

Planning Application 16/01724: Widening of steps linking the southern end of Southampton University Highfield Campus with Southampton Common

Representation by Simon Hill MRTPI

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Background

1. The proposal is to replace and widen the existing steps from the south-western corner of Southampton University's Highfield Campus on to The Common. The existing steps were permitted in about 1997, but there is no record of the reasons for that decision. With the path linking to Lovers' Walk, they also received consent then from the Secretary of State for works on a common; there is a prima facie case that this applies now (see paras. 49-53).
2. The proposal appears to be predicated on an assumption that planning permission will be granted for other works on The Common functionally linked to this proposal, which thus cannot reasonably be determined solely on its own merits as that could affect how other development proposals on The Common are considered. Granting of the current application may thus set a precedent for determination of a future planning application (see para. 47).
3. Determination of the planning application must by law be made in accordance with the Development Plan unless other material planning considerations indicate otherwise. The proposal is in serious conflict with a number of Development Plan policies, as identified in paras. 5-33. The applicant owns land adjacent to the application site that would enable construction of an alternative that would meet the need for the proposal whilst fully according with those policies (see paras. 34-45). Consequently the need for the proposal can carry little weight balancing the harm it would cause.

Main issues

4. There relevant statutory policy considerations include the:
 - A. Effect on the character and appearance of The Common and the area;
 - B. Suitability as a link in an important cycle route;
 - C. Lack of provision for the disabled/wheelchair users;
 - D. Effect on ecology.

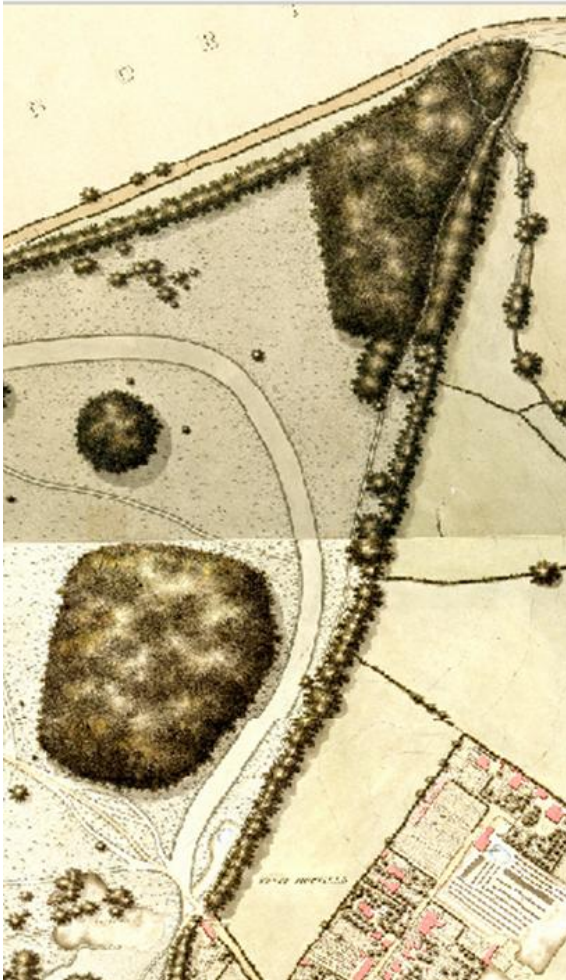
A. Effect on character and appearance of The Common and the area

The Common

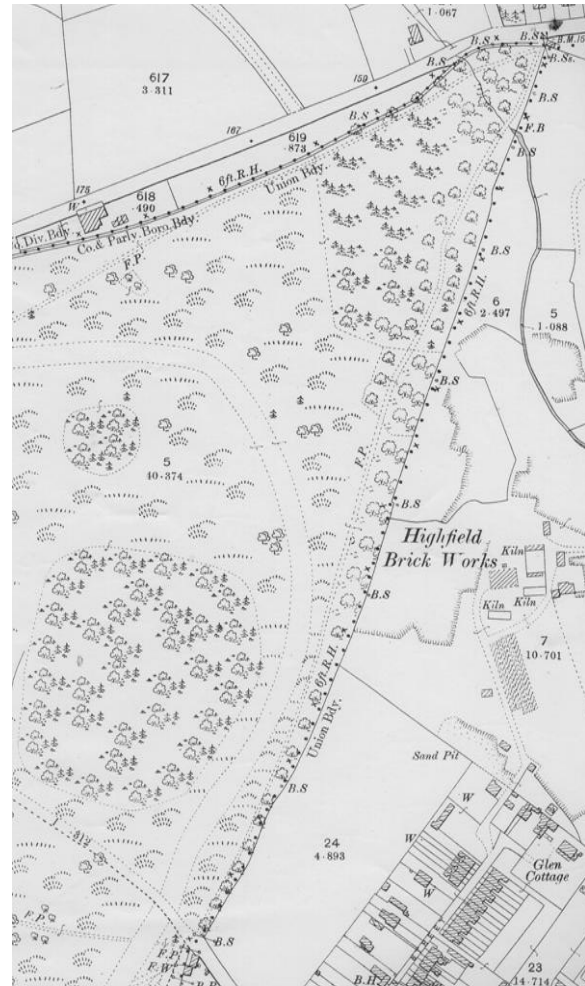
5. Southampton Common dates from at least the 10th century as the commoning area associated with the City of Southampton. Its boundary was mainly defined by conical stones with, just inside, a ditch and bank topped by a root hedge to separate the cattle from the adjacent Shirley and Chilworth commons to the west and north and agricultural land to the east. Although most of the boundary stones were still in place at the end of the 19c, many disappeared in the 20c as adjacent properties encroached across the ditch to the outer base of the bank and in some cases to the top of or inner base of the bank. A few relics of the complete original profile remain.
6. It is uncertain when the boundary was first defined physically in this way, but there are records of a comprehensive renovation of the ditches and banks in the 17th c. The hedge is shown clearly on the semi-pictorial 1846 OS map of Southampton around most of The Common and annotated as such on later

OS maps, e.g. '6ft.R.H.' on extract below of 1898 map (denoting 'root hedge'). The boundaries have thus been a defining landscape feature of the common for centuries, providing a sense of visual containment from within and without¹. They would have been much more prominent on the edge of the open heathland landscape that comprised approximately 80% of The Common until the 1960s, after which, following cessation of grazing at WWII, much of the open landscape became progressively wooded.

