



Emsworth Community Board

A Strategy for Cycle Route Development in Emsworth

15 March 2007
(revised 11/03/08)

Steve Pearce
Emsworth Community Board



**Emsworth Community Board
Strategy for Cycle Route Development**

Table of Contents

Part I - Where we are today

1. The Need and Benefit
2. The Obstacles
3. The Current Situation
4. The Opportunity

Part II - Proposals for Change

5. New Objectives and Priorities for Cycle Routes
6. A New Strategy for Planning Cycle Routes
7. New Planning Guidelines
8. The Way Forward - New Partnerships
9. Benefits of the New Strategy

Part III - Details of Emsworth Cycle Routes

10. Suggested Primary Cycle Routes

Emsworth Community Board Strategy for Cycle Route Development

Part I - Where we are today

1. The Need and Benefit

There is an urgent need to encourage Emsworth residents to leave their cars at home and cycle into town and a real benefit to be obtained from getting them doing so.

- (i) The town centre is heavily congested during business hours and suffers from exhaust and noise pollution.
- (ii) The town centre car parks and roadside parking bays are constantly full, thus discouraging visitors from outside the town.
- (iii) Cycling instead of driving will reduce carbon emissions.
- (iv) Cycling will bring health benefits to those who do so.

2. The Obstacles

- (i) There are real disincentives for those who would like to cycle more:
 - o The main through route and approach roads into Emsworth are dangerous and frightening for cyclists; in particular the A259 and Horndean Road leading into North Street. The traffic on these roads is heavy and increasing all the time due natural growth and by the surge of new development, of ever increasing density, in and around Emsworth. One proposed development, the A27 interbridges commercial site, will have a devastating effect on Emsworth traffic and also threatens the viability of the potential alternative north-south route for cyclists through the Washington Road underpass.
 - o The existing cycle lanes and cycle paths are generally not continuous and do not form a complete route into or through the town. A cycling route is only as good as its most difficult section since one danger point will deter potential users from using the route at all. There are too many examples around Emsworth where cycleways stop because the budget ran out or the engineering got difficult.
 - o Many of the existing cycle lines are poorly maintained and becoming dangerous to use. In places where cyclists have to use the normal road edges, there is the perennial problem of uneven and dangerous surfaces caused by drains, potholes and piecemeal road repairs.
- (ii) The historical legacy of narrow roads and dense urbanisation make it difficult and expensive to create effective and attractive routes for cyclists.
- (iii) Funding for cycle paths and cycle lanes is unsubstantial, piecemeal and difficult to obtain.

3. The Current Situation

- (i) We have seen an improvement in cycle paths and lanes in Emsworth. The Emsworth Town Centre Access project currently nearing completion should bring significant benefits for cyclists and pedestrians and is much welcomed. Also, the development of safe cycle routes to schools is an accepted strategy

Emsworth Community Board Strategy for Cycle Route Development

although it appears to be struggling to attract sufficient funding to ensure completion.

- (ii) In the past, the focus of cycle route development appears to have been on the completion of leisure routes rather than the development of routes to encourage cycling as an alternative means of transport into and around town.
- (iii) Until now, improvements to cycle routes have been piecemeal and opportunistic. They have focussed on short routes and relied on small tranches of funding from a variety of sources.

4. The Opportunity

There is a real opportunity to increase the proportion of people who cycle into and around Emsworth.

- (i) At the individual level, many people really do want to cycle more. For example, a recent survey in Emsworth showed that only 55% of those who cycle for leisure also cycle into the town. The remaining 45% would probably cycle around town if it were easier and safer to do so. Also, we believe that more and more people have the desire to start cycling because of the growing individual acceptance of a green agenda.
- (ii) At the national level there is growing political and media attention on the effects of carbon emissions on global warming and support for alternative “greener” forms of transport. Surely, this must mean an opportunity to generate political will and substantial funding for projects to promote cycling as a real alternative to motoring.

Part II Proposals for Change

5. New Objectives and Priorities for Cycle Routes

It is proposed that the objectives of all improvements to cycling facilities within Emsworth should be, in order of importance:

- (i) to encourage significantly more people to cycle into and around Emsworth town centre, rather than drive, and
- (ii) To implement safe routes to school for children.
- (iii) To develop routes for cycling as a leisure activity.

These priorities are consistent with the HCC Local Transport Plan LPT2.

6. A New Strategy for Planning Cycle Routes

The Hampshire County Council Local Transport Plan includes clear strategies for increasing cycling as a means of local transport. In order to fulfil this strategy, it is proposed that:

- (i) A set of primary access and through routes for cyclists and pedestrians in Emsworth should be planned by a small team representing local views under the leadership of Emsworth Community Board (ECB). The planning of these routes should be done in consultation with the transport policy departments of Havant Borough Council (HBC) and Hampshire County Council (HCC).

