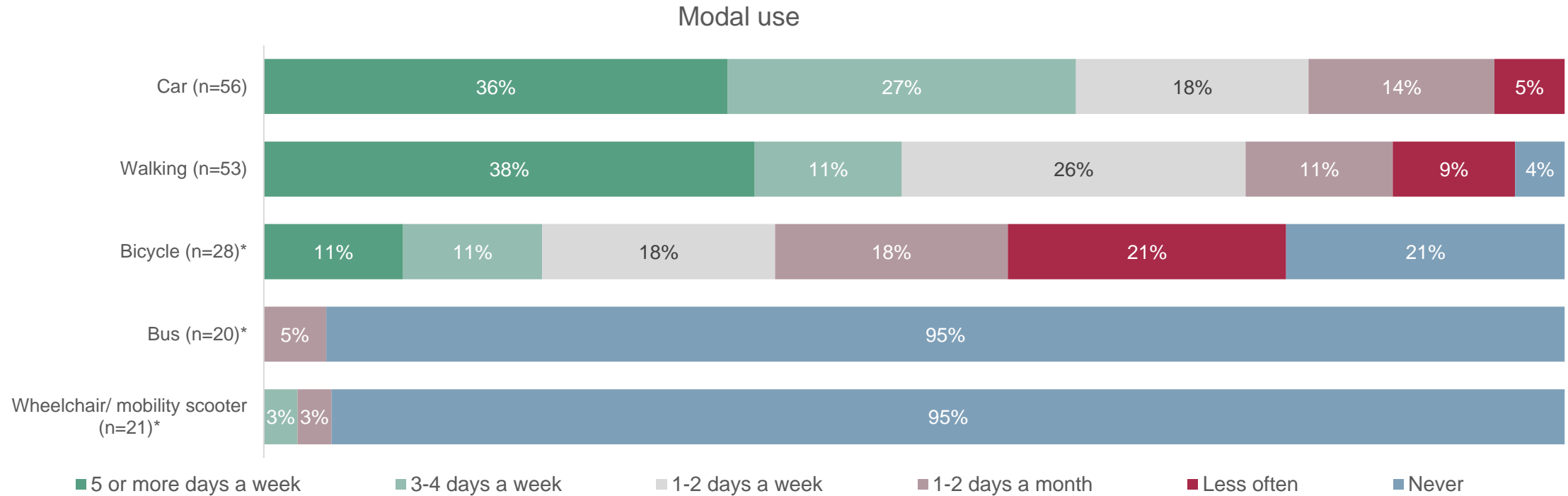
In addition, there were six responses sent by email from members of the public and three from democratically elected Members. Of these:

- four were supportive of the scheme;
- three were queries about certain aspects of the scheme;
- two were expressions of concern over pedestrian safety;
- there was one mention each about about widening paths, objecting to the scheme, suggesting additions to the scheme and calling for consideration to be given to any diversions that would be needed during the work.

Travel habits

Travel habits – Elmleigh Road

100% of respondents who travel on Elmleigh Road do so by car, 96% walk and 79% cycle along the road.