1846



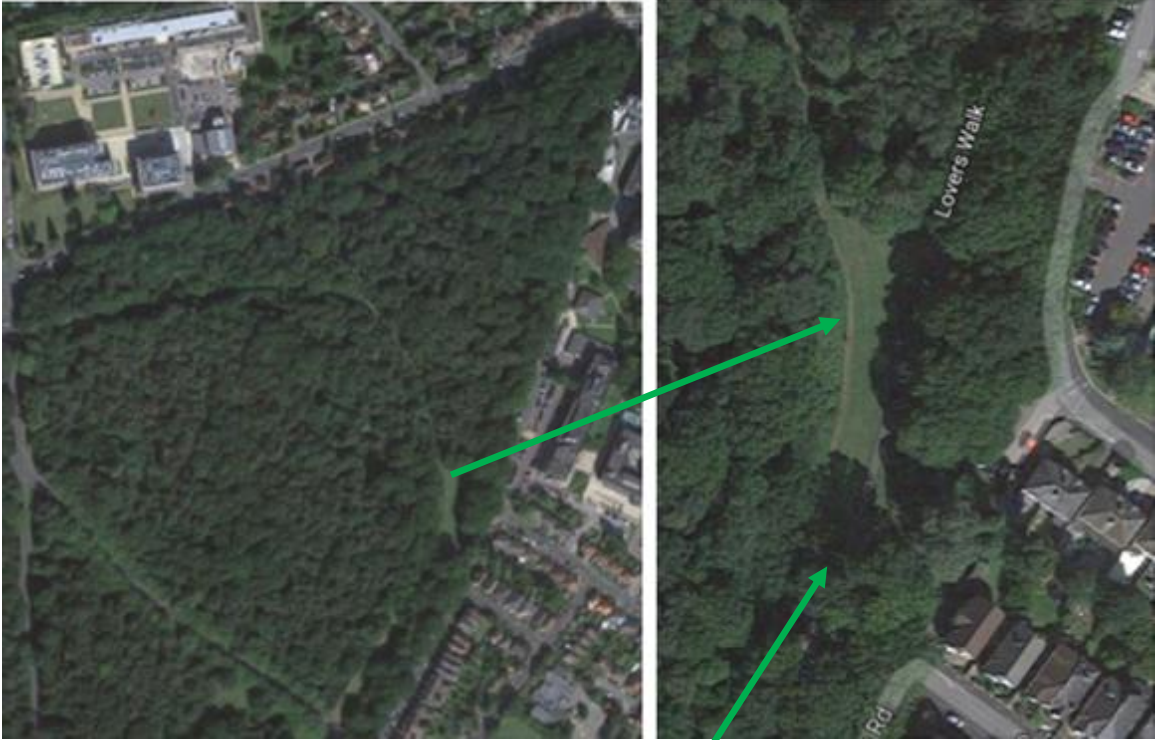
1898



7. It is with this background that The Common is rightly identified as a heritage asset in the statutory Development Plan (LPR 2015 policy HE5/ Appendix 7).
8. The 1846 and later OS maps show the historic boundary hedge survived until the end of the 19c along the eastern edge from Burgess Road to Highfield Avenue, including all of the present boundary with the University. In the early 1900s the construction of Furzedown Road, whilst not encroaching on to The Common, seems to have been associated with removal of the adjacent ditch and bank, although north of 1 Oakhurst Road the bank survived longer. OS maps show the boundary stones surviving throughout 1930s-1950s and after the establishment of the Institute that preceded the University on the old Highfield Brickworks site.

¹ The only significant exception was and is along most of present-day Highfield Road which, for the last two centuries at least, has been open to The Common, with the boundary walls of adjacent properties acting to retain cattle.

9. Character has now changed to become much more wooded and enclosed on much of The Common. However in the locality of the proposal, where the Carriage Drive meets Lovers' Walk and where a grassed area has been kept mown, it is more open than any other part of north-east quadrant of The Common (bounded by Burgess Road/The Avenue, Highfield Avenue, Furzedown Road and the SU Highfield Campus boundary). Here, the boundary vegetation defining the edge of The Common is thus a critical feature in the character and appearance of The Common.



10. Whilst there has long been an access into the campus at this point, its effect on the boundary vegetation has until recently been relatively discrete (see 2015 photo below). More recently vegetation has been cleared by the University to deal with fallen tree limbs and to make the route lighter for users (see 2016 photo below).

2015



2016²



11. The proposal would further enlarge the opening in the boundary vegetation to create an even lighter, safer environment for users and to facilitate construction (DAS para. 4). However the DAS makes no mention of the visual consequences of removing more of the boundary vegetation and contains no illustration to help assessment of the effect on the character and appearance of The Common. This is an extremely serious omission, given the historic status of The Common. Accordingly the effect on the integrity of the defining boundary vegetation has to be interpolated from the plans provided. These show widening of the opening to accommodate a pathway widened from 1.4m to 3.5m, mainly on the southern side. This would undoubtedly create a much more substantial break in the vegetation defining the boundary of The Common and consequently the characteristic sense and appearance of enclosure would be significantly eroded.

12. With the cessation of grazing the primary purpose of The Common is defined in national and local statute as recreational enjoyment of open space, by which its character is also defined. However, that relaxed character has been adversely affected by the use of some paths for transit commuter type journeys by bicycle and large volumes of pedestrian movements, particularly those between the Highfield and Avenue campuses. These singly, and more so together, seriously detract from informal recreational enjoyment of The Common.

13. Such harm has to be accepted in the balance of public interest where there is no practical alternative to having to navigate more indirect and dangerous peripheral roads (for example between Highfield and Shirley). However, where there is an off-common alternative safe route of equal convenience for cycles, as in this case (as identified in paras. 34-45), there is no justification

² The second photo is in autumn, with most deciduous leaves gone, so the comparison is somewhat imbalanced for want of a summer photo after the recent vegetation clearance.

for accepting harm to the character of The Common, the more so as that would remove the conflict between fast cyclists and the comfort and safety of pedestrians.

14. The proposal thus conflicts with the LP policy HE 5 (Parks and Gardens of Special Historic Interest) which states that:

Development will not be permitted which would detract from the character or setting of parks and gardens of special historic interest, including those on the national and local register.

It also conflicts with statutory policy CS 13 which states that:

The Council will safeguard from inappropriate development and, where appropriate, enhance important historical assets and their settings and the character of areas of acknowledged importance including listed buildings, conservation areas, sites of archaeological importance and their setting and parks and gardens of special historic interest.

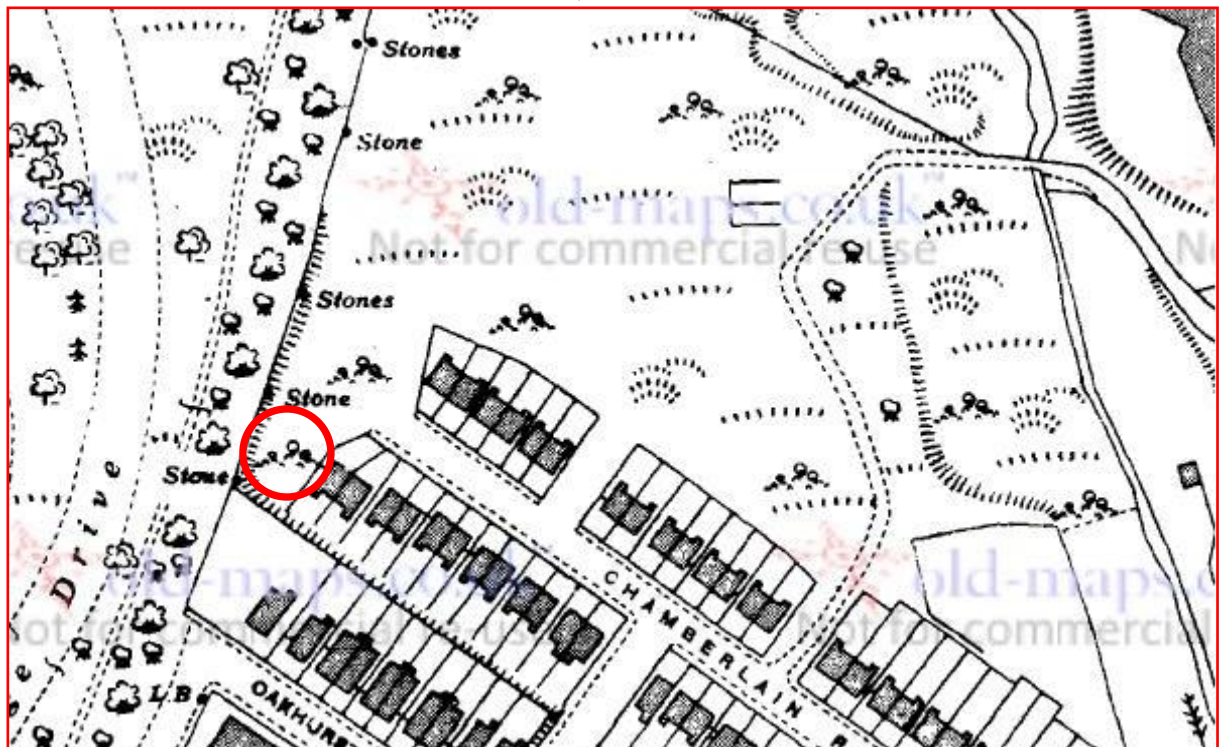
15. Approximately at the top of the proposed steps is the site of what, until relatively recently, was part of the medieval ditch and bank that surrounded most of The Common to retain cattle, as shown on the 1846 and 1898 maps above. It appears to have survived, along with the outer boundary stones (as recorded on OS maps of the 1930s – see p.6), in this location well into the 20c and beyond when the University acquired the land adjacent to The Common.
16. Accordingly it would be appropriate for the proposal to acknowledge this historic context in its design. It fails, however, to make any reference to the historical relevance of the site – an omission that is all the more surprising given the applicant's ranking for archaeology as 27th best in the world. In fact, the construct would be more akin in appearance to railway crossing steps of 1950s than what is appropriate as an entrance on to one of the City's most significant heritage assets – Southampton Common.
17. The proposal therefore conflicts with statutory policy CS12, which states that:

Development should follow a robust design process which should be analysis-based, context driven and innovative and include appreciation for Southampton's heritage.... and reflect the importance of the city's archaeology, historic and cultural heritage.

