

THE EMS

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EDITORIAL

Portsmouth-Havant Cycleway now open

I was pleased to see that the cycleway leading to Portsmouth alongside Langstone Harbour and Farlington Marshes is now open, enabling cyclists to avoid the A27 from where the A3(M) joins it. This part of the A27 is soon to become motorway. It seems that money can only be found for cycleways when a road is turned into a motorway.

- but Emsworth will have to wait!

Further development of cycle routes within Emsworth has been delayed due to lack of funding. Those paths already completed were paid for with an EC grant, but all this money has now been spent. The EMS has been told that Hampshire County Council does not have any other funds available in this financial year. We hope they will be able to find some in 2006-7 and we will keep on encouraging them to develop safe cycle routes in many parts of Emsworth and especially on children's routes to and from school.

Thanks for the back issues of The EMS

Many thanks to all those who have given me back copies of The EMS. I now have an almost complete set and am following up contacts to get the last few. In future I will be able to refer to what happened in Emsworth before I came here. I will soon be able to start the immense task of indexing and picking out the key articles to make them available on the ERA website. In time I hope to make the set available to local historians who are researching the last 25 years.

Richard Jannaway

LETTERS TO THE EDITOR

The A259 Divide/Road Safety

If excessive speed is the main concern, I am not convinced the reduction of the central island or installation of automatic traffic signals are viable solutions. A smaller roundabout could increase speed. Also it is not my experience that signals slow traffic during off peak periods, as drivers attempt to elude the red. During peak periods the likely build up of traffic will further increase air pollution. I am therefore not surprised HCC, Highways Authority for this main distributor road, are being cautious. Before architects are engaged, Traffic/Highway Engineers need to undertake various studies and investigations with one eye on construction (capital) and maintenance (revenue) costs. Additionally, signals would be very intrusive and remove a prime space (central island) available to enhance the area. Finally there is the removal of the opportunity to undertake a legal U turn manoeuvre.

However, I do agree a signal controlled crossing sensibly positioned would be a beneficial addition to an enhanced underpass (used by many pedestrians). This could be achieved by providing an additional crossing or re-siting the existing crossing situated near the Mill Pond. This, however, widens the scope of the project.

The installation of a one-way system in High Street/Queens Street may bring about access and delivery issues, and the possibility of increased traffic speed. Unfortunately, the limited number of additional parking spaces would be absorbed overnight.

Unfortunately, the car shapes our life style and polarises attitudes. Strict enforcement of acceptable traffic restrictions need to be applied before it takes over and has a detrimental effect on life in our village.

Finally, I agree with the comment re: "North Emsworth" made by Roger Wilding in his letter. It came as a culture shock when this terminology was used in comments at a recent Community Board meeting.

A259; let us hope a solution can be found that is acceptable to most.

Chris Suter
Emsworth

Traffic in Emsworth

Brendan Gibb-Gray's article on traffic in Emsworth is good on intentions, but the solution proposed could wreck the village. Do we really want more traffic lights and one-way systems? Traffic lights will simply clog up already congested areas. Look what it's done to Havant. The traffic lights at the Langstone roundabout have to be turned off at peak times to prevent gridlock! As for a one-way

system for Queen Street, it would mean that anyone coming to the town square from the Prinstead end of Emsworth would have to go via the roundabout, doubling the traffic there!

What is needed are traffic calming measures on the fast A259 road into Emsworth. Use cobblestones and chicanes to slow down the traffic. An extreme example is Westgate in Chichester where chicanes make the road uncrowded and slow. The idea should be to make Emsworth a peaceful place to drive slowly, not wait in queues at traffic lights.

As for cyclists, there are two main danger points. One is just north of the railway bridge where car drivers tend to try to overtake cyclists on the bend where the road goes under the A27. What is needed is a cycle lane that goes under the railway bridge and continues through under both bridges. Cycling under that railway bridge is downright dangerous.

The second dangerous section is where the cycle lane peters out at the King's Arms (Havant Road), just where the road narrows. The cycle lane needs to continue right up to the roundabout, not stop just because the road is narrow! Again, it could be combined with other traffic calming measures on that long straight section into the town centre. I would certainly agree with Brendan Gibb-Gray that something needs to be done to reduce speeds there.

A.C. Gould
Emsworth

Emsworth Foreshore Walks

There can be no doubt about the popularity of the path around the Millpond for the fit and able on foot and for the less able in their buggies or wheelchairs. But when it comes to extending your outing further along the Harbour shore, problems arise.

Westwards, and the much promoted and often busy Wayfarers Walk, which by law has a minimum clear width of one and a half metres hereabouts, quickly becomes encroached upon by rocks or fences so that it is often 'single file and wait your turn'. Visit delightful Nore Barn Woods and you could well get your feet wet on the return journey if you can't wait for the tide to turn.

Eastward from the Town Quay there is supposed to be a twenty-foot wide public path along the shore to the Sussex Border. Now, I don't suppose many people would like to see a twenty-foot wide resort style promenade here but the progressive erosion of the gravel over the Emsworth springs makes for unnecessarily wet and unpleasant walking. Further on the concrete

plinth of the seawall is often chosen to avoid thick and squalid weed but its sloping surface can be slippery and dangerous when wet.

Doesn't Emsworth deserve better than this?

James Colbourne
Emsworth

Emsworth in Australia

In the August of 1990, my husband and I went on our first overseas trip to visit our friends Mr and Mrs Grant of Bosmere Gardens, Emsworth. We had no idea what an impact that holiday would have on our lives. You see we fell in love with Emsworth, so much so that I have been back five times. We love to walk around the mill pond and along the water's edge through Nore Barn Woods to Warblington Cemetery and home through the fields. We enjoy the Village shops and talking to the people we have met, so we now have more friends in Emsworth to keep in touch with.



Emsworth Cottage, Korumburra, Victoria, Australia

We have many things in our home that remind us of the enjoyable times we have shared in your little village. We thought it would be fitting to name our home *Emsworth Cottage* so that we will always feel close even though we are 13,000 miles apart.

Marjorie F. Ross
Emsworth Cottage, Australia

EMS Copy Date

The deadline for the October issue of The EMS is 30th August.

Articles can be submitted by e-mail to editor@the-ems.co.uk

or by mail to:

75 Bosmere Gardens, Emsworth,
Hants PO10 7NR

We do not publish anonymous letters or emails but will withhold name and/or address if requested. Editor

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**If you can help,
please contact
Stan Marchment**

Tel: 01243 374414

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ERA QGM Monday 25 July 2005

Emsworth Community Centre, Mountford Room, 7.30 pm.

Planning for Housing and Jobs – the next 20 years

Speaker Frank Campbell

Corporate Director Regeneration at Havant Borough Council

Mr Campbell will explain how the South East Plan and the South Hampshire Sub Regional Strategy will affect the Borough of Havant in the coming years.

The key policies in these documents will set the framework for the long-term patterns of economic and housing development both at regional level and more locally over the next 20 years.

The documents are still being prepared and will be finalised in approximately a year's time. Future versions of the Borough Local Plan will need to conform to the key strategies contained in these documents.

There will be opportunities for questions.

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