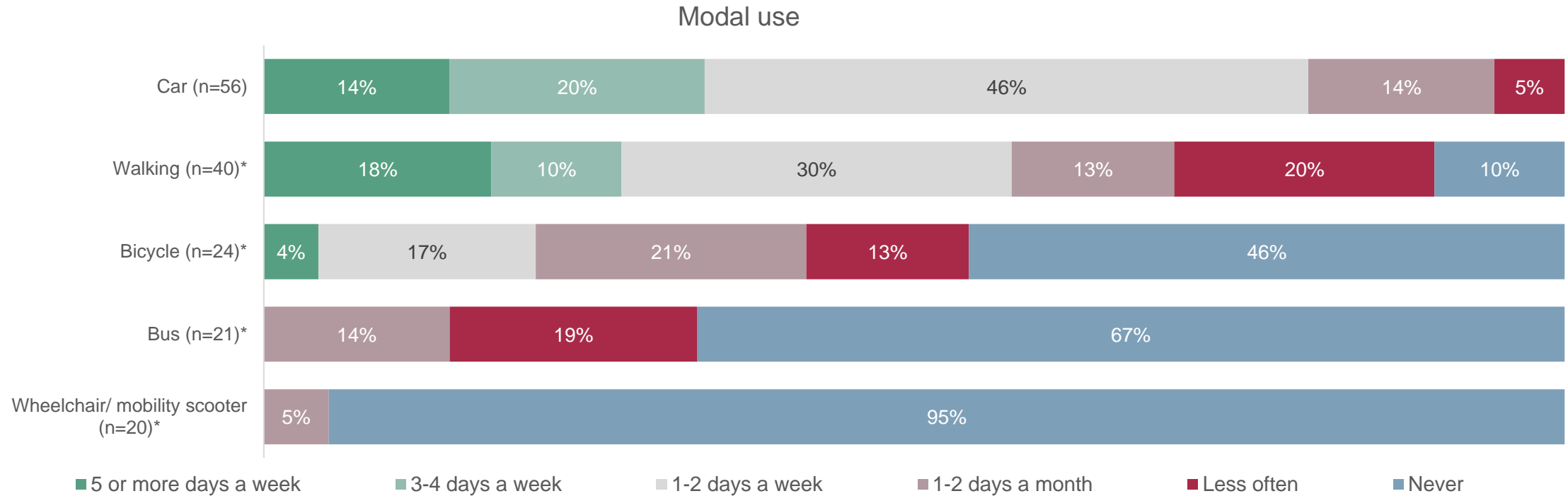


How often do you typically travel on Elmleigh Road and by what method?

* Caution: low base

Travel habits – Petersfield Road

100% of respondents who travel on Petersfield Road do so by car, 90% walk, 54% cycle and 33% travel along the road by bus.



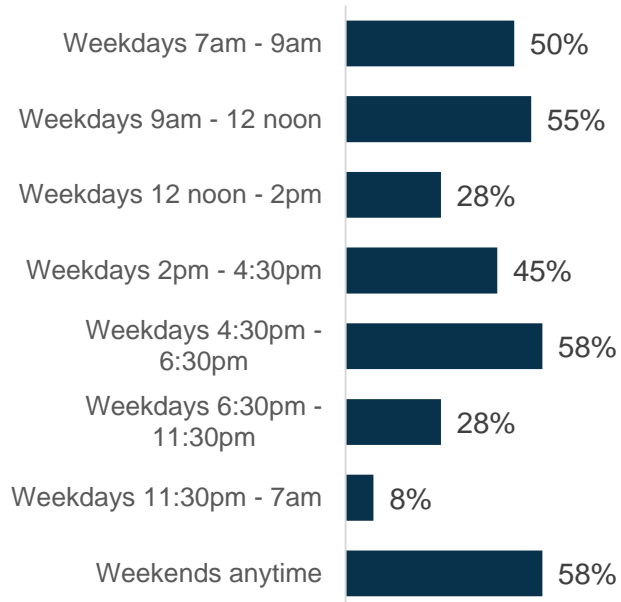
How often do you typically travel on Petersfield Road and by what method?

* Caution: low base

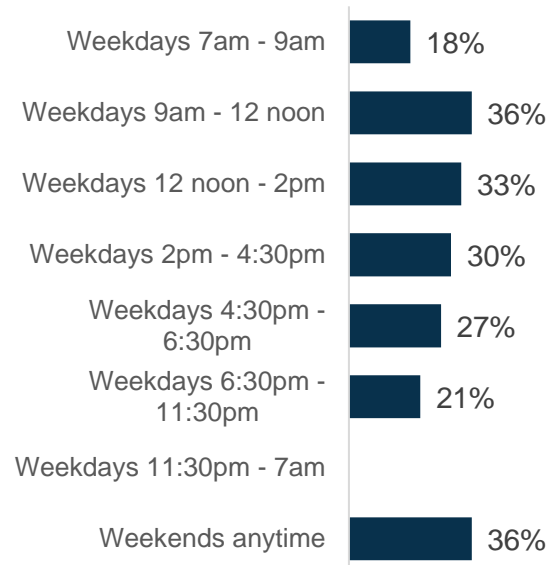
Travel habits

The most common times to travel in the area are in the morning or afternoon peaks or at the weekend. The Petersfield Road crossing is most frequently used in the morning peak and at the weekend. The most common reason for travelling in the area is for leisure or social reasons, to go shopping or to visit family or friends.