Character and appearance of the area generally

18. The existing steps are overtly functional with no attention to aesthetics in their design or quality of materials. The policy requirements for good design in the public realm have become significantly more demanding than when the existing steps were permitted. Yet the proposed steps as illustrated continue the same utilitarian theme, but on a larger and more intrusive scale. The applicant's only illustration (p.7, right) fails to demonstrate the full visual impact, as it appears to omit to show the cycle troughs or the additional vegetation clearance to which the DAS refers. It can therefore be surmised only that the harsh contrast of the proposed construction to its natural surroundings will be even more than shown. There is no mention or illustration of any landscaping or other mitigation measures.

Base map believed to be circa 1938 – circle = location of application site



Existing



Proposed



19. The proposed steps would be highly visible to a large and anticipated increasing number of users, yet there is no attempt to contribute to place making and quality of the public realm, as is now required. Indeed it is perplexing why an institution with world class ranking aspirations and attended and visited by people from across globe would want to subject them to such a poor standard of environment on the main link between its two most important academic campuses.

20. In short the steps would be grossly unsightly to a great many people. The proposal thus fails to accord with statutory policy CS12, which states that:

Development should follow a robust design process which should be analysis-based, context driven and innovative and promote.....quality spaces that contribute to place making and the quality of the public realm.

B. Provision for cycling

21. The SCC LTP p109 states: 'There is a high demand for development of a high quality, continuous, coherent cycle network that would encourage significantly greater uptake of cycling as well as delivering benefits for pedestrians. Funding and developing such a network in the city is a significant challenge, but will be necessary to develop cycling to the levels we believe Southampton has the potential for'.

22. The University must represent one of the main – if not the single largest – generators of cycling demand in the City. So if the LTP is to mean anything the commitment of the University must be pivotal in achieving the promotion and facilitation of cycling. Yet, despite many fine sounding principles in its Travel Plan 2015 ('We are committed to providing cost effective and user friendly alternatives to the car' and 'providing improved cycling facilities on campus' p2,) there is precious little evidence in practice of an existing or

planned coherent approach to facilitating convenient cycle routes within the campus connecting to surrounding areas.

23. For example the SU Travel Plan 2015 para 4.3.1.1 states: 'Priority is given to pedestrians and cyclist over motorist wherever practicable. This helps convince people to change their mode of travel and improves the feel and safety of our campuses.'

24. Yet on a pedestrian/cycle route, where cycle/ pedestrian movements must surely outnumber motor vehicles by 000's, there has long been and still is:



25. Indeed the Southampton University Travel Plan must be the only such transport policy document anywhere in existence that heralds as an improvement to one of its 'active travel 'showcase' routes' a proposal to widen *steps* for use by cyclists (para. 4.1.3.5, first bullet).

26. The current proposal continues the tradition of talking the walk rather than walking the talk. The link from the south west corner of the campus to the surrounding area is probably the most used of all, as it is access to the Avenue Campus and the direction of the City Centre. Yet, despite cycle troughs, it would be inconvenient for cyclists, requiring them to dismount and push their bike alongside, potentially amongst a large number of pedestrians. It is thus seriously sub-standard measured against the LTP objective of achieving 'a high quality, continuous, coherent cycle network'.

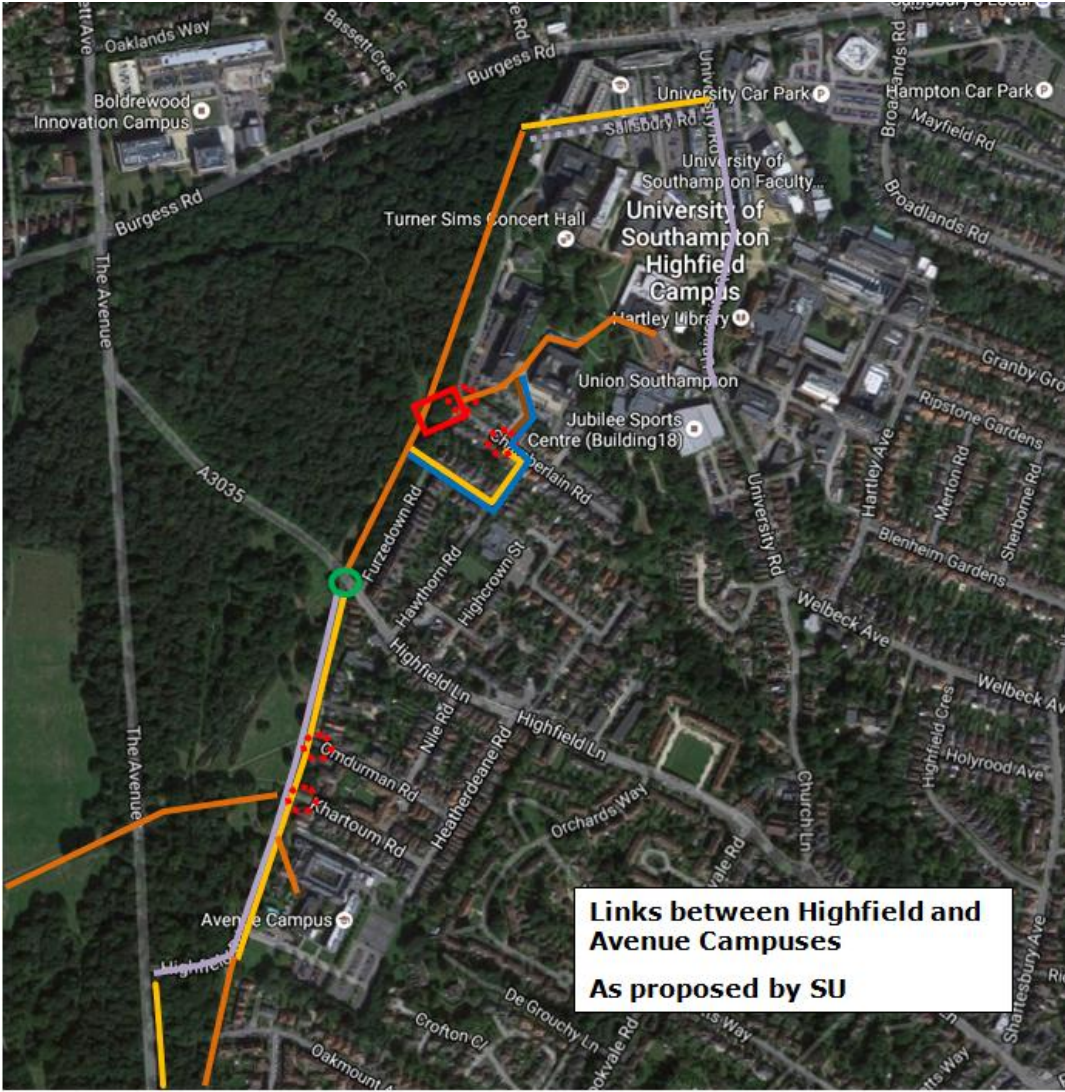
27. Whilst this sub-standard approach might be unavoidable if there were no superior alternative, in this case there is, as fully described in paras. 34-45. Using a ramp (from a point in the above photograph where the left-most car is parked) wholly within University owned land with a 1:20 (5%) gradient over 70m – within the Sustrans national standard - would enable continuous cycling on a segregated/ dedicated route, unencumbered by pedestrians.

28. The proposal therefore conflicts with the statutory Development Plan LPR 2015 policy SDP 11 (Accessibility and Movement) which states that:

Planning permission will only be granted for development which contributes to an attractive network of public routes and spaces for [pedestrians,] cyclists [and vehicles].

C. Disabled access

29.The proposal makes no provision for the disabled travelling between the two campuses or accessing the Highfield Campus at its south west corner. Wheelchair/mobility scooter users would have to use the indirect route proposed as the temporary route for all whilst the proposal is implemented. However this is significantly more indirect and inconvenient (illustrated below). If it were not, there would be no need for the steps in any event, as all could follow the temporary alternative route on a permanent basis.