Emsworth Community Board Strategy for Cycle Route Development

- (ii) A bold approach should be adopted in the planning of the primary access routes. The aim should be to design a network that is safe to use and will attract a high proportion of residents to use it as their primary means of transport around the town.
- (iii) The design of the network of primary access routes should not be constrained by the levels of funding available today. Rather, we should use the vision of the future pedestrian and cycling network, allied to the political will for greener transport, to generate the new levels of funding required to achieve it.
- (iv) The planning of the primary access routes should take into account the needs of people using mobility scooters. We are seeing a large growth in the number of these scooters as the average age of residents increases. This is compounded by the growth in sheltered housing seen in current planning applications.
- (v) The design of each primary cycle route should remove or alleviate all the potential obstacles and danger points for cyclists along that route. No cycle route design should be accepted unless this condition is met.
- (vi) The primary access routes should be formally adopted by HBC and HCC. This means inclusion in the Local Development Framework (perhaps as Supplementary Planning Guidance) and the Local Transport Plans.
- (vii) The implementation of the Emsworth primary access routes should be adopted as a one of the 20 pilot Town Access Plans by HCC. The justifications for such adoption are:
 - The significant amount of research already carried out by Emsworth Community Board.
 - The existence of the comprehensive and coherent local consultation network begun by the ECB which will be enhanced by the establishment of the proposed Emsworth Town Partnership Board.
 - The acute nature of the severance between the residential communities in north Emsworth and the centralised shopping and amenity areas in south Emsworth caused by the solitary road crossing of the east-west railway and A27 trunk road.
- (viii) HCC, HBC and local community groups will work together to procure funding for the implementation of the primary access routes. The co-ordination of the activities of local groups would be done initially by EBC but could be taken over by the Emsworth Town Partnership if and when that is established.

7. New Planning Guidelines

It is proposed that:

- (i) All improvements by HBC and HCC to footpaths, carriageways and crossings should be planned with regard to the primary access routes of which they form part, or potentially could form part. Such improvements should be constructed so that they meet the needs of all the agreed primary access routes, regardless of whether those routes are already in existence, partially implemented, in the planning stage, or merely on a list of potential developments.

Emsworth Community Board Strategy for Cycle Route Development

- (ii) All future development plans within Emsworth submitted for the approval of HBC or HCC should be reviewed to ascertain whether they have a direct or indirect effect on the primary access routes. If so, the authority should ensure that the development does not impair or prejudice an existing or planned primary access route and, whenever possible, planning obligations are agreed which require the developer to implement improvements to facilitate planned or existing primary access route(s).

8. The Way Forward - New Partnerships

The establishment of Emsworth Community Board (ECB) as a consultative body representing Emsworth people provides the opportunity for a new level of dialogue with the Borough and County Councils. Also, the potential establishment of an Emsworth Town Partnership, which would include ECB, could provide the opportunity for carrying out local projects and gaining better access to funds. It is proposed that:

- (i) Emsworth Community Board should develop its expertise and range of contacts so as to lead a collaborative effort to develop
 - o a comprehensive statement of the requirements of the primary access routes needed for Emsworth and
 - o a comprehensive statement of the individual improvements required to the achieve the primary access routes.
- (ii) ECB should establish a working relationship with HBC and HCC to provide input and a review point for their development of town access strategies and plans.
- (iii) ECB should work with councillors and other local organisations to develop a process for assisting HBC and HCC in publicising the strategies, plans and implementation projects for town access facilities in Emsworth. Emsworth residents need to be kept fully informed on the progress of engineering works as well as plans for the future
- (iv) ECB should established a working relationship with the transport policy department in West Sussex in order to identify and agree those portions of the Emsworth access routes and those improvements which lie within their jurisdiction.

9. Justification for the strategy

The implementation of the primary access routes and the other proposals referred to above would lead to the following benefits:

- (i) All Emsworth residents and visitors would derive environmental benefits from:
 - o Reduced pollution and greenhouse gases
 - o Reduced traffic congestion in Emsworth town centre
 - o Reduced demand for car parking space in Emsworth
 - o Increased use of shops and services within Emsworth
 - o Reduced peak time traffic congestion

Emsworth Community Board Strategy for Cycle Route Development

- A reduction in the incidence of cycling on pavements and footpaths (except on those having a clearly marked cycle lane).
- (ii) Emsworth cyclists would benefit from:
 - Improved health and well being
 - The early adoption by children of the cycling “habit” which should benefit them in later life.
- (iii) HBC and HCC would benefit in the longer term when implementing a new primary cycle route by not having to rework developments made for earlier inadequate cycle routes.

Part III Details of Emsworth Cycle Routes

The formulation of recommended primary access routes and improvements for Emsworth is the desired outcome from the collaborative effort described in para 8.(i) above. The following lists are provided solely as an indication of the extent and type of routes and improvements that are required.

10. Proposed Primary Cycling Routes

- (i) Primary access for Emsworth residents to Emsworth Town Centre
 - PAR1 North west Emsworth to town centre and return
 - PAR2 North east Emsworth to town centre and return
 - PAR3 Warblington Road catchment area to town centre and return
 - PAR4 Havant Road catchment area to town centre and return
 - PAR5 Southbourne to Emsworth town centre
- (ii) Safe routes to schools for school children and parents
 - SRS1 Between Emsworth St James School and its catchment areas
 - SRS2 Between Emsworth Middle School and its catchment areas
 - SRS3 Between Warblington School and its catchment areas within Emsworth.
 - SRS4 Between Emsworth and Bourne School in Southbourne
- (iii) Cycle through routes through Emsworth to destinations outside its boundaries
 - CTR1 Westbourne to Emsworth and return
 - CTR2 Havant to Southbourne and return
 - CTR3 The east-west portion of the South Coast Cycle Route lying within the boundaries of Emsworth Ward