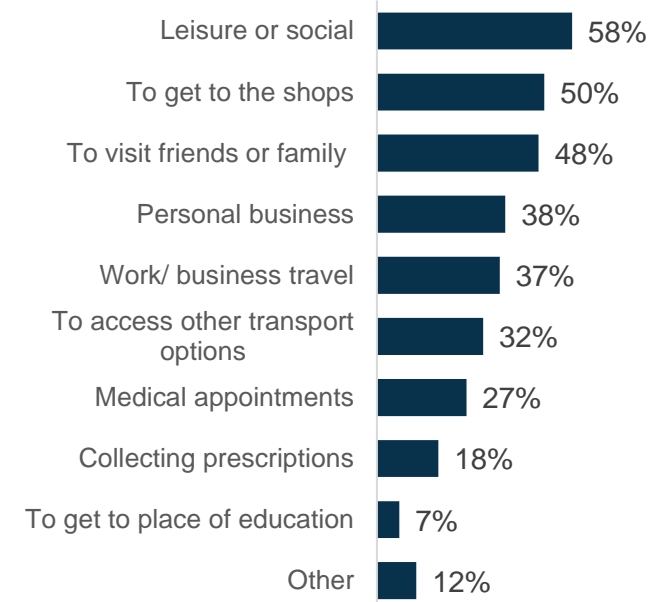
Journey times in area (n=60)



Use of pedestrian crossing on Petersfield Road (n=33)*



Reasons for travel (n=60)



When do you typically travel on Elmleigh Road/ Petersfield Road?; When do you typically use the pedestrian crossing?; Why do you travel this route?

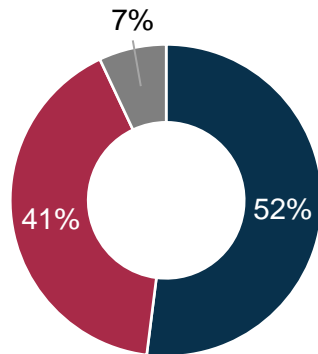
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Respondent profile

Respondent profile (1)

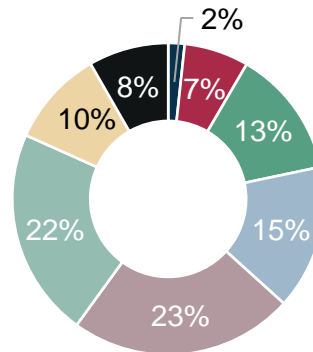
There were slightly more male than female respondents and a good range of ages across the respondent group. 21% of respondents suffered from a health problem that limits their ability to move around.

Gender (n=56)



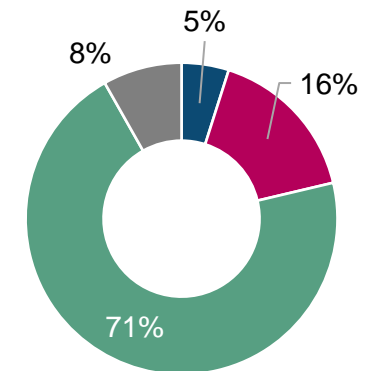
- Male
- Female
- Prefer not to say

Age (n=60)



- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+
- Prefer not to say

Ability to move around (n=61)



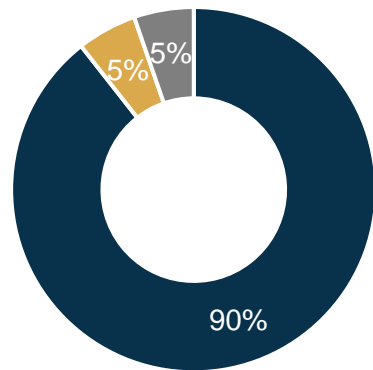
- Limited a lot
- Limited a little
- Not limited
- Prefer not to say

Which of the following best describes your gender?; What is your age?; Is your ability to move around limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?

Respondent profile (2)

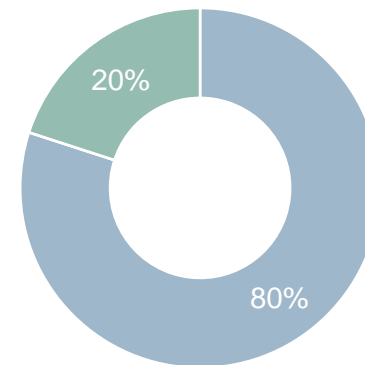
The vast majority of respondents were local residents, and of those who chose to specify, all respondents were white.

Residence (n=57)



- In the Havant area
- Outside the Havant area
- Prefer not to say

Ethnicity (n=60)



- Asian/Asian British
- Black/African/Caribbean/Black British
- Mixed/ multiple ethnic groups
- White
- Other ethnic group
- Prefer not to say

Where do you live?; What is your ethnic group?



Hampshire
County Council