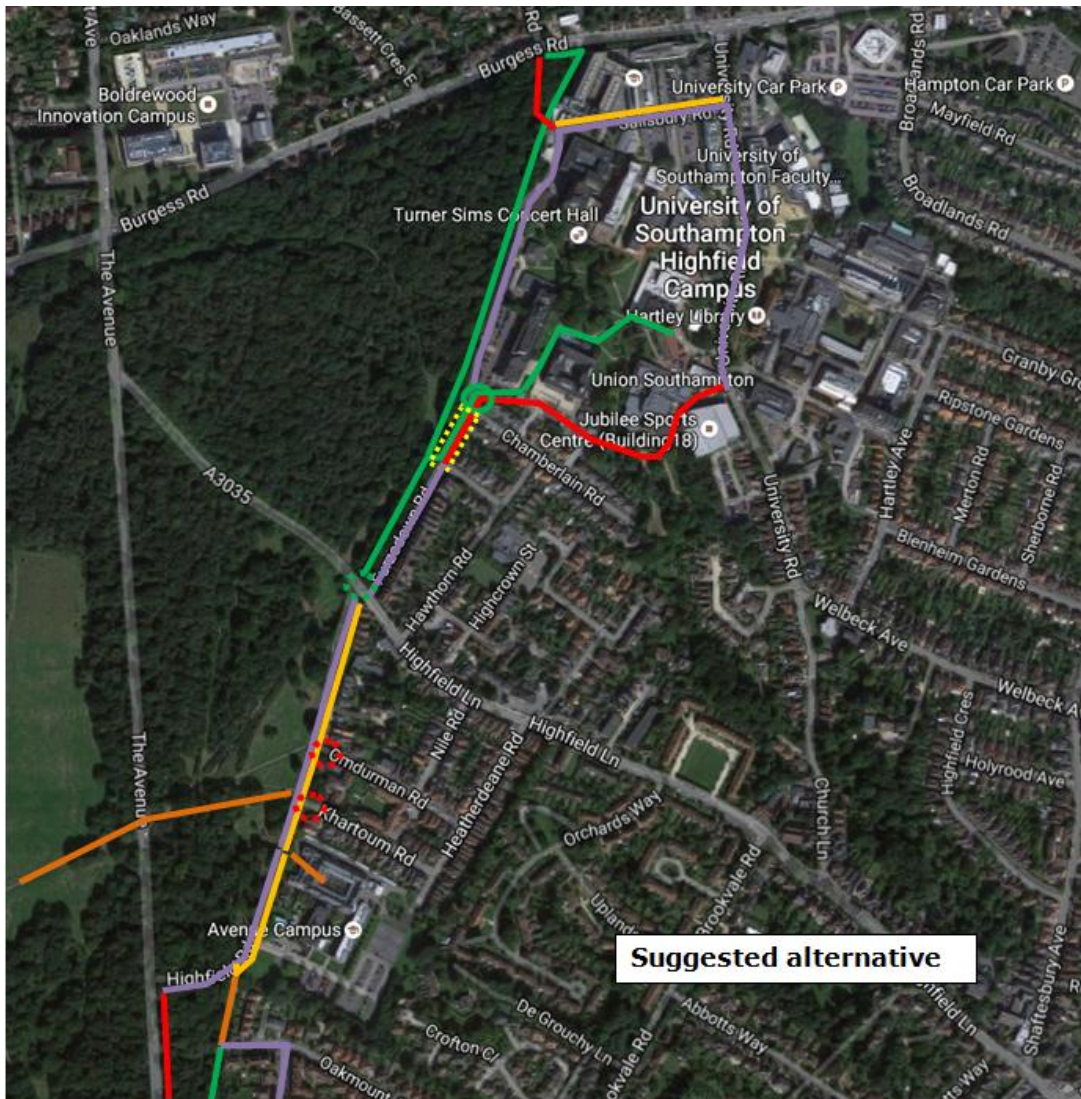


- Shared pedestrian/cycle (no steps – level or ramps/slopes)
- Roadside pavement – pedestrian only (no lawful cycling)
- - - Shared cycle/motorised traffic (calmed/20mph)/proposed
- Car park access
- Disabled route (120m longer)
- Controlled road crossing
- ⊘ Uncontrolled road crossing
- Pedestrian steps (cycles pushed) – approx 3.5m difference in levels

30.The University proclaims its self as a proud partner of DisabledGo, which aims to remove obstacles to the disabled having the same level of convenience in

movement in built environments as the able bodied. It is hard to understand how a University can espouse such equality aims in principle but abandon them in practice. The proposed access between its two main accesses discriminates against the disabled by forcing them to separate from colleagues and take a more circuitous, less safe, more time consuming route.

31. The City Council has signed up to the same high principles in theory, as reflected in its quite unambiguous Development Plan policies. There is no basis for making such an exception to those policies now, as a feasible viable ramp alternative close-by within the applicant's control exists (see paras. 34-45). That would enable an improvement on the quality of routes between the Highfield and Avenue Campuses for all active travel and disabled users: -



- Pedestrian only – no steps – level or ramps
- Roadside pavement – pedestrian only (no lawful cycling)
- Shared cycle/motorised traffic (calmed/20mph)
- Cycle only (new route) — shared pedestrian/cycle
- ⊙ Controlled/reverse controlled (green default for non-motorised) crossing
- ⊙ Uncontrolled road crossing
- New ramp 1:20/5% over 70m (lesser gradient than exists on campus)

32. By not making provision for disabled users the proposal conflicts with statutory Policy LPR 2015 SDP 11 (Accessibility and Movement), which states:

Planning permission will only be granted for development which secures adequate access for all pedestrians including people with mobility and sensory difficulties such as elderly people, disabled people, the very young and those using prams and wheelchairs.

It is also in conflict with and with statutory Policy CS 13 (9), which states:

The City Council will improve accessibility throughout the city by ensuring that developments, including buildings, streets and public spaces, are accessible to all users including senior citizens and disabled people.

D. Ecology

33. The application is accompanied by an ecology report marked as draft 2012. It is understood that this has or is being updated and amended. The DAS refers to the potential importance of ecological interests, yet an up to date report appears unavailable. However if there were ecological interest on The Common and its boundary in the vicinity of the application site that is less likely to be the case with the ramp alternative passing through part of a residential garden (see diagram on next page). That approach of using an alternative means is required by statutory Development Plan policy LPR 2015 NE 4 (Protected Species) which states:

Development will not be permitted which would adversely affect species: (i) protected by law; (ii) identified as a priority species in the UK Biodiversity Action Plan or any local Biodiversity Action Plan; unless there is a need for the development which outweighs the ecological importance of the site; and a) the development cannot be met in other less ecologically damaging locations; or b) the development cannot be met by reasonable alternative means.

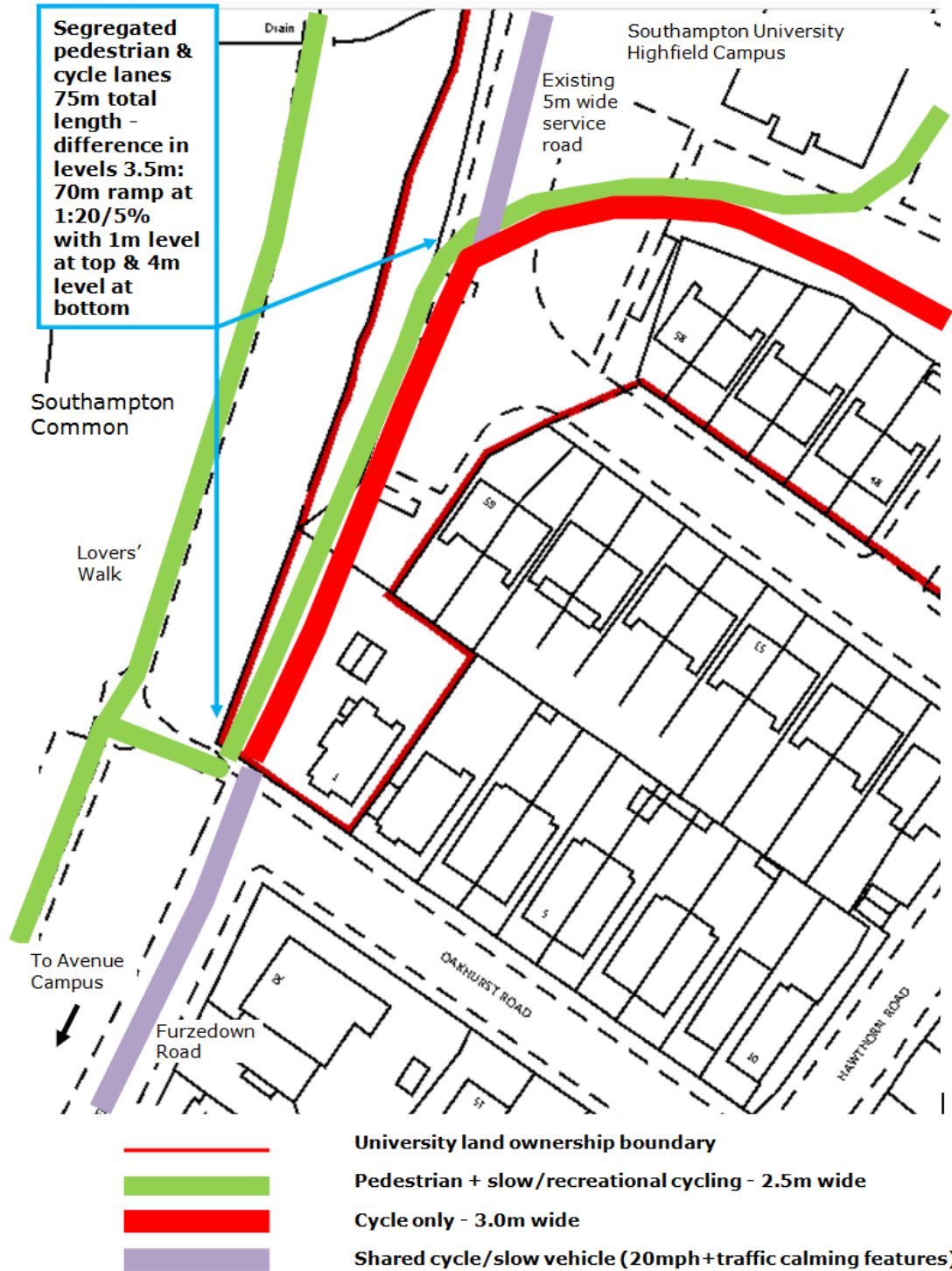
Alternative scheme

34. Whilst the grossly substandard proposal to widen the steps might have to be accepted if there were no superior alternative, in this case there is. On adjacent land wholly owned by the applicant a sloped ramp, partly in cutting and partly against an existing bank, could be provided at a gradient of accepted standard for pedestrians, cyclists and the disabled (see diagram on next page).

35. This option would undoubtedly be functionally far superior as it would:

- a. cater for cyclists without needing to dismount, thereby contributing to the aims of SCC's LTP for a 'high quality, continuous, coherent cycle network' and fully according with statutory planning policy LP SDP11;
- b. make an convenient, safe and direct route for the disabled and other users of wheelchairs and child buggies etc, thereby conforming with statutory planning policies LP SDP 11 and CS 13 (9);
- c. segregate cyclists from pedestrians therefore avoiding the conflict and intimidation of pedestrians that can take place on crowded shared routes and which detract from the relaxation of their walk.

Southampton University Highfield – Avenue Campuses link: Proposed ramp
 (alternative to existing/widened steps)



36. With carefully chosen street furniture, signage and landscaping it could also be made aesthetically attractive seen both from within the campus and from Oakhurst Road as a tasteful and welcoming southern gateway into the University's main campus, as befitting of an educational establishment with world-class aspirations.

37. This proposal would take part of the large side garden of 1 Oakhurst Road and an unused parcel of backland; that house would still have by far the largest garden of any in the road and the living conditions of its occupants could be protected with suitable boundary treatment to prevent overlooking.

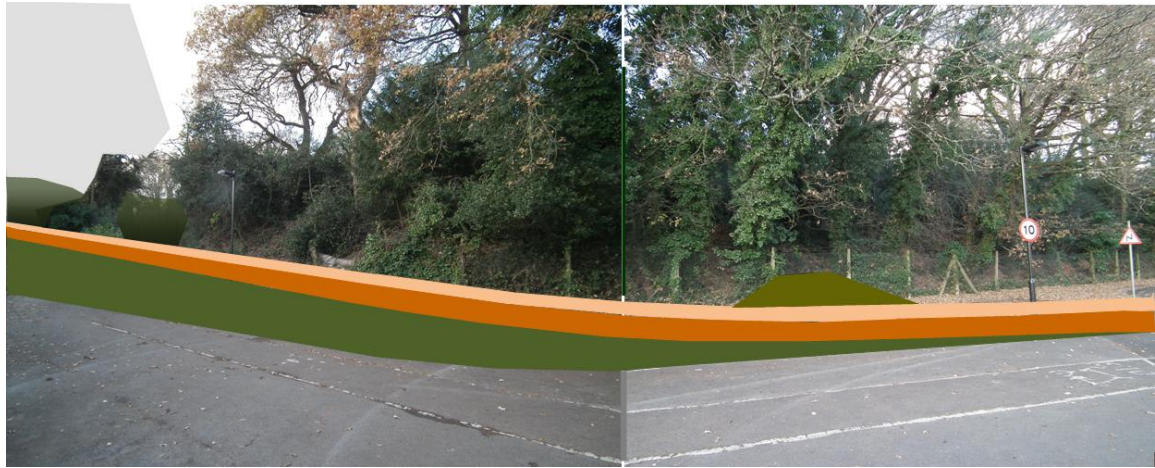
38. A large non-indigenous eucalyptus tree and pine tree deformed by the former would need to be removed but that would not have an unduly adverse effect on an otherwise well (indigenously) treed area and could be mitigated by new landscaping associated with the ramp. This could include a hawthorn hedge on the western boundary edge with The Common on the site of the mediaeval bank and root hedge and planting of indigenous tree species on the banks of the ramp. There would thus be no significant harm to the setting of The Common; any adverse effects would be more than balanced by the beneficial visual effect of being able to restore the existing steps and the approach path on The Common to a natural state – as (non-professionally) illustrated below; similarly, seen from the end of Chamberlain Road and the southern end of the campus, with suitable landscaping (not illustrated) the ramp could be made into an aesthetically acceptable feature as illustrated (albeit rather crudely and without landscaping for want of presentation ability) on the following page.

Existing November 2016



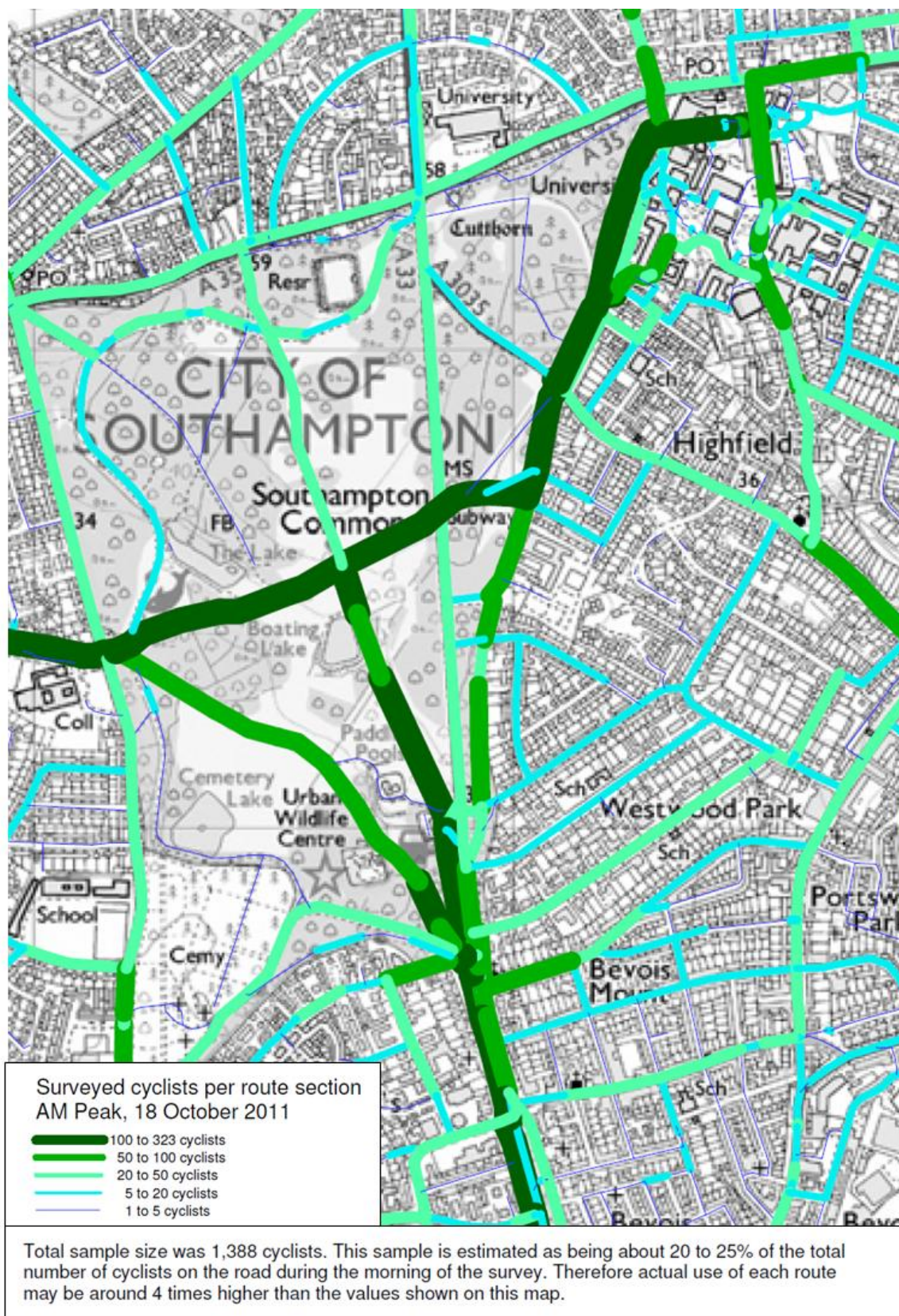
Potential view





39. The southern (top) end of the ramp would issue directly on to Oakhurst Road and thus enable more cyclists to use Furzedown Road than do already when accessing the Highfield Campus without having to dismount (via the more indirect route of Hawthorn and Chamberlain Roads). That would make Lovers' Walk a more indirect route for cyclists and thus encourage them away from that path, which experiences high pedestrian flows and significant pedestrian/cycle conflict. That would enable an improvement to the comfort and safety of pedestrians and thus promote walking as an active travel mode.
40. Furzedown Road could receive similar treatment to that given to Highfield Road 20 years ago in order to facilitate the opening of the Avenue Campus – viz: controlled residents' parking throughout and a cycle-friendly no-motorised-vehicle-in entrance (out only) off Highfield Avenue/Lane. In addition it could be traffic calmed and limited to 20mph, as Highfield Road has recently been. Overall the environment of Furzedown Road would be improved by fewer and slower motorised vehicle movements and removal of the continuous row of uncontrolled parked cars on the west side in the day during term times, thereby allowing some unobstructed glimpses of The Common and pull-in's for cyclists and cars to pass (as on Highfield Road).
41. In return there would be a modest increase in the number of (relatively benign) cycle movements on Furzedown Road. In addition, committing the road to being a sustainable transport link that also protects the character of The Common by obviating the need to widen the parallel section of Lovers' Walk should also render inconceivable its future use as a motorised vehicle link into the University, thereby allaying fears of local residents that an erstwhile proposal for such might be revived.
42. The ramp would comprise an essential component in a network of fast cycle routes both for the northern corridor of the city and the University campus in particular, as illustrated in the diagrams on pp. 18-21. The use of the ramp and University service road linking to Salisbury Road would also reflect closely strong desire lines shown by the 2011 survey (see next page).
43. In turn that network would enable Lovers' Walk to be kept as a primarily pedestrian route, thereby encouraging walking by making it feel safer and more pleasant. This would be a major contribution to the University's and City's ambitions to promote active travel of walking as well as cycling. It

would also conserve the character and appearance of The Common by avoiding the need for SCC's intended widening of Lovers' Walk³.



³ Even if SCC grant permission for widening Lovers' Walk it is highly doubtful that it would receive consent under 38 of the Commons Act 2006 because a feasible off-common route exists that would obviate the need for the majority of the works.

44. It would also be a vital component in a wider active travel strategy designed to encourage and accommodate increased use arising in pursuit of sustainable travel objectives. Fast cycling, unencumbered by and avoiding conflict with pedestrians, can be provided for along the entire northern corridor of the city and on strategic routes within the Highfield Campus, leaving pedestrian routes unsuited to shared use for walkers alone. This can be done by designing routes in such a manner that cyclists naturally follow the easiest and most obvious routes, thereby largely obviating the need for enforcement of segregation and leaving separate walking routes free from conflict. Such an approach allows for a higher quality of transit for cyclists and pedestrians and for their intended increase in numbers than can be achieved safely and comfortably on shared routes, however wide they be.

45. The illustrations on the final pages show:

- a. A suggested much-needed cycle strategy for the Highfield Campus, including on the western side a fast cycle route to accommodate off-common the existing high flows from Salisbury Road to Highfield Avenue via the ramp alternative;
- b. A detailed plan of how the Salisbury Road-Burgess Road cycle and pedestrian routes, and the passage and holding areas on Burgess Road, could be improved in a way that encourages segregation southwards⁴ ;
- c. A suggested revised junction layout to accommodate cyclists at the southern end of Furzedown Road to mirror that opposite on Highfield Road which has operated satisfactorily for the last 20 years;
- d. An overall strategy, tying all parts together, for segregated high quality routes for cyclists and pedestrians from Glen Eyre Road to Stag Gates.

Health and safety

46. The applicant may consider that the condition of the existing steps might raise health and safety concerns. However, the steps have been in use for 20 years in their current state and it is difficult to believe that there is a safety issue that now that could not be overcome by pro tem measures pending implementation of the alternative replacement scheme. A claimed urgency due to health and safety should thus not weigh conclusively in favour of granting permission in the face of the identified inadequacies of the scheme.

Precedent

47. The proposal appears to be predicated on the assumption that future consent for the widening of Lovers' Walk and of the path linking to the steps will be forthcoming under both the planning and commons acts. Indeed widening of the steps to 3.5m wide would be functionally and visually quite incongruous, being 2.5 times the width of the existing tarmac path (1.4m) on to which they would give. Granting of consent now could thus be seen as setting the precedent for future consents, but such a consideration is often disregarded on the basis that each application must be considered on its own merits. If that were the case, then, by the same token, permission for/completion of the current scheme cannot equitably be weighed in favour of future schemes.

⁴ This would involve losing remnants of a section of the boundary bank which has been severely damaged over the years, most recently by rat infestation. There does however seem no alternative way of allowing for a safe holding area for at times large numbers of pedestrians and cyclists waiting to cross a busy road.

Conclusion on planning issues

48. The proposal unambiguously conflicts with the Council's statutory planning policies for the disabled, is seriously deficient in relation to its policies for cycling and harmful to the conservation of The Common to an extent that is not outweighed by any material considerations in favour of the scheme. A need for the scheme cannot be an overriding consideration in view of the far superior alternative scheme within the applicant's control. Indeed if this proposal is not refused as a means of pressing into practice the Council's policies on the disabled and cycling it is difficult to know what purpose those policies serve other than as hollow expressions of vacuous intent. However, those policies have a self-standing statutory status that makes their discard potentially subject to judicial review.

Post-script - Commons consent

49. There is a prima facie case that the proposed works require consent under s38 of The Commons Act 2006 - the successor to s194 of the 1925 Act under which the consent for the existing steps was granted in 1997. The Secretary of State did not then make a determination on the exact position of the disputed Common boundary. The westernmost part of the current proposal appears to be within the scope of the dispute and there does not appear to have been any later evidence to clarify the situation. Accordingly the same precautionary approach must now apply and commons' consent be obtained.

50. Notwithstanding uncertainty over The Common boundary, part of the proposal is indisputably within it and involves making up the ground by about 1m in height. This comprises de facto engineering works (rather than the exempted laying of surface gravel) for which s38 consent would be required.

51. Furthermore, the steps are not part of a public byway and are in effect a primarily private access onto The Common from Southampton University, albeit used by some members of the public unconnected with the University. In those circumstances the Planning Inspectorate guidance indicates that s38 consent would be required for the temporary fencing proposed to exclude the public whilst works are carried out.

52. Therefore, were the Council minded to approve the application, the certificate should carry an informative that Commons Act 2006 s38 consent would also be required before implementing the planning permission; and that works taking place without consent could be restrained by County Court injunction.

53. It should be noted that the outcome of an application for works on a common may not be the same as in 1997. That decision letter and Inspector's report are arguably flawed and/or out of date in relation to certain assumptions and conclusions, including in relation to provision for the disabled, cycling on The Common and disturbance to residents from the alternative of a ramp. Some of these considerations should in any event have been matters for a planning, not s194, decision in the first instance. Also, since the Commons Act 2006 has been in force Inspector decisions have taken a protective stance to commons, requiring demonstration of proof that a feasible off-common alternative does not exist before allowing non-exempt works (such as engineering and hard surfacing works) on a common. The 1997 s194 decision thus provides little indication of how, in the knowledge of the potential for an off-common alternative, a s38 application involving harm to The Common would in future be decided.

Southampton University Highfield Campus: cycle plan June 2016

Suggestion by Simon Hill MRTPI

Background

The University Travel Plan 2015/16 and consultants' submissions on the recently considered Gower Building contain little more than platitudes about encouraging cycling and citation in support of their objective of encouraging sustainable transport/more cycling the fact that the Highfield Campus is next to a planned 'northern corridor' strategic cycle route promoted by Sustrans. There is nothing about the desire lines to, from, around and within the campus, and storage requirements close to main destinations.

This outline/sketch plan attempts to fill part of that gap from a 'common sense' viewpoint and broad physical knowledge of the area – but without access to hard information on numbers of cyclists, existing storage etc.

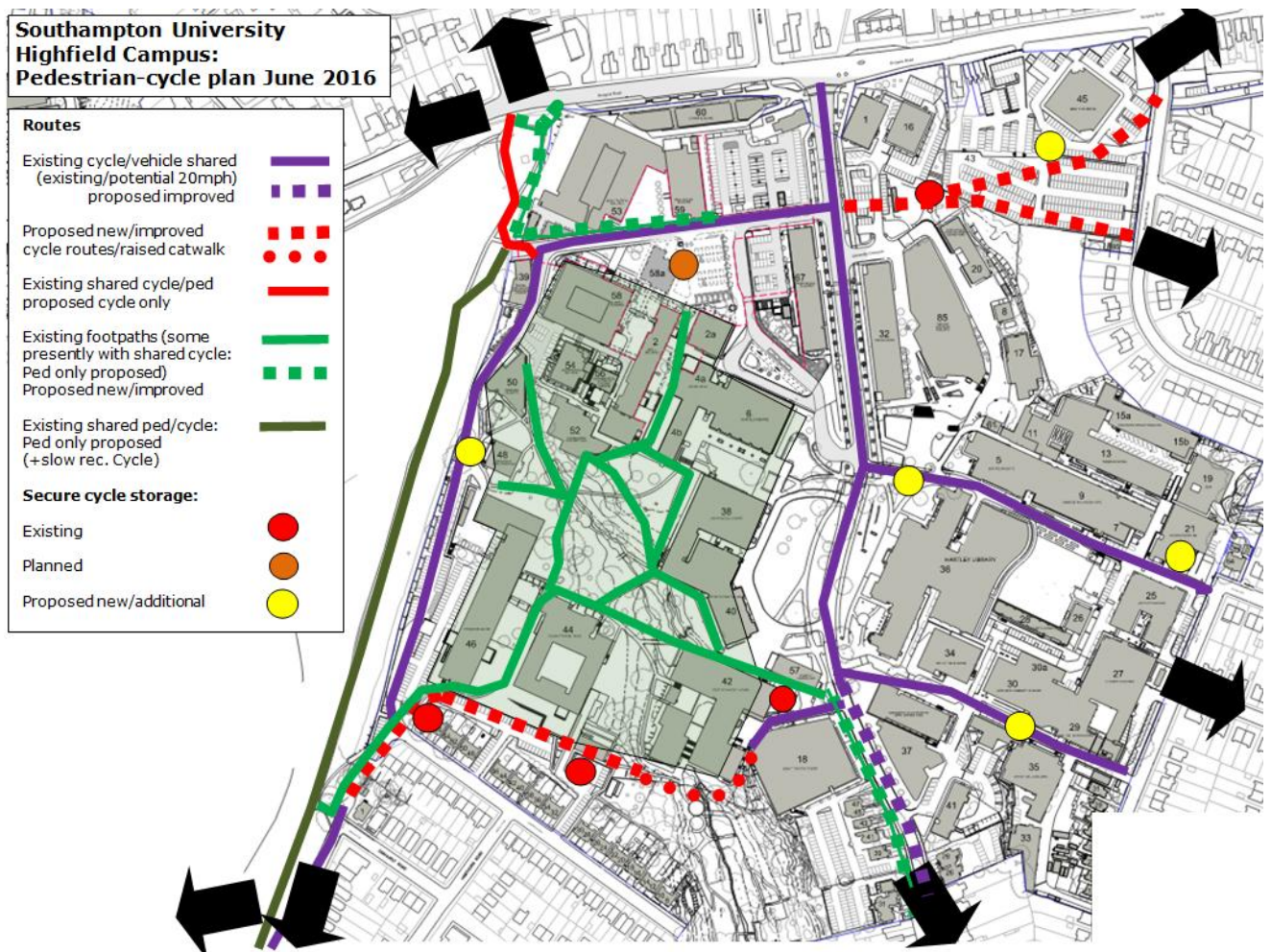
Objectives

1. Provide a coherent framework of strategic cycle routes within the campus linking to the external routes that cyclists to/from the University Highfield Campus have to use, so that whatever direction cyclists come from they can easily cycle to all parts of the campus to access a secure cycle store close to their destination.
2. Provide secure cycle storage in sufficient numbers/ locations to facilitate the achievement of objective 1.
3. Remove cycling from routes within the landscaped core of the campus (shaded light green on the diagram) to avoid conflict with pedestrians present frequently in large numbers.
4. Contribute to providing a transit/fast (rather than recreational) cycle route from Glen Eyre to Stag Gates.

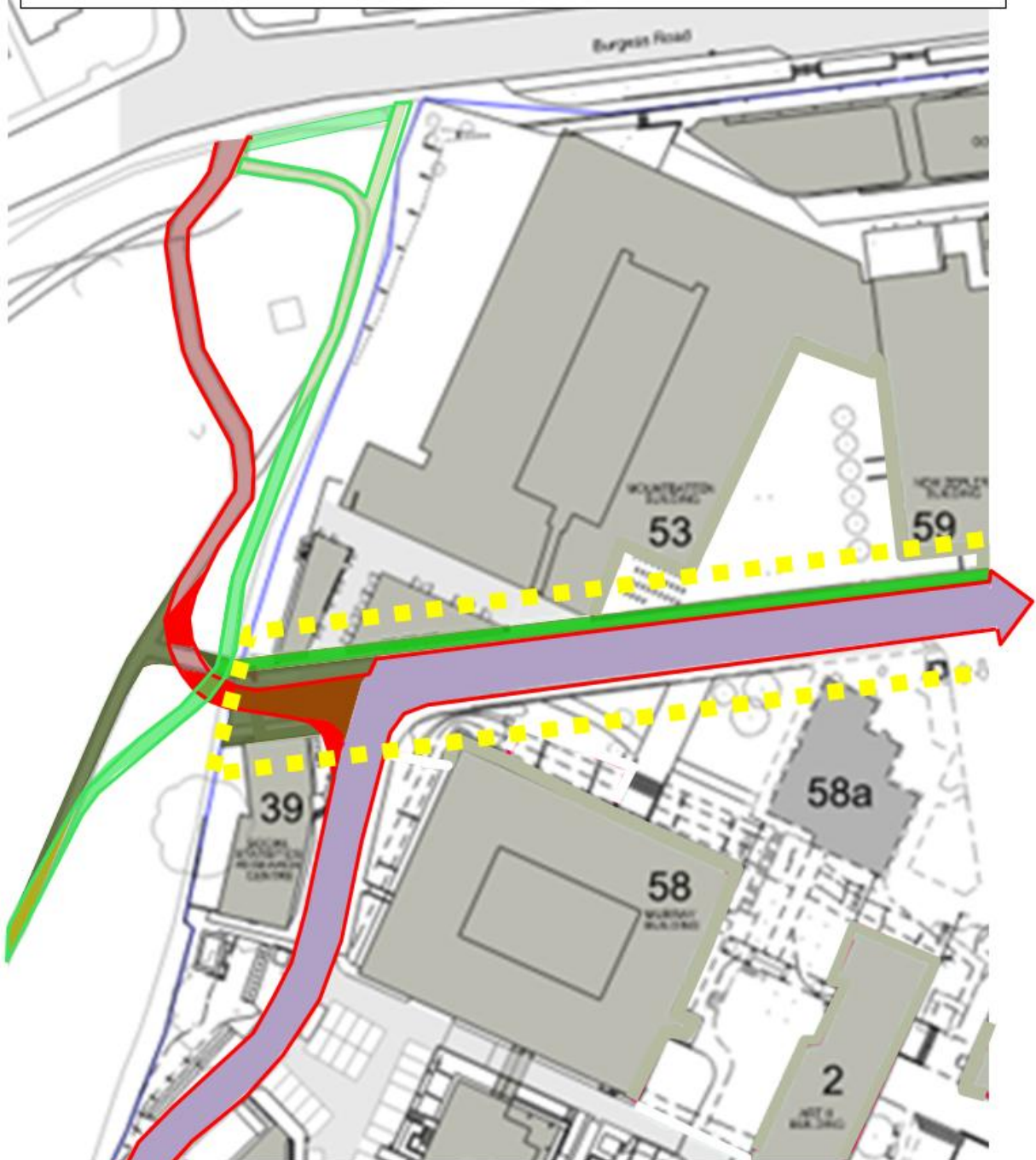
Key principles

a) a new southern east-west cycle link to allow access between Avenue Campus and, say, SU and Hartley Library, without having to cross the landscaped core/proposed pedestrian only area or use the very indirect on road route via Highfield and Church Lanes; and

b) a coherent link from University Road north eastwards to avoid use of Burgess Rd. between University Road and Mayfield Road junctions and to link to Mayfield Road east.



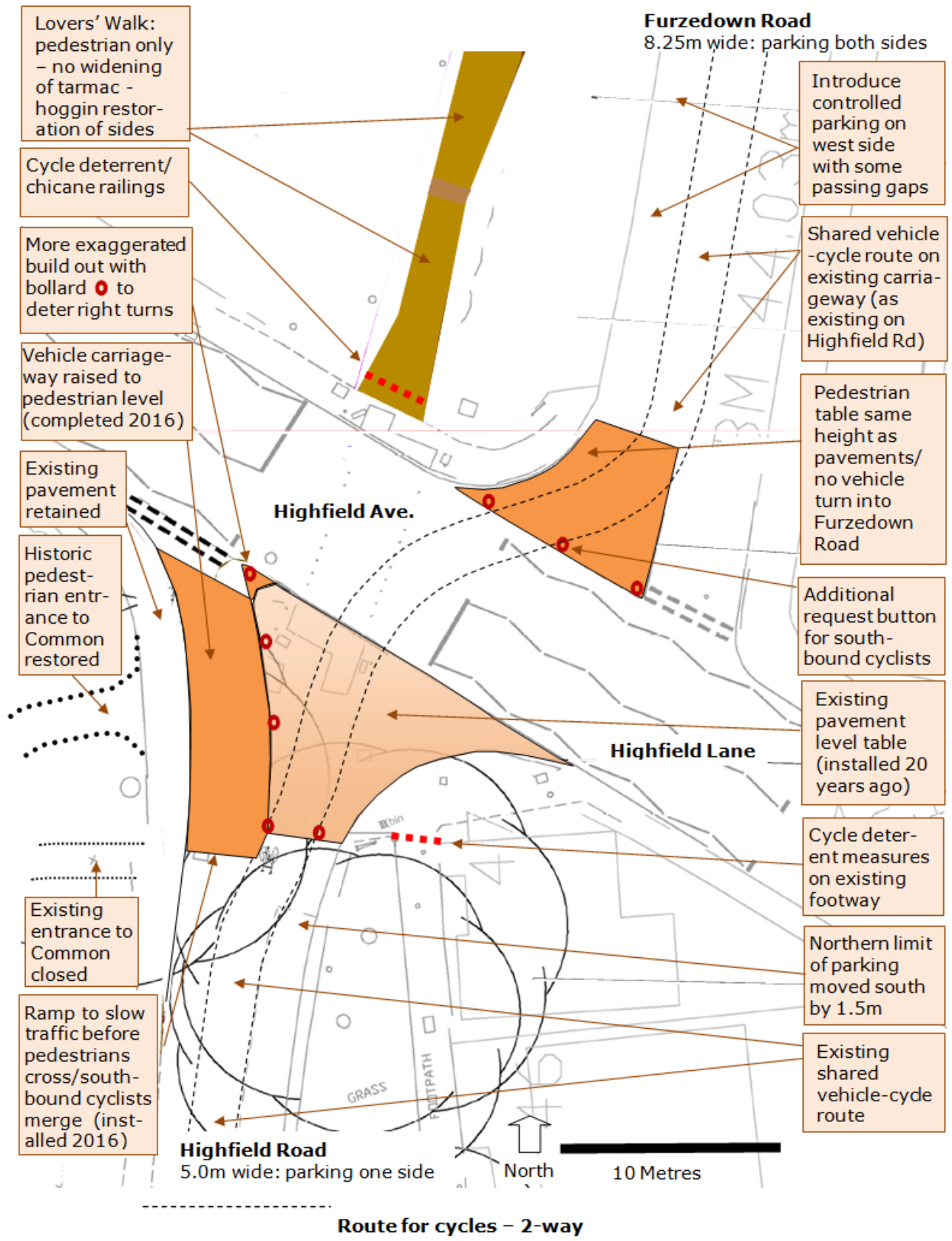
Lovers' Walk – Salisbury Road: proposed pedestrian and cycle routes
 To be accompanied with extensive vegetation clearance and hawthorn hedge planting adj, Mountbatten Bldg.
 SH 22.08.16



- Cycle routes – minimum 3.5m
- Lovers' Walk pedestrian only route – minimum 2.0m
- Existing tarmac shared ped/cycle use (3.5m) – to be cycle only
- New tarmac – cycle only (except on footway crossover)
- Existing road tarmac – retained - to be cycle only
- Existing low use/speed service road (6m+) – continue cycle/vehicle share
- Existing tarmac to be pedestrian only
- Old footpath to be restored to tarmac (2m) – to be pedestrian only
- New tarmac – to be pedestrian only (incl. widened Burgess Rd. pavement)
- Existing tarmac to be restored to vegetation
- ■ ■ environmental improvement area

Proposed Highfield Road/Avenue/Lane and Furzedown Road junction

to accommodate cyclists on fast continuous route between Southampton University Highfield and Avenue campuses without need for major widening of tarmac on The Common and to improve conditions for walkers by segregating cyclists and pedestrians



Walking and cycling routes
E. Bassett-Shirley/Stag Gates
 incl. SU Highfield -Avenue Campuses
Alternative proposals

- Pedestrian only —
- Shared pedestrian/cycle —
- Cycle only/new route —●—●—●—
- Safe (20mph) cycle/vehicles —
- Unsafe shared cycle/vehicles —
- Vehicles only —
- Unlit routes - - - - - - - - - - - -
- See separate detailed plan

